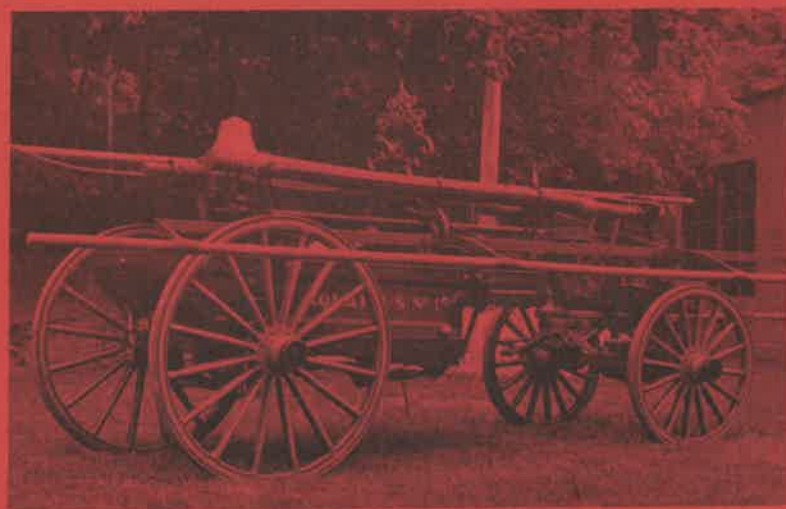


HISTORY
OF THE
PETERBOROUGH
FIRE DEPARTMENT



Aquarius 1856

1856-1981

"To keep Aquarius memories alive"

The Aquarius Veteran Firemen's Association has, over the years, participated in various musters and charitable activities. Most importantly, it has kept alive the spirit and tradition of 1856. The 84th annual meeting is scheduled for November 11, 1981. The present officers of the Association are:

President	- Larry Kemp
1st Vice President	- Dan Sansvieri
2nd Vice President	- Alfred Morin
3rd Vice President	- Ron Stickney
Treasurer	- Ashford Peters
Secretary	- Martin Keenan, Jr.
Standing Committee	- Kenneth Jackson Brian McDonald Ted Barker

Published August 8, 1981, during the 125th year of the founding of the Peterborough Fire Department as a municipal department.

125 YEARS OF SERVICE



*PETERBOROUGH
FIRE DEPARTMENT*

FOUNDED 1856

PETERBOROUGH, NEW HAMPSHIRE

AUGUST 8, 1981

The members of the Committee wish to thank the Peterborough Fire Department, Aquarius Veteran Firemen's Association and everyone who has worked so hard to make this project a success.

This history is dedicated to all those who have served as members and officers of the Peterborough Fire Department and to those who will follow and uphold the high level of professionalism in the Peterborough Fire Department.

We also want to remember those whose foresight in 1856 established this fine department and everyone since who has been so helpful in sustaining the department with their tax payments and various other contributions.

We want to thank Mrs. Hazel Goyette and the late Major A. Erland Goyette, in whose museum the Deluge, hose cart, Aquarius and 1914 LaFrance were housed for many years and whose gifts to the fire department returned this equipment to its original home.

Our heartfelt thanks to the members of the Dyer Brown family for their gracious contribution of their homestead to the Town of Peterborough to be used as a fire museum.

We are forever indebted to Mr. Peter Bock, Mrs. Edna Fisher, the staff of the Public Library, The Peterborough Transcript, The Peterborough Historical Society, and our many friends that assisted in preparing this history.

August 8, 1981

Merton S. Dyer, Chairman
James R. Lawn
Donald H. Parkhurst
Lawrence Kemp
Lawrence C. Bishop
Arthur S. Eldridge
Frederick P. Smith

PRESENT CHIEF OFFICERS



CHIEF

Lawrence C. Bishop



1st DEPUTY CHIEF

Jere T. Morris



2nd DEPUTY CHIEF

Dennis W. Cilley

PRESENT COMPANY OFFICERS



CAPTAIN

Ronald Stickney



1st LIEUTENANT

David Bishop



2nd LIEUTENANT

Donald Parkhurst



CLERK

Douglas Whitney



TREASURER

Paul Christian

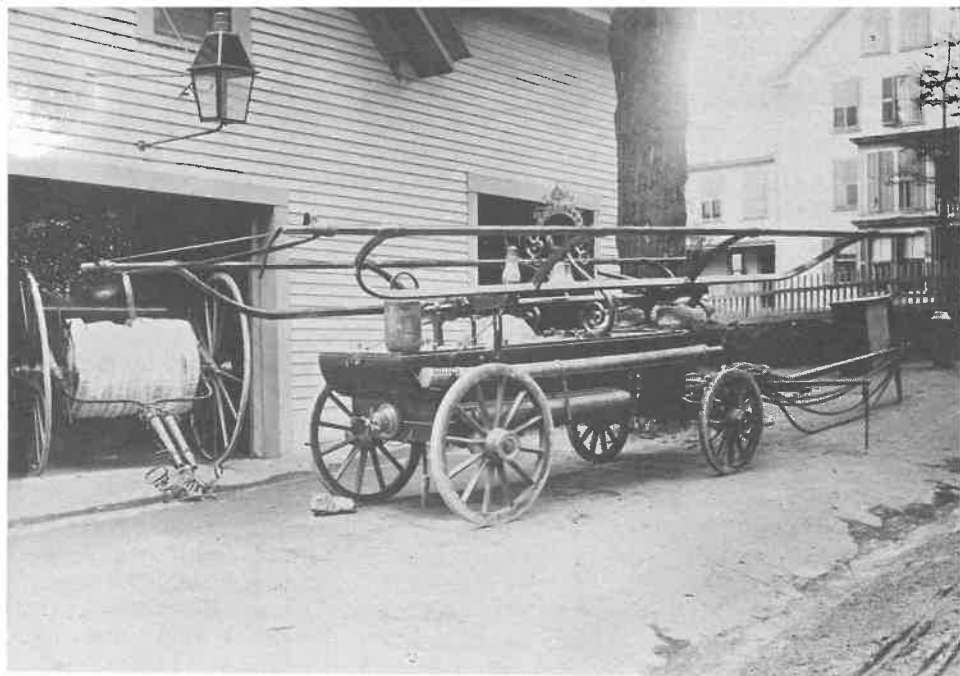
PETERBOROUGH FIRE DEPARTMENT
Peterborough, N.H.

Current Roster
July 18, 1981

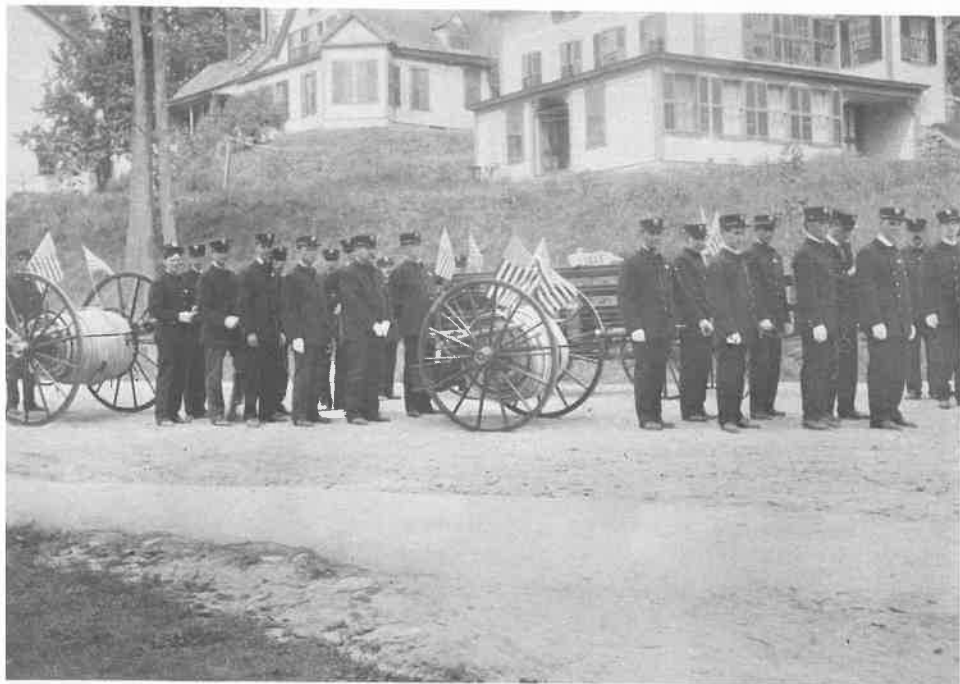
Walter Barker
Theodore Belville
David Bishop
Lawrence Bishop
George Brown
Paul Christian
Dennis Cilley
Harry Gillette
Frederick Gove
James Grant
Charles Ingalls
Kenneth Jackson
Lawrence Kemp
Jay LaRoche
Edmund Lavoie
John McDonough
Bruce McPherson
Michael Maguire

Lawrence Merrifield
Alfred Morin
Jere Morris
Willard Oja
Donald Parkhurst
James Poodiak
Daniel Sansevieri
Michael Sansevieri
Ronald Stickney
Stanley Szydlo
Joseph Thibault
Wayne Webb
Roger Whitcomb
Alfred Whitney
Douglas Whitney
Douglas Whiton
Bradford Winters

TOTAL MEN: 35



Aquarius and hose reel in front of fire station



Aquarius Fire Company after return from muster

PETERBOROUGH FIRE DEPARTMENT

1856-1981

Success attend them, and through life may they
subdue those fires
Kindled by incendiaries, by hate or base desires,
But when they pass from mortal scenes, may it
never be their lot
To go where fire is said to be UNCOMFORTABLY HOT.

It would be a long time from the incorporation of the town until Mr. Hatch could make this toast to the good citizens in 1857 celebrating the successful purchase of the town's first fire engine. The occasion was a social levee to raise funds for a flagpole to join the recent purchase of the fire engine known as the Aquarius.

Peterborough, in Hillsborough county, rests in an amphitheatrical form with Monadnock and a large elevated ridge of land to the west, the Pack Monadnock and its range extends through Sharon to New Ipswich, on the east. The town is located on or near the Contoocook and Nubanusit Rivers and is the place where these opposite sides converge. Peterborough is mountainous with hills rising on both the eastern and western sides of the valley. In fact on the eastern side of the village the elevation climbs sharply for 200 feet.

The town takes its name from the Earl of Peterborough for whom a grant was laid out in 1737. However it was not until 1749 that the first permanent settlers made their way here to the southern part of the town and a permanent settlement was established.

According to an early account the settlers "were most handicapped by Indian molestation." An example of this occurred when some Indians along the Contoocook River stole the settlers' brass soup kettles and "compelled them to return more than 20 miles through a mountainous wilderness for other kettles." The settlers, mainly from stern Scottish Presbyterian stock, were not accustomed to the arduous physical labor of clearing land and the first few years offered great hardships. The forest was unbroken and extended clear to Canada with pine and hardwoods. Many of the pine were over one hundred feet in height and six feet in diameter at the base and were cut for use as mastings for the British fleet.

While the physical labor was taxing, the settlers' spirit of willingness to see to the greater common needs was conspicuous. In 1825 with a population of approximately 1,700, in addition to the usual taxes raised, the community contributed \$14,000 toward the erection of churches and schoolhouses. This same enthusiasm was apparent in meeting losses due to fires. In an address delivered for the Centennial Celebration in 1839, John Hopkins Morison said that:

generally he whose house has been burnt has hardly borne a greater share of the loss than many others in proportion to their means. Nor has this liberality been confined to cases of want; but it has often happened that when, by the sudden providence of God, a portion of a man's goods have this way been destroyed, many whose property was less than what remained to him have cheerfully contributed to make up his loss I do not believe that in the history of the town a single instance can be found in which a mean act, public or private, has been for a single day countenanced by the general feeling of the community.

During the first 100 years of the town's history little was done to deal scientifically with the fearsome results of uncontrolled fires. Most homes only had a ladder for fighting chimney and roof fires. There was no fire department and often the first notice of fire would be smoke during the day or a glow from a fire at night; more often than not residents lost all their possessions. Generally at an alarm everyone was expected to get a bucket and take his or her place in line: the women and children on one side, passing the empties, the men relaying the full buckets to the fire. According to a knowledgeable source at the time, 'it used to be said that a fire was the best place to find out who were the lazy men or men 'constitutionally tired.' for they would always be found in the line of empty buckets with the women and young folks."

Very little information is available prior to the large Phoenix Factory fire of 1828. Several early accounts refer to smaller factory fires such as that which occurred at the so-called "South Factory" building in 1768 and another in 1772 at the Bell Factory. The community seems to have been graced by good fortune since no fatalities are recorded in any of the early records and in fact it wasn't until the following century that any deaths are directly attributed to fire.

In 1813 Calvin Chamberlin and James Perkins erected a building for carding wool at the South Village. In 1817 Henry F. Cogswell purchased the building and made many improvements including the addition of at least two buildings. It was destroyed by fire in 1823 at an uninsured loss totaling \$3,571.00; rebuilt in 1824 the building would be sold in 1845 to Joseph Noone.

According to all contemporary accounts the fire at the Phoenix Factory on December 18, 1828, was the largest and most destructive the town had experienced. The factory was built in 1793 by Samuel Smith. It was a brick and wooden structure, 200 feet in length and two stories high, located

in the Central Village on the Nubanusit River; it was about 500 feet above the junction of the Contoocook. In 1823 the company was sold and a new corporation formed that was called the Phoenix Cotton and Paper Factory. According to the clerk's records of the meeting held September 10, 1823 the corporation, "Voted, that the directors be authorized to make such arrangements about an engine or engines as they think proper." There isn't any other information concerning the Phoenix engine, no purchase date, no invoice information, only the fact that it was in use during the fire of '28.

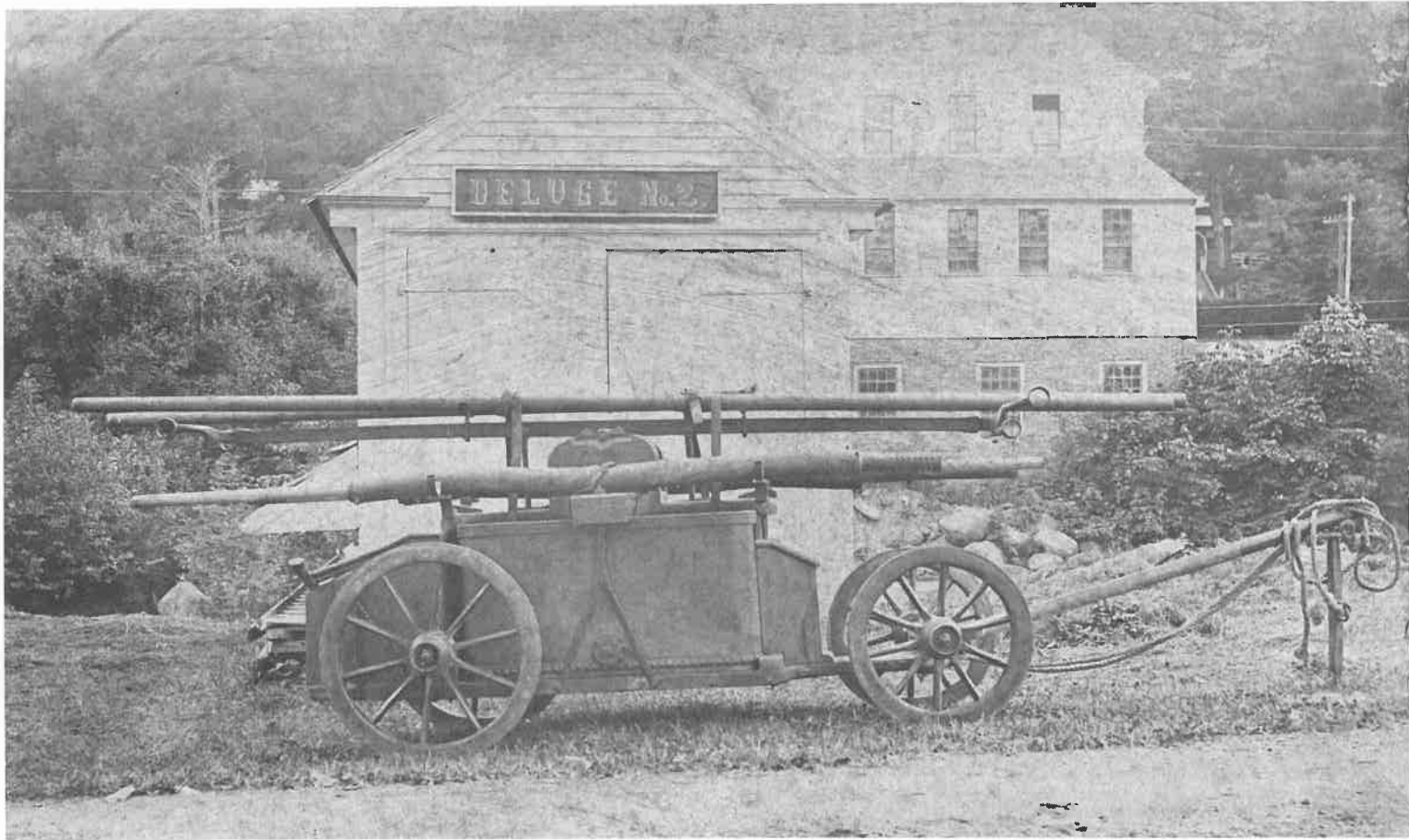
In the Centennial Celebration in 1839 John Hopkins Morison mentions that only the southern half of the Phoenix Factory burned in 1828. The History of Peterborough by Albert Smith gives an account of the fire.

This building with all its valuable machinery was destroyed by fire December 18, 1828. It took fire from a small stove in the attic. The engine of the factory just west of the building, after some delay caused by its not having been used since the preceding October, and by the bursting of the hose from the hurry and inexperience of the men, was finally got into successful operation, which, together with the engine from the Union Manufacturing Co., continued to throw a large quantity of water for four hours, and greatly backened the fury of the flames, and preserved the north half of the building-- a wooden structure, only separated from the burning building by a brick wall. It was a terribly cold day; water was easily congealed into ice, and many present who came in contact with the water were covered with a coating of ice from head to foot.

The estimated loss was \$32,000--a princely sum in 1828.

The following first person account by Selinda Hill Holt is in the Peterborough Historical Society.

On a monday morning in Dec. 1828 just as we were seated at the breakfast table the factory bell rang loud and clear. Fifteen minutes too fast I exclaimed. Fire said father and soon flames burst forth from under the eaves of the western part of the new brick factory. The engine was immediately got out but the weather was so intensely cold that the hose burst they



Deluge No. 2 1823? Hand Tub Union Manufacturing Co.

were bandaged with handkerchiefs and the girls wound their shawls around them, and the hands of the men who held them froze onto them. West Peterboro' engine arrived and strong hopes were entertained that the fire would be stopped. The accounts books were secured and nothing else was allowed to be taken out as it was confidently expected that the fire would be extinguished and the lower stories saved. An excentric bachelor contrary to orders entered his room and secured his box of tobacco. For a long time the belfry was unharmed. At length the tongues of flame enwrapped the bell which was still tolling in almost human accents of agony. soon the rope parted and with a thundering moan, its prelude to an everlasting silence, it fell to the ground. The entire inside was burnt and the walls left standing. It was separated from the old wooden part by a brick partition which saved the old part undamaged. It was a great shock to the village as many were thrown out of employment. A low closet under the eaves of the upper story ran the whole length of the room and used to keep kindlings and rubbish in. a small stove stood near its door in which the watchman had made a fire as usual and swept up and thrown his broom into the closet. There was no water in any of the rooms. The fire started in this area.

The engine referred to by Selinda Hill Holt and Dr. Smith is the Deluge No. 2. The Union Factory was erected in 1824 at a cost of \$100,000; the plant manufactured according to a knowledgeable source "very fine goods,-- sheetings, of yarn as high as No. 40." The clerk's record of the Union Manufacturing Co. for 1826 contains the following report of the directors: "Four double houses of brick have been erected, two of which are completed and occupied and the others are in forwardness and may soon be finished, and the frame of a commodious barn, capable of eight convenient divisions, has been raised, but not yet covered. A fire engine has been procured and on trial 'tis thought of sufficient capacity and power." According to Colonel Charles Scott it was called Deluge No. 2 in recognition of another machine in town, the Phoenix Factory Engine No. 1. The machines belonged to the two manufacturing companies but were made readily available to the town in case of emergency.

Both these machines were Tubs, so-called because they consisted of a tub filled with water by a bucket brigade and from which a pump took suction. The long wooden bars were worked in a see-saw style and these bars in turn rocked a metal beam that moved a piston pump. These first

ubs didn't have movable axles or a movable nozzle. From their first days in the 1740's until early into the eight-hundred's the machines required ten to twenty men to run the pumps. The exertion of this pumping usually required a second force to take over after a short time. In 1802 sewn eather "lead" hose was introduced that extended from the engine to the fire, enabling those fighting the fire to enter burning buildings and focus the water with greater care and precision. By the early 1820's where organized fire fighting existed this type of machine was in use throughout most of New England and certainly was the type used in Peterborough.

Deluge No. 2 is now part of the Peterborough Fire Department Museum. It served the private and public section of the town for many years and was only taken out of service in the early part of this century. The story of the Phoenix Factory engine, however, does not have as happy an ending. According to Colonel Scott it was lost in the 1860's when, being little in use and stored in a building near the "little Jordon," some "unruly lads conceived the idea of converting the brass and other metal on the machine into cash . . . took them to a dealer in town and sold them to him. The boys were arrested, tried, and fined, and then it was that the conscience of the dealer, quickened by the indignation of the community, came forward and paid the boys' fines and cost of court." What remained of the machine, the running gears, etc. were sold to a local paper mill where it spent its remaining days carting wood and other heavy materials. In a speech delivered in 1906 Colonel Scott described the machine as "a heavy, cumberomely constructed machine, painted yellow [it] had a high oseneck standard, with a swivel nozzle, to throw water in all directions, but [was] so heavy and unwieldy to manage that it was of little service outside the factory yard."

To many people in the Central Village area it was readily apparent that an adequate fire engine and equipment was a necessity for the greater safety of the community. Over the next twenty-five years several attempts were made to see if the town would vote to this end but all ended in failure. An editorial in the Peterborough Transcript suggests that the town, even in the Central Village, remained deeply disturbed over the issue of a fire department:

We have neither time nor space to notice the arguments used for or against the town's purchasing an engine. We have no particular fault to find with the farmers and others out of the village: we believe they acted honestly and conscientiously. But we cannot say as much of some of our citizens in the village, who have always urged the purchase by the town and when an opportunity offered in which they might ACT as well as talk, like the Dutchman's geese, 'came up missing.'"

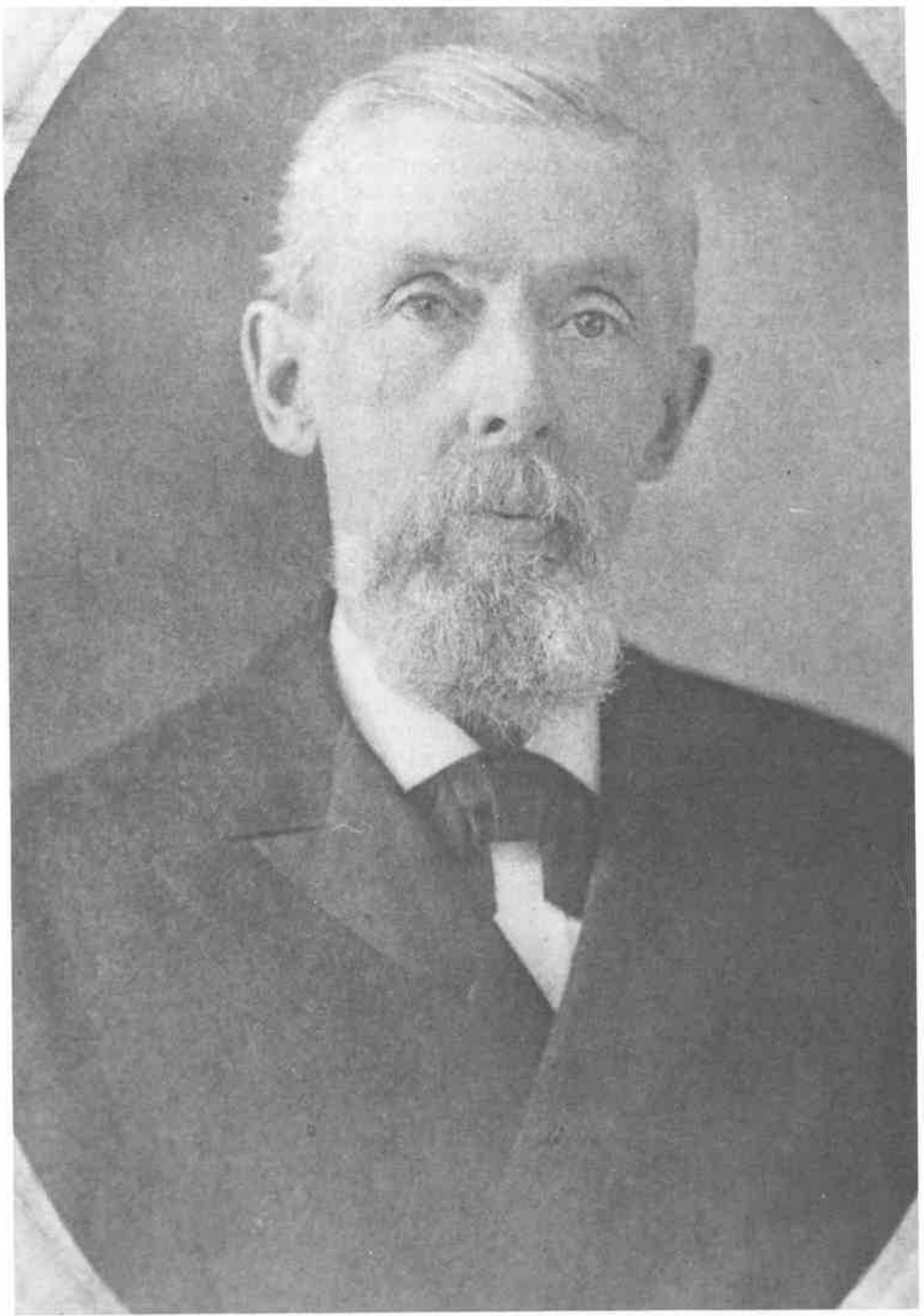
During this transition period another mill burned. The South Factory was erected in 1809 on the west bank of the Contoocook River in the South Village. It was never a successful operation according to knowledgeable sources of that day since in their view the mill paid too high a price for labor. Dr. Smith quoted Samuel Morison whom he considered a "sagacious observer of mankind," that, in reference to the mill's operation, "give a man 50 cents a day and he will work like a hero, give him one dollar a day and he will do tolerably well, but give him two dollars a day or more, and he will do nothing." The building caught fire late on November 29, 1849 and was totally destroyed and never rebuilt. The Deluge No. 2 was brought into use and "pumped heroically" for hours.

The first well-organized attempt to get a fire engine occurred in 1855. At the annual Town Meeting in March the following warrant was considered: "To see if the town will vote to purchase a fire engine and the necessary apparatus connected therewith for extinguishing fires, and to raise money for the same." According to Colonel Scott the opposition came from two sources: "From those who feared an increase in their taxes and from some owning property and living outside the village, who claimed they would in no way be benefited, and if an engine was purchased it should be paid for by the property owners in the village and not by the town." The warrant failed to pass and was indefinitely postponed. The next issue of the Peterborough Transcript noted under a heading titled "'Fire Engine'. . . that . . . we are glad the people of the Village are awake upon this subject. We feel in hopes that something will be done next time more than talk."

The same warrant was issued for a special meeting nearly three months later. The Peterborough Transcript of June 13, 1855 carried the following story:

In accordance with the Warrant the qualified voters of this place met at the Town Hall June 9th at 2 P.M. The meeting was called to order by Eli Spalding, chairman of the Board of Selectmen and the Warrant read. Proceeded to act upon the second article in the warrant--namely, to see if the Town will vote to accept chapters 114 and 115 of the New Hampshire Compiled Statutes, or any part thereof. By adopting these Chapters the Town might organize fire departments, purchase fire engines etc. Quite a lengthy, interesting discussion here ensued. A motion was finally made to adopt said Chapters which was lost-- 113 yeas to 116 neas.

On motion of J. H. Steele, voted to



Chief John H. Steele

1885-1886-1888-1889-1898-1899

Clerk of the Firewards for many years

indefinitely postpone the 3rd article in the Warrant, it being evident that by refusing to adopt the above named chapters, the town had not the power (as a Town) to purchase an engine.

We understand the Selectmen will proceed immediately to lay out a fire-precinct.

Having lost two warrants within a short time period, the citizens interested in the fire engine attempted to bypass some of the strong criticism by circulating a petition that according to Colonel Scott "secured the names of 130 legal voters [this number represented a considerable portion of eligible male adult voters] asking the selectmen, under the statutes of the State, to set off by suitable boundaries a village Fire Precinct. Acting upon this petition, the selectmen set out by metes and bounds said Fire Precinct, comprising the entire Central village and parts of the South and North villages as constituting said precinct." This next meeting took place Saturday, August 15, 1855 at 2 in the afternoon. The warrant contained the following two articles.

To choose Fire Wards and clerk for said precinct.

To see if the legal voters of said precinct will vote to provide a fire engine, hooks, hose, ladders, and engine house, and raise and appropriate money for the same.

Contradictory reports exist concerning the attendance but none for the outcome. The precinct concept was soundly defeated. According to the Peterborough Transcript the assertion held by many citizens that "there is no north . . . was emphatically refuted, the citizens of the North Village coming out almost TO A MAN." The general opinion expressed by the speakers was that the warrant should be dismissed because the fire engine should be purchased and owned by the town. Colonel Scott in his address delivered at the Old Home Day almost 51 years to day of the meeting said "it was the prevailing sentiment of the voters that it was a matter in which every taxpayer in town was interested and should share a portion of the expense, that if those living outside the village had no interest in the protection of the Town Hall, books of the Library, school houses, churches, and the general improvement and welfare of the town, they would wait and try and educate them to a higher and more reasonable way of thinking."

Morison, in The History of Peterborough wrote that those in favor of an engine and Precinct, having failed in August, next would attempt to educate the voters outside the Precinct until it became common knowledge that a port-

able engine would benefit the outlying farms since most had access to water. This educational program did not work.

The editor of the Peterborough Transcript had, during this period of time, repeatedly spoken out against the precinct concept. For example in the issue following the special meeting the paper said:

the motion . . . to dismiss . . . prevailed without a dissenting voice. So the meeting adjourned. We regard this as the funeral pageant of Precinct-forming in this town. This demise was a very happy one, the meeting being short, sweet, and harmonious. This miserable farce will never be attempted here again. It has been tried until men are getting their eyes open and begin to see that the whole plan is, as we have repeatedly said, altogether unjust and impracticable.

The Selectmen were blamed by some citizens for attempting to divide the town by establishing a precinct and thus creating animosity and dissent within the town. The Peterborough Transcript dealt with this issue telling its readers that the forming of the precinct by the Selectmen

was not incubated by them. They laid out the precinct, not because they believed it right, or practicable; nor because they expected to be able to give satisfaction, or even to mete out exact justice to all. They knew and so did the men who petitioned them to lay it out, that this was an impossibility. They laid it out because they were asked to do it and the Law required it. . . . The plan of forming a precinct in order to do no citizen injustice is bogus, counterfeit, spurious.

A final comment from the editor several issues later:

Shall we still go without a fire engine. By no means. We pledge our humble efforts in the cause until the object is effected and an engine bought.

The next Town Meeting brought the same Warrant and the same defeat. This was the fourth time in one year that an attempt to establish a fire department and purchase an engine failed to gain enough support from the townspeople. The Peterborough Transcript found at least one bright note in the annual Town Meeting of 1856: "There was one glorious feature in the recent town meeting

which ought to gladden the heart of every good citizen of this town--that was the unusual sobriety of all present. Whether we are indebted to the prohibitory law for this entire freedom from intemperance on election day, or not, the fact cannot be denied and is worthy of especial notice.

At this point several men in town joined forces under the leadership of Colonel Charles Scott and drafted a subscription paper that read: "We, the subscribers, agree to pay the sums annexed to our names for the purpose of purchasing a fire engine and all necessary apparatus. Peterborough, April 8, 1856." A total of 111 subscribers pledged \$819.00 and of this total only thirteen dollars was not paid. The names and amount subscribed as listed by Colonel Scott:

Stephen P. Steele,	\$25.00
Albert Smith,	25.00
Asa Davis,	15.00
Thayer & Buckminster,	20.00
Watson Washburn,	15.00
Noone & Cochran,	25.00
Catharine Putnam	15.00
Mary P. Payson,	10.00
James Scott,	10.00
C. H. Brooks,	20.00
Timo. K. Ames,	10.00
Amzi Childs,	15.00
Fred'k Livingston for self and Peterboro and Phoenix Cos.	75.00
John Kingsley,	20.00
Franklin Mears,	10.00
John H. Steele,	10.00
Samuel Edes,	10.00
A. P. Morrison,	10.00
J. H. Ames,	10.00
Col. W. French,	20.00
Wm. Follansbee,	10.00
D. B. Cutter,	5.00
Albert Frost,	5.00
Chas. Hadley,	5.00
Ebenezer Fairbanks,	5.00
Mrs. J. Barber,	10.00
Jacob Longley,	5.00
Anna and Betsy Steele,	25.00
Margaret and Sarah Moore,	3.00
E. S. Cutter,	5.00
E. S. Hunt,	5.00
Geo. T. Wheeler,	7.00
Samuel Adams, 2d,	5.00
S. H. Caldwell,	5.00
John R. Miller,	5.00
Capt. Sam'l Miller,	5.00
S. B. Piper,	5.00
Stephen Felt,	5.00
P. D. Badger,	5.00
Norton Hunt,	5.00

Samuel Holmes,	10.00
Edmond Holmes,	3.00
Moses Wilkins,	5.00
A. A. Farnsworth,	8.00
Charles A. Miller,	5.00
Eri Spaulding,	3.00
Ira Cross,	2.00
Albert Stevens,	2.00
Henry Steele,	5.00
Luke Tarbox,	5.00
D. Melvin,	5.00
Sam'l Jaquith,	5.00
Thos. Little,	5.00
S. W. Billings,	5.00
Job Hill,	5.00
D. K. Boutelle,	5.00
Chas. Scott,	5.00
John Swallow,	5.00
N. D. Stoodley,	5.00
J. G. White,	5.00
Geo. W. Buss,	6.00
John Rourke,	5.00
S. I. Vose,	5.00
N. B. Buss,	5.00
John Smith, 2d,	5.00
E. M. Tubbs,	5.00
Daniel Shedd,	5.00
J. W. Little,	5.00
Albert S. Scott,	5.00
W. E. Baker,	5.00
Noah Smith,	5.00
Wm. B. Kimball,	5.00
Morrison girls,	5.00
Sam'l Converse,	5.00
Mrs. Goodrich,	5.00
Franklin Robbe,	5.00
Abisha Tubbs,	4.00
Chas. G. Cheney,	5.00
Horace Holt,	3.00
Marshall Nay,	3.00
Jno. Bowers,	3.00
John Allison,	3.00
Isaiah T. Scott,	3.00
Mrs. H. Gray,	3.00
Stephen White,	3.00
F. S. Bullard,	3.00
Sam'l Fisk,	3.00
R. L. Friar,	3.00
Jesse Upton,	3.00
Wm. Smith,	3.00
Adam Penniman,	3.00
Nathan White,	3.00
Thomas Hadley,	3.00
Mrs. Malinda Scott,	3.00
Mrs. B. Greenfield,	2.00
Joseph Cram,	2.00
Elvira Fife,	2.00

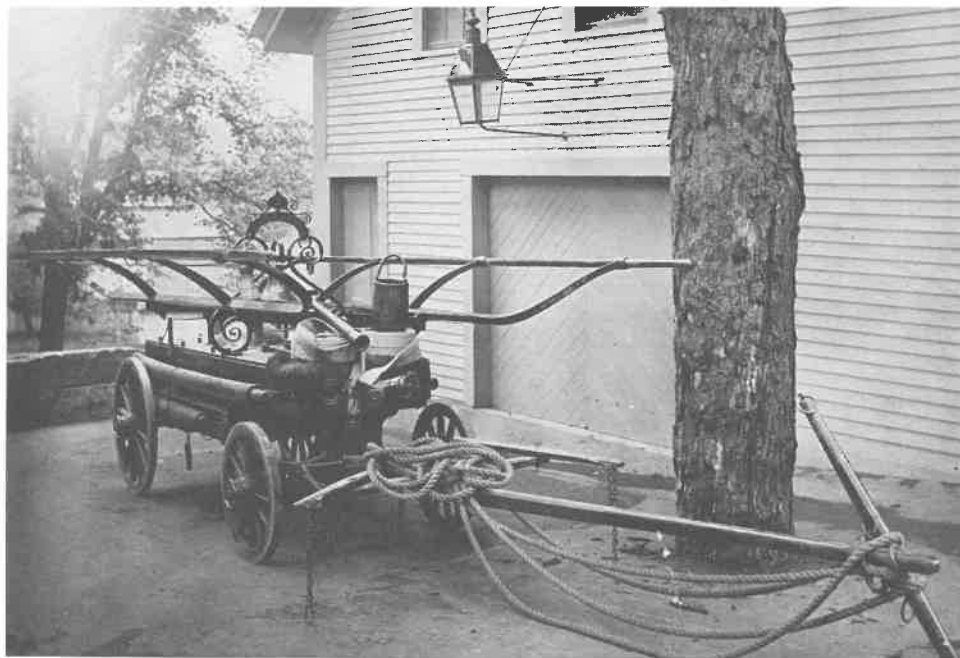
Elmira Fife,	2.00
Sargent Bohonan,	3.00
B. L. Winn,	3.00
Edward Danforth,	3.00
Leander Clark,	3.00
F. Cragin,	2.00
I. F. Preston,	3.00
B. F. Merriam,	2.00
E. W. McIntosh,	3.00
Nathan Bailey,	3.00
Reuben Washburn,	5.00
Abial Sawyer,	25.00
Capt. Sam'l Adams,	3.00
D. F. McGilvray,	15.00

A special Town Meeting was called and held May 3, 1856 to act on the following article:

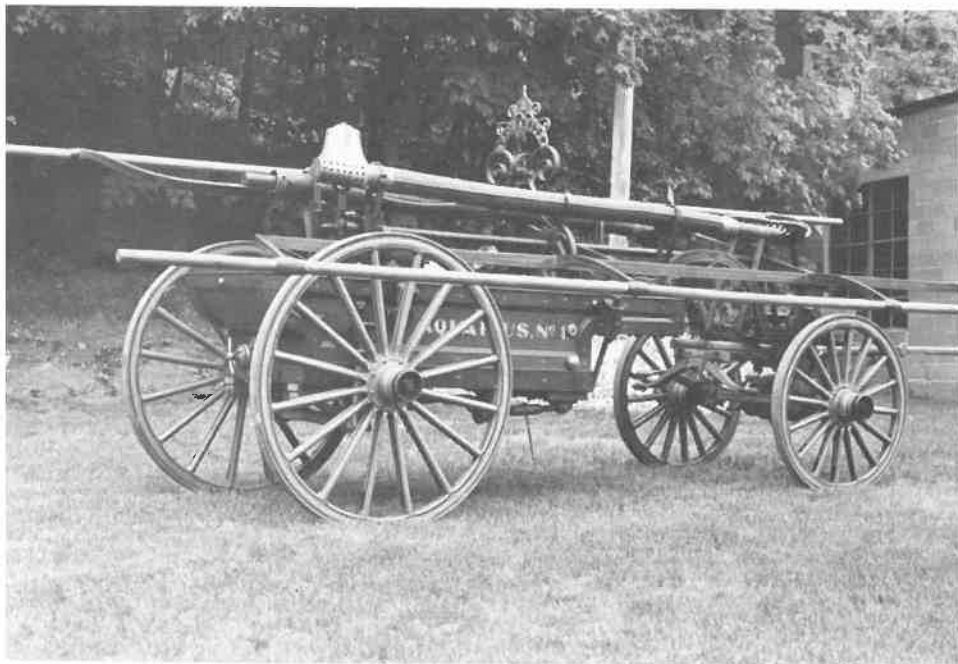
To see if the town will vote to purchase a fire engine and the necessary apparatus connected therewith for entingishment of fires, and raise such sums of money as may be necessary for the same.

The town voted to raise eight hundred dollars to this end and accepted via the Selectmen the monies already pledged by subscription. A committee was appointed by the town moderator, "to purchase a fire engine and apparatus therefor." The members of the committee were John H. Steele, Thomas Little and Granville P. Felt, the last becoming the town's first fire foreman. Ironically, he was to lose his machine shop and foundry to a large fire in the 1870's.

After a careful search the town purchased a machine manufactured by L. Button & Son. The Button Fire Engine Works was located in Waterford, New York and was a well-known builder of hand engines. The company began manufacturing these machines in 1834 and is today considered to have been among the top in its field. The machine arrived on August 8th, 1856 at about the same time that a company was organized under the direction of the Town Selectmen. The Fire Company originally consisted of sixty-six members. The first meeting was held in early September and the following officers were elected: Granville P. Felt, foreman; Ira Cross, clerk; John N. Thayer, treasurer; John Rourke, fireman of leading hose; John R. Miller, Samuel Jaquith and Charles A. Miller, standing committee. The name Aquarius, according to Colonel Scott is attributed to a christening by Charles A. Wood, a schoolteacher and a law student in the office of E. S. Cutter, Esq. in Peterborough. The name in Latin means water carrier. The 1857 Town Warrant lists the following first expenses for the fire company:



Aquarius Engine No. 1 late 1800 in front of the fire station on Main Street



Aquarius Engine No. 1 as it is now
after modification in 1908 for mustering purposes

For Fire Engine.

To paid L. Button & Co., Engine and Hose,	\$1,157.0
" " " " " " " " Hose Cart, &c.,	62.3
" " Cheshire Railroad and Teamster for Freight,	17.2
To G. P. Felt Engine House and Fixtures,	359.6
To Steele, Felt and Little Expenses,	60.5
To Asa Davis, interest on money borrowed,	2.0
	\$1,658.7

The original name of the company was Aquarius Engine Co. No. 3 in recognition of the older Phoenix No. 1 and Deluge No. 2 but at the next meeting the name of the company was changed to Aquarius No. 1 since the Phoenix was no longer in use. An earlier notice in the Peterborough Transcript announced: "Regular Monthly Meetings, first Wednesday in each and every month at 7 1/2 o'clock, P.M."

The original members of this company were: Granville P. Felt, Ira Cross, Charles Scott, Isaac F. Preston, Charles L. Fuller, Samuel Jaquith, Leonard E. Robbins, George W. Ames, Albert S. Scott, Geo. A. Felt, Albert Stevens, Cambridge Wheeler, John J. Barker, Charles H. Thurston, Charles A. Miller, Christopher Decker, James Leslie, Geo. W. Wait, J. N. Thayer, R. B. Richardson, E. W. McIntosh, D. W. Willoby, Geo. W. Buss, John R. Miller, Wilbur E. Davis, Josiah Osborn, Marshall Nay, B. F. Merriam, E. A. Robbins, S. I. Vose, John A. Bullard, E. G. Farnsworth, Daniel Osborn, John Rourke, S. G. Bassett, Myron W. Eaton, H. S. Carter, H. A. Lee, Ira Crombie, G. Woods, K. C. Scott, Thomas Daley, Elbridge Chapman, Wm. H. Scott, John Gibbs, M. Dillingham, P. C. Wheeler, T. P. Ames, John M. Mears, William Towns, L. V. Tupper, Charles F. Winch, John Swallow, Albert M. Smith, S. S. Hardy, J. C. Smith, W. R. Fish, Wm. Low, John Smith 2d, Sam'l B. Piper, Sylvester J. Spofford, Henry H. Ferine, Dennis B. Piper, James G. White, Hubbard Newton, and G. A. Forbush.

The Aquarius was originally housed in a building on a piece of land between High and Union Streets near the junction of Main Street. This land was owned by Samuel Holmes. According to Morison's The History of Peterborough: "It was expected that he would let the little piece of practically worthless land be used by the town free of charge, but Holmes was a canny Scot and, like many of his ancestors in town, was inclined to be a little close in money affairs." In 1861 he presented a bill to the town for rent of the land on which the building stood. The fire committee said Holmes had agreed to let the land be used free in return for protection of his property. By 1862 the fire station was relocated on Main Street. On this site, in 1913, a new fire station was constructed; the old building having been moved to the Creamery on Winter Street.

At the meeting held in early October 1857 the company decided to erect a flagpole which according to custom would give the fire fighters a high mark over which a

stream of water could be shot. A levee or fund raising was held in mid-December that, according to all contemporary sources was a complete success. According to one eyewitness "it was eminently social in its surroundings. It was an occasion of rational amusement, frolic and friendly meetings and greetings. The arrangements were all perfect and every department furnished its quota of varied enjoyment."

The success of this enterprise elicited a strong warning from the editor of the Peterborough Transcript:

Having so soon gained a stronghold upon the affections of their townsmen, it is very important to the firemen to retain it. Everything that is substantially necessary to keep the engine in good repair and any necessary aid that the companies may need to discharge their duties, as firemen, will always be promptly and cheerfully supplied by the town, either by donations or appropriations. But let the firemen call for extravagant donations and appropriations for objects of little practical utility--let them depart from wise economy in the management of their affairs, and they will lose their hold upon the affections and confidence of the people and raise a tide of opposition which they will find it hard to combat.

A Poem was read to celebrate the success of the night. This song according to the style of the day went on for some time.

The firemen's pole! a noble sight,
Attracts the crowd around
And each one marks its dizzy height
With looks almost profound;
Each man, his own peculiar views
Speaks out in measured time,
And by the aid of my dull muse
I'll put their words in Rhyme.

.

Then out spake one (not over green)
As he was passing by,
Good gracious! What did people mean
By running it so high,
If that long pole should chance to break
They'd sing another tune,
By falling on their heads T'would make
Them pay their poll tax soon.

.

More sayings still might I relate,
But my muse--a fickle elf,
Is growing dull, so friends to-night
Just douse your hoarded pelf,
The firemen's real friends are here--
Their generous supporters,
They've manifested it most clear
By drawing on their quarters.

The levee raised \$246.28 of which the net balance was \$153.28. Since the entire cost of erecting the staff came to \$110.34 the Peterborough Fire Department's treasury started business with a healthy \$42.94! The pole was erected November 1857 on the north side of Main Street between the building that belonged to S. Tenney and J. F. Brennan. The staff was in two sections that, when completely engaged reached a height of 184 feet; it had a copper ball on its top with the figures 184 in black upon it and a neat fence built around the base. The flagpole was eventually removed when the base decayed and became a hazard to the town.

It wasn't long after the purchase of Aquarius that she was involved in competition with her neighboring towns and eventually larger musters outside the state. The traditional muster started in the early part of the last century when different Tub companies would brag about how good their Handtubs were, thus causing disagreements which had to be settled. At first companies would play water into the air to see who could pump the highest stream, eventually flagpoles or markers came into use. Today the ground is marked off and the rules quite exact.

The first recorded Muster occurred on September 10, 1857 when Aquarius placed 9th in a field of thirteen. The competition took place in Keene; Aquarius threw 131 feet while the winning team from Claremont, New Hampshire, reached 152 feet and claimed the \$150.00 prize. According to other records she took first prize at Milford, New Hampshire in October 1859 and, in August of 1907 Aquarius broke her own record with a throw of 202 feet 2 1/2 inches.

During the formative years of the fire department the fire foreman, chief engineer or fire chief as the title is best known today was a man with extraordinary business knowledge and without a question, a pillar of the community. This senior position was held by gentlemen, who, while able to man a hose, were best known in town as either industrialists or bank presidents.

The first fire foreman, Granville Parker Felt, learned the machine trade and entered into a business arrangement with Josiah S. Morrison. In 1851 he bought out his partner and in 1865 began construction of a successful foundry and machine shop. He was committed to the concept of the fire department and gave fully of his time during this formative period. Under Felt's early guidance reim-



View of Main Street from east hill in 1858 showing fireman's flagpole

bursement was begun for services rendered, this to both Aquarius and Deluge. The latter was then stationed full time in the western part of town.

The Town Warrant for 1859 lists the following items paid out against the fire department.

Shelton & Cheever, for Leather Hose and Screws,	\$316.70
James G. White, Treasurer, Aqua. Eng. Co., for members,	27.00
John Wilder, Treasurer Deluge Eng. Co., for members,	27.00
George A. Felt, for taking care of Engine,	5.00
John A. Bullard, for taking care of Engine,	6.36
E. W. McIntosh, 2 galls. of Neat's Oil, for Hose,	3.50
B. F. Brown & Co. 5 galls. of Neat's Oil, for Hose,	6.05
	<u>\$391.61</u>

The fixed cost, \$27.00 for each of the two Engine Companies was not to change for some year. From information available from local records no further difficulties or problems occurred to affect the relationship between the fire department and the townspeople. The ease of this rapport is apparent in a report published about the 1864 Town Meeting:

the usual discussion and sparring occurred on the second day, but no very bad blood was stirred up, and all ended quietly, and, we believe, satisfactorily. The cry of fire in the afternoon created quite a stampede. It was occasioned by some boys setting fire to some straw in the barnyard of Captain Samuel Adams, a mile and a half distant. The ladies of the house, however, put it out before it done any damage. The engine company started with its usual promptness to the rescue, but turned back on learning their services were not needed.

The records for fire foreman for the next few years are incomplete. Mortier L. Morrison held this position for at least one year. According to Dr. Smith, he had to educate himself since he was plagued by ill health in his early years. However "subsequent to a severe necrosis of the tibia, which continued for a number of years, he was attacked with a dangerous typhoid fever, when about eighteen or nineteen, from which, when he recovered, he found himself in better health [sic]." During the Civil War he served as Quarter Master in the 13th New Hampshire Volunteers and was discharged in 1865. He was selectman in town from 1868 to 1870 and actively involved with the Peterborough Savings Bank.

For the first thirteen years, the cost of running the fire department didn't change drastically. The average annual town cost, excluding the original purchase of the engine and hose averaged less than \$150.00 a year. Of course social levees, sales, and private subscription aided the department's continuing growth. The costliest budget during this period was for the expenses incurred during the 1869 fiscal year. The additional charge for the Aquarius Engine Co. for 1868 on the '69 Warrant was unusual. The major expense was for new hose.

The actual Warrant read as follows:

Fire Department.

Aquarius Engine Co., 1868,	\$60.37
" " " " 1869,	27.00
George S. Clark, Steward,	18.10
Jas. Boyd & Co.,--Trainer,	9.00
Lorenzo Holt, repairing hose,	20.00
Jas. Boyd & Co., " "	10.50
" " " " new hose,	164.35
E. W. McIntosh, straps,	3.44
Henry Milton, ladders,	11.17
John Lowe, chains,	13.90
Brooks & Davis, express,	2.00
Deluge Co.,	27.00
Smith & Stewart, rope,	9.87

\$376.70

The Town Warrant for 1873 shows a considerable increased cost for running the fire department. The Town has voted the previous year to pay the members of both companies five dollars each to total no more than forty members in Aquarius and twenty in Deluge for annual service. (This was quite unusual for New Hampshire since all public fire departments in the State were still volunteer and the men were generally not reimbursed for their services.) In addition to the entries listed above the Warrant contained several intriguing expenses: W. G. Livingston & Company, bread and cheese, \$6.70; Asa Davis, coffee, bread and cheese, \$8.33 and Charles Robinson, refreshments \$6.00.

On the night of November 16, 1875 another major fire occurred in town. Granville Felt's large machine shop and foundry employed thirty people and was located on Elm Street on the site of the original chair factory of Daniel Abbot. According to a lengthy article in the Peterborough Transcript:

Aquarius Engine was quickly on the ground, from which two well-directed streams were soon pouring upon the flames, meanwhile two more from the force pump belonging to the Peterboro Mill nearby were doing effective service in protecting the new store-



Felt's Machine Shop with Granville Felt by the door on the left. Granville Felt was the first foreman of the Aquarius. This building burnt on November 16. 1875

house of the above mill, situated just across the stream, less than thirty feet distant. The large amount of oil and inflammable material in the building, the fearful start it had got before discovered, and the tremendous high wind prevailing at the time, made it apparent to all that there was no hope and that only by the most strenuous, persistent and well-directed efforts could the destruction of adjoining buildings be prevented. Fortunately the engine and force pump were in excellent condition. . . . Providentially the wind was in the most favorable direction, and thus the flames were kept from communicating with other buildings. . . . There was nothing saved from the main building and Mr. Felt estimates his loss at about \$25,000; insurance only \$6,000.

The tragedy of this fire loss elicited a short editorial by the paper.

Our citizens have now had . . . an opportunity to test the value and efficiency of good force pumps and well located hydrants, and we think, after the [Machine Shop] experience are able to appreciate them. Had it not been for the services of the force pump recently put in by the Peterboro' Manufacturing Company . . . it is hardly probable that the flames could have been arrested before reaching the point where Main Street water works would have been efficient. Let us have the water pipes extended on other streets without delay.

The Phoenix force pump, pipes and fire hydrants were in place by mid-1868. The force pump, driven by a solid piston, was one of the earlier style water pressure systems.

According to the Peterborough Transcript

. . . the enterprising superintendent of the Phoenix Mill in this village, Jonas Livingston, Esq., has lately put a new and powerful force pump into said mill, so arranged as to make it available to any part of the building and even to the surrounding dwellings. It is a valuable improvement and one which speaks well for the enterprise and ability of the popular superintendent. We understand that in consequence of this arrangement the companies

in which the mill and adjoining buildings are insured have naturally decreased.

The division of sentiment regarding a water system had existed for several years prior to the first warrant the Town issued dealing with this question. Just before the Town Meeting an editorial in the Peterborough Transcript read, in part, "The experience at the fire in the Goodridge Block last winter, was sufficient to convince any one of the necessity of providing some more efficient means of protecting against fire than we now possess."

1871 was the first year that an organized attempt was made to construct the water line. The Warrant read: "To see what action the town will take in reference to laying water pipes through Main and Grove Streets from the Phoenix Factory force pump for the purposes of protecting property thereon from fire." According to Colonel Scott the town readily voted to authorize the selectmen to lay the pipes.

The Peterborough Transcript, commenting on the Town Meeting, said:

The laying of water pipes on Main Street is also a great public benefit.

At first it was thought to be unreasonable to ask the town to expend so much money for the benefit of a few, but when the author of the article in the Warrant explained the town was asked to extend the pipes [beyond the Phoenix] only past the town house lot, and that the property holders on the street were to pay for any further extension, it met with but little opposition. When the force pump was placed in the factory, pipes were arranged outside the building with a view to some future extension. Mr. Livingston generously offered the use of the pump whenever needed, and the general feeling of security, to say nothing of lessening rate of insurance, will richly repay the outlay.

All this agreement and accord notwithstanding there came enough reconsideration after the vote to prevent the selectmen from carrying out the Warrant's authorization. According to Colonel Scott the property owners on Main Street changed their minds and "no action was taken in reference to the matter." No other information is available on this decision but, by implication, Article 3 of the Town Warrant for 1872 suggests that some residents were not pleased that a decision was made to cancel the previous Warrant. Article 3 read . . . "to see what action the town will take in relation to purchasing a fire engine for the

use of the town."

The Town appointed a committee to research and "to take into consideration what measures are necessary for the better protection of property in town from loss by fire and to report thereon at the annual meeting next March, in writing, and to recommend such change as they deem expedient and necessary." At this meeting the Town agreed to pay each member of the fire department five dollars, "provided the Chief Engineer shall make a satisfactory return to the Selectmen that said Company have performed all duties required of each man."

During this same month, Aquarius was called out for what would be called today a fire of suspicious origin. The Peterborough Transcript carried the following story:

About 11 o'clock on Tuesday night last, the alarm of fire was again given in our streets, and it was soon found that the little building near the depot, owned by Wm. E. Shattuck, and occupied by the railroad company as a ticket office since the burning of the depot, was on fire. The engine Company was on the spot almost instantly when the alarm was given. On arriving at the spot no flames were to be seen about the building, but it was completely enveloped in a dense smoke. It was soon ascertained that the fire was entirely between the partition running lengthways about middle way through the building, where it continued to burn nearly an hour, until the flames filled the attic and burst through the roof. The firemen then had a chance to get at the fire and soon extinguished it. The partition and roof of the building were badly burned, while the remainder was not damaged except by water. The contents of the building were removed with but little damage. It was to have been vacated the next day by the railroad company. The building was insured for \$500. It is the general opinion of those who have examined the premises that the fire must have been set by an incendiary, as nothing in the vicinity of the stove, pipe or chimney was burned. Another suspicious circumstance is the fact that the door to the engine house was barred inside, and had to be burst open before an entrance could be affected.

At the next Annual Meeting in March of 1873, the Engineers who were chosen to investigate various fire protection options submitted a report, which was accepted, put on file and ignored. It read in part as follows:

Your Committee, to whom was referred the matter of the purchase by the Town of a Steam Fire Engine, having made due investigation, respectfully submit the following report:

We find that there are three sizes of Engines made for ordinary fire purposes, classed and prices as follows: No. 1, \$4500; No. 2, \$4250; No. 3, \$4000. The best suction hose will cost about \$8 per foot, and that to make a Steam Fire Engine effective in this place, would require about twenty-five feet of suction hose in addition to the twenty-eight feet that is furnished with the Engine, and this amount could probably be procured with the Engine without addition to the list price, by leaving off some of the ornamental finish, which can be done without injury to the Engine. The town has now about seven hundred feet of leading hose, which is probably sufficient for present purposes, so that no additional leading hose will be required. In our opinion, the Engine classed as No. 3, and priced at \$4000, is amply sufficient for this place, having a capacity of from 400 to 500 gallons of water per minute. This price covers all expense of the Engine delivered here in perfect running order, and warranted for one year. We have made inquiry in several places where these Engines are in use, and find them universally satisfactory, and that the annual expense of the Engine for care, fuel and the help necessary to operate it, need not exceed \$250 per year.

Your Committee are decidedly of the opinion that the present facilities for extinguishing fires in this town are inadequate, and that in case of fire during a dry season or a high wind, a large portion of the village might be destroyed. The present hand Engine in such a case, would be of little avail, and more hand Engines would be of little advantage, as those we now have are all that can be manned effectively in case of a fire continuing for several hours. In view of these facts, your Committee are

unanimously of opinion that the town ought immediately to purchase a Steam Fire Engine, and submit the following recommendation:

That the Town vote to purchase a Steam Fire Engine, and appropriate therefor the sum of four thousand five hundred dollars, out of any money not otherwise appropriated.

CHAS. H. BROOKS,
SAM'L I. VOSE, Fire Engineers
GEO. W. FARRAR,
LEVI CROSS, of
CHAS. WILDER,
R. H. NOONE, Peterboro',

While nothing came of the steam engine report, the Town Warrant for the following year, 1874, included an agreement by the town to add \$485.58 to the \$1,100.00 raised by private subscription. This money was used to pay for water pipes and hydrants down Main Street as far as the Granite Bridge to the Phoenix force pump. By November 1874 the town had its first water line installed. According to Colonel Scott in less than one month this water supply was to prove the value of the force pump system. An incendiary fire occurred in the east portion of French's block, directly over the store of J. H. Steele. The flames were quickly subdued with the aid of the new system.

By the end of the decade an agreement was reached to extend the water system from the Phoenix Factory up Main Street to the force pump at the old Bell Mill. This cost was shared three ways by the Phoenix and Bell factories and by the Town. The cost to Peterborough was \$300.00. The value of this limited but functional water system was apparent to both the fire fighters and the town officials. An entry in the Records of the Peterborough Firewards during this period lists an alarm for fire above the Phoenix Mill that was successfully extinguished by two streams from the Phoenix force pump.

The Town Warrant for 1884 included an article, "to see if the town will vote to lay a water pipe or pipes from a point on Main Street to a point on or near Depot Street and erect a hydrant or hydrants on or near said Depot Street to be used for fire purposes, or take any other actions thereto." The town appointed a committee to investigate the costs and installations difficulty and report back at the next Town Meeting. The committee report recommended laying pipes from near the Town Hall on Main Street down Grove Street to School and down School Street to some point in the schoolhouse yard. The estimated cost for this work totaled \$725.00. The report was accepted, the monies allocated and the project begun. When the pipes were completed and laid to the schoolhouse yard, the owners of the shoe factory at

Depot Square requested that the pipes be continued and connected to the companies force pump.

A report in the Peterborough Transcript during this period describes how successfully the new system worked:

At 7:35 o'clock this morning the building which contains the oven in rear of Peterboro' bakery on Main street, was discovered to be on fire. In the absence of steam, the Phoenix factory being closed, the Unitarian bell sounded the alarm, which was quickly responded to by the firemen, and soon half a dozen streams were playing upon the fire, which was quickly subdued, but not until the bakery building was a total wreck. The fire communicated with Nichols Bros. and Caldwell's blocks, but was extinguished before much injury was done to the buildings, although there was considerable damage by water to the bakery stock and that of Nichols' Bros., all of which is probably covered by insurance.

Prompt action on the part of the firemen and our splendid hydrant system alone prevented a huge conflagration, as the building which burned was a regular tinder box cornering up within arm's length of two other wooden structures.

The only difficulty the town fathers had with this extension was the lack of money; the appropriation for this project had run out. The selectmen decided to authorize the extension trusting as Colonel Scott said to the town for ratification of their actions at the next meeting. The following year the town paid the total cost of \$570.91. This completed the force pump system that was used for many years by the fire department.

The completion of the water and fire protection supply was to take years. A group of Peterborough citizens originally incorporated, under state law, and organized the Peterboro Water Works. The 1893 Town Warrant included the following article: "to see what action the town will take in relation to putting in water works into the Center Village and elsewhere in town." The townspeople felt strongly that control of the proposed system should remain in the public domain and so voted.

By the early part of this century the town had established, through State legislation, a town owned Water Company and had voted 210 to 167 to begin construction of the system. By December 1, 1906 the work was completed and ready for domestic and fire protection use.

For the celebration of Old Home Day in 1906, Colonel Scott gave the following appraisal of the town's Water Works:

I think it may truthfully be said that with our gravity system of water works, with a fall of 280 feet, with 83 hydrants upon it and our force pump system with 13 hydrants, and engines Aquarius and Deluge for use in localities not reached by the water system, there are few, if any towns in New Hampshire better equipped for fire protection than our own town of Peterboro.

Throughout the 'sixties, 'seventies and into the 'eighties the department continued to expand and change to meet the increased demands for protection of population and property. In 1862, after much squabbling with Samuel Holmes, a new fire station was established in a portion of what was to become the Peterboro Creamery on Winter Street. The money for this move was raised by the town and the firemen. For example, a levee was held in late February of 1862 at St. Jaquith's Hotel for the purpose of finishing up the new hall in the new engine house. The Peterborough Transcript advised townspeople:

This furnishes another occasion for social enjoyment, at a small expense, as well as enables us to assist in finishing up the new, commodious and well located Engine House. Let everybody go and enjoy what otherwise will have to be raised by tax. The music will be furnished by the Keene Quadrille Band, which is tip-top.

Of course the firemen had, from the earliest days, a constitution that guided and gave form to the companies' operation. The earliest complete copy dates from 1882 and is reproduced in the appendix. It is worth noting that not only were job descriptions given, with specific responsibility and requirements but there were exact rules of order for meeting, keys assigned for the fire house (with a charge of twenty-five cents per man) and conduct at the fire scene prescribed.

The Chief Engineer's report, included in the 1881 Town Warrant, fairly crows about the businesslike manner that the fire department had maintained:

The force of the department consists of the Board of Engineers, thirty-six men belonging to Aquarius Engine Co., and fifteen belonging to Deluge Engine Co. I am pleased to be able to report a well organized and efficient Fire Department, with a better selected and

a more efficient body of young men than is usually found in any department of this size. Especially worthy of mention is the thorough business manner in which the company meetings of Aquarius Engine Co. are conducted, and the strict manner in which the company rules are enforced. As a consequence of this their meetings are very fully attended, and the men thereby have a greater interest in and a better knowledge of their duties than they otherwise would have.

The Department has not been called out to a fire during the year, and for the past few years the town has been remarkably fortunate in this respect. It is the duty of the town to see that this good fortune does not in the end prove their misfortune, by causing its citizens to be more negligent in the care of their property and providing means for its protection.

. . . .

All of the property in the department is in good condition and ready for use at all times. I would recommend that at least 300 feet more hose be allowed Deluge Engine Co. I would also recommend that the town purchase a village hook and ladder truck, to be kept with the Aquarius Engine. The department is very poorly provided with this very necessary apparatus of a well equipped fire department, and unless provided the town will be liable sometime to suffer serious loss for the want of it.

Respectfully submitted,

J. F. NOONE,

Chief Engineer Peterboro' Fire Department.

The earliest records available at the Peterborough Fire Station begin with the election of Joseph Franklin Noone. He was the son of Joseph Noone, who had established a large and well-known woolen mill in town. J. F. Noone was born in 1841 and was educated in Peterborough. He had enlisted in the Civil War in Boston and was wounded at Fredericksburg and discharged in 1863. For many years he conducted a successful grist mill business in town. He was involved with the fire department in the late 1870's and became Chief in 1880. During his stewardship the first known inventory of department property was made at the request of the town. The complete inventory for both



Chief Joseph Franklin Noone
1882

Aquarius and Deluge No. 2, including the lost hose carriage
"Gloucester" is as follows:

Invoice of Property owned by the Town
in the hands of the Fire Department

Aquarius Engine No. 1
Hose Carriage for the same
Hose Carriage "Gloucester"
32 Feet Suction Hose with Aquarius
200 " Rubber Lined Hose
550 " Leather Hose
1250 " Clarks best Linen Hose
20 " Second-Hand Linen Hose
6 Hose Pipes
1 Leather Hose Pipe
2 Fire Hooks with Ropes
1 foot Ladder
1 " "
1 " "
1 extra Strainer for Suction
1 Y-Coupling
17 Hose Clamps
12 Hose Straps
2 Lanterns
1 Spade
1 Iron Bar
1 Whiffletree
3 Staves
5 Hosemans Rubber Coats
1 extra Pole to Engine (for Horses)
1 Sled for Hose Carriage "Gloucester"
1 Axe
1 Ice Chisel

At the West Peterboro with Deluge No. 2

320 feet Linen Hose
80 feet Leather Hose
20 feet New Suction Hose
4 Straps
2 Poles for Hose
1 Spanner

The Engine (Deluge No. 2) belongs to
Union Manufacturing Company and is
equipped and run by the Town

John H. Steele
Clerk of Firewards

March 23rd 1878

It should be pointed out that the position of Fire
Chief was and is today an elected position and one that upon
election required a great deal of activity on the part of
the victor. Some years the competition for the office has

been heated during other periods the position has been held, without any competition, for a long time. The next Chief, George W. Farrar came to Peterborough in 1866. The obituary in the April 17, 1905 issue of the Peterborough Transcript spoke of Mr. Farrar as:

industrious and thorough in his work.
. . . His rugged character and honesty were incorporated into the wagons made here, for a vehicle of the 'Farrar' make was a synonym for sterling worth. He was President of the Savings Bank and one of the directors of the 1st National Bank of Peterborough. He was a friend to the laboring man being the first business man in this town to place his men on a 10 hours a day system and always had the good of his employees at heart.

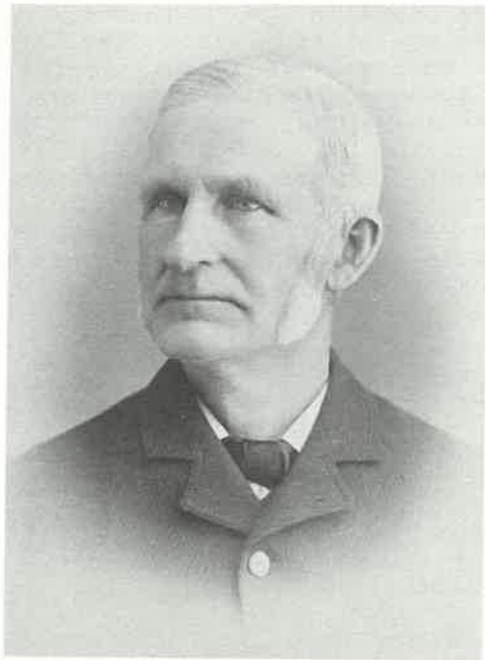
The next Chief Engineer, John Henry Steele, served the fire department and in fact, the town of Peterborough, in various capacities for many years. He first worked as an apprentice and craftsman in the Felt Machine Shop for ten years leaving in 1870 to purchase the bookstore and stationery business then owned by Charles H. Ames. He carried on that business for over fifty years. In addition to his other responsibilities, he was town clerk for fifty-two years. Steele was connected with the fire department for over thirty years and Chief on and off for ten years from 1885 to 1899.

While John Steele was Chief several major changes occurred in the department. In February of 1886 Deluge No. 2 was completely disbanded and all new appointments were made. Nothing in the local paper suggests what might have precipitated this change but it is only one of two such dramatic changes in the fire department's history.

In 1886 there was the first mention of organized training for the department. The Board of Firewards voted that, "each company in the fire department shall take out their fire apparatus for practice at least once a month from May to October inclusive." The third article in the fireward notes of that year specifies that a fireman had to reside in town to be a member of the department. Should he move, "he shall at once be discharged from the company."

An entry in the fireward's ledger for January 14, 1887 named a man who would serve the Town fire department for over forty-five years. "Timothy E. Driscoll is hereby appointed a fireman for Aquarius Engine Co. No. 1."

An important reorganization occurred at the May 1889 meeting of the firewards: . . . "that the number of men allowed for Aquarius Engine Co. be reduced to 36 and that 10 men be appointed to organize a Hook and Ladder Co. to



Chief George W. Farrar
1881-1884



Chief Charles H. Brooks
1887

man the truck now owned by the town, the appointment to be made by the Chief and clerk." From what little information is available the reference to a truck is for a second-hand ladder that the company received at little or no cost since the purchase does not appear in any of the ledgers of the town or records of the fire department. The addition of the Hook and Ladder Company not only reflects a modernization of the fire fighting techniques being used in town, it points to the value the department placed in the expanding water system in the central part of Peterborough. Over the next few weeks the following Aquarius Co. members became part of the Hook and Ladder Co.:

Timothy Driscoll
Timothy E. Driscoll
Edwin Alexander
George Hawkins
Walter F. Mearden
George W. Bartlett
Augustus W. Mitchell
G. M. Wilkins
H. Bourdon

The foreman for this first Hook and Ladder was William E. Nichols; his grandfather, Levi Nichols, was overseer in the Phoenix Factory for many years. He moved out of town shortly after this appointment. The first recorded use of this new addition to the department came in late June of 1890:

An alarm of fire at 9:30 A.M. for a fire in the Haywood House on Grove Street caused by burning chimney, which communicated through a 'tunnel hole' to a bed and destroyed the bed and bedding. Loss \$15. No insurance. . . . Aquarius Engine Co., and Hook and Ladder Co. No. 1, promptly on hand. Ladders used but engine not required.

Boxed in between John Steele's activities in the department were several men that held the position of Chief for one year and one man that held the position for six years. The first, Charles H. Brooks, served the community for many years. According to the Peterborough Transcript, "the honor of the position was the only compensation. He always gave his best service to whatever position he was called to fill." He was selectman for many years and quoting the Peterborough Transcript again:

Especially did he render valuable service [as selectman] during the trying years of the war of the rebellion; when the matter of filling the town's quota was one of intense interest to all.



Chief Alvin Townsend
1890



Chief Mortier L. Morrison
1891

He was president of the Peterborough Savings Bank and a director of the First National Bank of Peterboro. He was fire Chief in 1887.

Alvin Townsend was Chief for one year in 1890. He had a successful Teaming business in town for thirty-three years, selling out just before the combustion engine became popular. His obituary noted that he was always interested in everything that was for the betterment of the town.

The next Chief was Mortier L. Morrison. He was very active in both State and local politics, having been a member of the House of Representatives for four terms and on the Governor's Council twice. He was, in addition, Town moderator for twenty-five years.

Henry B. Needham became fire Chief in 1892 and was reelected to the position the next five years. He came to Peterborough in 1875 and eventually established the Art Weaving Co. where he conducted a basket business for years. According to the Peterborough Transcript he owned "one of the oldest and best known basket manufacturing companies in New England."

An unusually vivid description of a fire that occurred near the end of Chief Needham's stewardship was penned by F. A. Tracy, the Fireward recording clerk:

May 13th, 1896 @ 7 A.M.

An alarm was sounded for a fire in Townsends Coal shed adjoining Andersons Lumber shed near Depot the Department responded promptly with machine. Hose and Hook & Ladder truck. Although it had assumed a lively blaze before discovered two streams from Hydrant and one from machine quickly subdued it and confined the fire where it started. And to add to the excitement Gasoline & Cement was stored in the shed. Explosions were expected but did not occur. but they burnt themselves out without damage. Andersons shed burnt but little his damage is by water mostly. The machine with a few men was left to guard against fresh out brake. And at 9 A.M. pronounced all out and machine returned to house. Total loss light. Cause of fire probably spontaneous combustion.

Chief Needham out of Town Engineers.
Scott, Russell & Tracy present.

Attest

F. A. Tracy, Clerk

The following year the fire department took shipment of a new Hook and Ladder truck. Today this same vehicle is housed in the Firehouse Museum. The expenditures for that year read:

C. A. Coffin & Co. and S. F. Crossman & Co., hose,	\$ 50.00
Joseph T. Ryan, hook and ladder truck,	77.50
J. H. Steele, freight, &c.,	16.95
Lorenzo Holt, painting truck and ladders,	40.00
J. Q. Adams, hose,	25.00
J. R. Miller & Son, oil	2.00
F. A. Wallace, steward Aquarius Co.,	16.48
Andrew C. Jackson, hooks, axes, &c.,	14.35
T. F. Burns, pay for Deluge Co.,	69.43
John Robbe, steward Deluge Co.,	5.00
Ervin H. Smith, Alcohol,	5.60
A. Fuller, water pot, and repairing funnel,	1.25
G. W. Farrar, repairing carriage, &c.,	9.50
A. Townsend, wood,	3.00
J. A. Steele, paid services at fire,	3.75
C. E. Jaquith & Co., repairing door,	.50
D. M. White, insurance,	16.85
John Scott, pay for Aquarius Co.,	<u>178.34</u>
	\$535.50
Balance against this account,	<u>\$ 33.85</u>

Probably the most important change that took place during this period occurred at the March 1897 meeting of the firewards. At this meeting attended by all the new officers the following was entered as part of the record:

A short discussion was had as to reorganizing the fire department but no action taken. No further business coming up.

Attested

F. A. Tracy, clerk

ERROR

It was decided to organize two hose companies of 10 men each and disband Aquarius No. 1.

F. A. Tracy, clerk

The decision to alter the structure of the fire department was once again based on changing times, more modern techniques of fire fighting and, very practically, the age of the Button machine. In April 1897 a reorganizational meeting was held and the following report made:



reman's Bad



Chief Henry B. Needham
1892-1897

At the call of Chief Needham, the Firewards together with such members of Aquarius Engine Co. as desired to join the Hose Companies met at the Engine house to organize.

A motion was made to elect two Foremen one for each carriage. They to select 9 men each. Proceeded to ballot for Hose No. 1. Frank MacLaughlin was elected. For Hose No. 2 Perl White was the choice. They chose the following men:

Hose No. 1

Frank MacLaughlin (Foreman)
E. A. Baldwin
W. Livingston
C. E. Pickering
E. M. Arnold
Cha. Donovan
A. L. Holt
Ned Blair
E. A. Aldrich
W. E. David

Hose No. 2

Perl White (Foreman)
B. Beur
H. A. Phillips
Frank Osborne
Ned Blood
T. A. Liscord
Ash Gray
A. Burgen
Carl Foster
Carl C. Coffin

Members of Hook & Ladder Co.

T. E. Driscoll	A. W. Mitchell
A. E. Frederick	Jos Bourdworn
Frank Carbernan	Wm Driscoll
Wm Jelleg	Frank Magown
Ed Murphy	H. F. Buchanan

Thus ended an important era in the fire history of Peterborough. Aquarius had served her community well and indirectly still continues to do so today as the cornerstone of the Aquarius Fireman's Association. According to Morison, "The Aquarius Veterans' Firemen's Association was then organized to keep the Aquarius memories green. The association rebuilt the Aquarius and [has] participated successfully in many firemen's musters in various towns in the neighborhood."

During John Steele's last year as fire Chief, the fire department was asked to investigate a fire of suspicious origins:

We the firewards of the town of Peterborough, New Hampshire would make the following report on the fire of July 14, 1899 at the homestead of Willie A. Farnsworth.

We find that it was a wooden building used as a carriage house, storehouse and ice house, it was owned by Willie A. Farnsworth and occupied by him and situated near the site of the house and barns that were burned April 9, 1899 and March 5, 1899 respectfully.

On the day of the fire two members of the board visited the place and made such investigation as was practical at that time. We have since made such investigation as was thought desirable, and being satisfied that this fire was of incendiary origin and in our opinion set by the same person as the two previous fires on the same premises. We have therefore notified the selectmen and advised the employment of a skilled detective to investigate, and if possible convict the incendiary.

Owing to the present situation, with the prospects that the matter will be traced out by more skilled persons we deemed it best, at the present time, not to summon any witnesses, before the board, as we are of the opinion that such party [that is, a detective] can work better if we do not make any further moves at present.

John H. Steel
F. E. Russell Fire Wards
H. M. Hersey
Chas. L. Patterson

The department was undergoing a variety of changes; certainly the use of a fire investigation points out the professionalism that the firewards recognized as a necessary and important part of the firefighters job.

F. E. Russell was clerk to the fire department for several years and fire Chief from 1900 to 1905. Shortly before becoming Chief, he made the following entry in the department's log: "Word was received by telephones from West Peterboro calling to the firewards for assistance at

a brush fire." This is the first entry in the records of the new mechanical device that was to give earlier fire warning to the department. It was also to put additional strain on the department as it met the needs of an expanding community. It was during Russell's stewardship that members began to receive twenty-five cents an hour for their labors when working a fire. This was in addition to the annual five dollars each man received.

In December 1902 a landmark at the corner of Main and Grove Street caught fire. The Granite and Tarbell Block was built in 1847 and housed several stores and small manufacturing companies. The fireward's report includes the following entry for December 7, 1902:

An alarm was rung in at about five o'clock in the morning, for a fire in the Tarbell Block, although the department was promptly on hand, it was impossible to save the upper part of the building. The fire started from a defective chimney in a closet in D. M. White's law office. The loss was in the vicinity of \$40,000. . . . [it was] insured for about \$20,000.

It was a very hard fire to handle as it was under a slate and tin roof. The very cold weather made it hard for the firemen and all others who had helped.

The following year the first of three disastrous fires occurred at the Peterborough Transcript: The Stone Grist Mill was located on Main Street between the Contoocook River and Depot Street. Early in its history, the mill was known for grinding some of the best flour in Hillsboro County. It was built in 1840 of split and squared stone from the local quarry. The upper part of the mill was occupied by the Peterborough Transcript for many years. The owners of the mill at the time of the fire, Walbridge and Taylor, purchased the building from R. H. Noone and had made extensive repairs and had recently completed a new addition to the structure. The main part of the building which housed the press room was so severely damaged that the newspaper was printed for seven weeks by the Hillsborough Messenger.

The firewards book contains the following entry for January 15, 1903:

An alarm was given at 1:30 P.M. for a fire in the Walbridge and Taylor Mill building. The firemen were soon on the ground but it proved to be a very



Tarbel Block, corner of Main and Grove Streets, December 8th, 1902,
showing ladder truck in the foreground

hard fire to fight as it had spread very rapidly. . . . The fire was caused by an explosion of gasoline in the laundry.

During this same year the department received a contribution that allowed for the enlargement of the engine house, but even with this expansion it was becoming obvious that the station was eventually going to have to be expanded or replaced.

The election of 1905 resulted in the beginning of a twenty-seven year term of leadership for Chief Timothy E. Driscoll. He was born in London in 1868 and when he was five he came to live with his family in Peterborough. In addition to his many activities within the fire department, he was Supervisor of the Check List for many years.

In 1909 the town voted \$1,000 to buy land opposite the Town Hall for the eventual construction of the fire department. In 1912 Article 16 was passed for the remodeling of the Central fire station and the installation of a fire signal.

The next year Chief Driscoll gave the following progress report of the Building Committee:

Your committee chosen at the annual town meeting of March, 1913, wish to make a report of progress on the Fire Station. After visiting a number of stations and not finding any that suited out pocket book we decided to have plans and specifications of something that would suit the needs of our town. We asked the different contractors in town to figure on said plans, with the result that your committee let the building of said station to W. K. Nichols for the sum of \$3,212.00. The plans called for a basement of eight feet post in the clear. After the wall was partially completed we found that the building would look low from the street. The extra expense paid C. W. Abbott was for raising the foundation and putting in the retaining wall from street to said building. Your committee in behalf of the town wish to thank Jennie S. Scott for donating the electric light wiring and fixtures for the new station the work being done by the Bruce-Heustis Electric Company of Fitchburg, Mass. The Committee also wish to thank F. K. Longley for the use of his land on the East side of said building, while it



1914 American La France and Aquarius in front of the fire station on Main Street, 1919

was being built. The expenditure on said Fire Station to date is as follows:

Amount of money raised	\$5,000.00
Received for old building	200.00
	5,200.00

EXPENDITURES

Peterborough Electric Light Co., for wiring temporary quarters	7.84
Robert Munkittrick, lumber	2.78
Samuel Anderson, plans and specifications	20.00
C. W. Abbott, extra work	97.55
W. K. Nichols, team hire, grade	13.50
W. K. Nichols, contract	2,912.00
W. K. Nichols, extra work on partitions and tower	187.70
Insurance on building	13.50
H. K. Barnes Co., door springs	74.12
A. T. Hovey, coal	11.18
	3,330.07
Total expense to date	
Contract with W. R. LeBaron, for air whistle	1,525.00
Amt. due W. K. Nicholes on contract	300.00
	5,155.07
Balance	44.93
	5,200.00

The same town meeting raised \$2,200 for the installation of a fire alarm system. A copy of an early fire alarm sheet is found in the appendix.

The same town report contained the following article:

To see if the town will vote to purchase a combination auto fire fighting machine so as to give the property in and outside the water system district better fire protection, and raise and appropriate money for the same, or take any other action in relation to the same.

For several years the Town's fire officials had spoken out strongly for motorized equipment. Roads were constantly being improved and access to even the most distant part of town was now possible with gasoline powered vehicles. This time the fire department did not experi-



Fire wards, members and new engine, 1919

ence the letdown that occurred in 1874 when the department failed to get a steam powered fire engine.

A committee was chosen at the 1914 Town Meeting to investigate the possibility of purchasing a fire truck. It was stipulated by the Town that the total cost be kept below \$6,000.00. The following is a report that was read and accepted at the March 1915 Town Meeting:

TO THE CITIZENS OF PETERBOROUGH:

Your committee chosen at the town meeting of March, 1914 wish to submit the following report on the purchase of a Combination Chemical and Hose Motor Truck. After visiting a number of towns and cities, including Athol, Gardner, Fitchburg, Leominster, Boston, Everett, Chelsea, Medford, Arlington, Worcester, Manchester and Nashua, and making a number of inquiries in relation to the different types and makes of Fire Trucks, your committee signed a contract with The American LaFrance Fire Eng. Company, Inc., of Elmira, N. Y., for one of their Type 10 Double Tank Combination Chemical and Hose Cars for the sum of fifty eight hundred dollars, delivered in Peterborough, N. H.

The truck arrived in Peterborough on Jan. 29, 1915, and after a number of severe tests or trials through ice and snow, it was accepted by your committee in behalf of the town on Feb. 6, 1915, and immediately placed in commission.

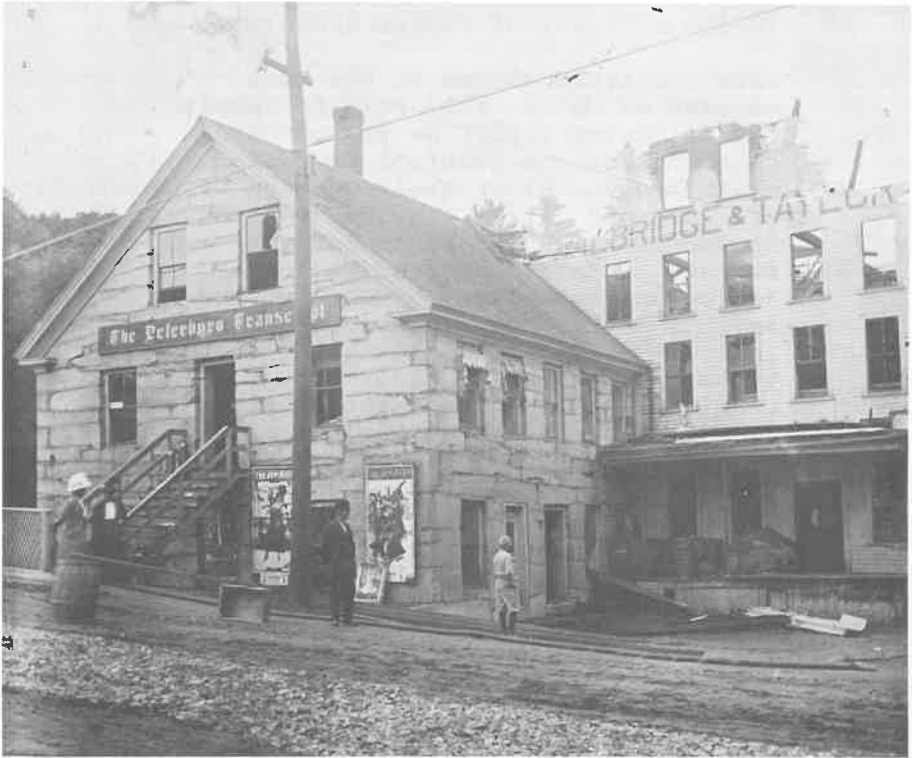
The above truck has a gasoline motor of 48-70 horse power rating; two 35 gal. chemical tanks, 200 ft. of chemical hose, a false body for fire hose of 2000 ft. capacity, and room to carry seven to fifteen men with other equipment.

Yours respectfully,

T. E. DRISCOLL,
M. L. MORRISON,
EBEN W. JONES,

Committee on Fire Truck

The truck arrived in the spring of 1916 and the department was reorganized into four companies: Deluge No. 2 at the West Village, Hose companies No. 1 and 2 at Central and, of course, Hook and Ladder No. 1 at the Central Station. At the June 8th meeting the following members were appointed to run the machine: E. L. White, T. S. Nichols, D. Brown



Peterborough Transcript and Grist Mill Fire 1911

and A. E. Fish.

At the next Town Meeting Chief Driscoll's report contained a review of the truck's performance. There had not been any serious problems caused by "hard work" although the department had been called by a lookout on Monadnock to take care of a fire near Cavender's crossing. The truck with ten men made the ten mile round trip in fifty-five minutes. "The road bed was not in the best of condition," but the truck performed perfectly and the men were quite satisfied.

The call to Brantwood Boys' Camp was another severe test for the truck, but it showed itself equal to the occasion and made the trip over with seventeen men and driver in about eighteen minutes. According to the Chief: "The same distance would have taken a pair of horses with six or eight men from sixty to ninety minutes. Time is money, so to speak, in responding to fires either forest or buildings, and I think the truck has demonstrated that fact."

An inventory of the fire department during this period listed the following items:

The apparatus and equipment consists of one combination chemical and hose motor truck, one hand fire engine pump "Aquarius," two hand hook and ladder trucks, three hose reels, 2700 ft. of 2 1/2 inch linen fire hose, 200 fet. 3/4 in. chemical hose, 20 hand chemical fire extinguishers, 12 pails, 2 hand force pumps, 46 shovels, 4 grub hoes, 7 fire axes, 2 woodman's axes, one 50 ft. extension ladder, two 35 ft. extension ladders, one 22 ft. extension hook ladder, one 20 ft. extension ladder, 150 ft. of wall ladders, four hook roof ladders, two large grab hooks and ropes, and 4 iron bars and a number of hand hooks.

Not all of the department's activities were restricted to fighting fires; campaigns were vigorously developed and pursued to prevent fires. At one point the department asked, "that the wives, mothers and sweethearts will persuade their men who smoke cigarettes and cigars not to make a practice of throwing the stubs ends into the wastepaper basket." Store owners were asked "during the busy holiday season to be extra careful with packing boxes and other combustible materials." The children from the school were given "lectures to see that the problem of matches was well understood."

Over the years the department responded to ever increasing fire calls and this led, according to Chief Driscoll, to several men being asked by their employers to terminate their activities with the department. The Chief



Chief Timothy E. Driscoll
1906-1932

brought this problem to the attention of the community in the Chief Engineer's report for 1918:

The Department wishes to call attention of the citizens who have members of the Department working for them, to this fact; and that is this, that every town which has an organization of this sort is dependent on the men and boys in that town for its membership as an organization of this nature, and therefore we hope they will encourage them in joining the Fire Department instead of threatening them with a discharge when they go to a fire and try to do their bit. You can not tell whose turn will come next.

The first available fire logs date from this period and these records show a consistent annual number of fires increased occasionally by extreme cold or a particularly dry season. In 1918, the first year figures are available, the department responded to twenty-six actual fires: three buildings, five grass and eighteen chimney fires. In 1921, a disastrous fire year for the community, the department responded to fifty-five alarms: thirty-three chimney, sixteen building and six grass fires; it was a cold winter. Over the last sixty years the department has responded to an average of forty-seven fires a year.

In 1919 the Deluge Tub was finally retired and the West Village was made over into a Hook and Ladder Co. The Chief's report for the year describes some of the changes:

TO THE SELECTMEN OF PETERBOROUGH, N. H.:

Gentlemen:--As Chief of the Fire Department I wish to submit the following report of the Department for the year 1918. During the year the organization has been changed at the center. In the past the Department has been made up of three companies, each having three officers, and making a total of nine officers. We now have one company with three officers, thus doing away with the liability of a division of authority. The men are being instructed in all branches of the service rather than in any special part.

Under the new plan any member will be expected to perform any duty assigned him, and the Fire Wards think that better results will be obtained through this change in the Department. During the year we have had to make a different arrangement with the telephone company



Bailie Basket Factory on River Street, January 22, 1922. Site of the old Bell Mill.
Goyette Museum of America and George Brown residence in the background

in regard to blowing the fire alarm. They refused to blow the district number from the central telephone station and in consequence of that we have installed at the telephone office a two hole transmitter switch which simplifies the blowing of the test or the fire signal.

The fire signal is three blasts of the gong; followed by the district number from the Fire Station.

During the early '20's the department tried several times to purchase a motorized Hook and Ladder truck which, according to Chief Driscoll, "would put your fire department at the head of any similar organization in the State." However the town felt that the equipment available more than met the needs of the community.

Another difficult fire season occurred in 1922. The winter was very cold with heavy snowfalls and the summer was very dry. On January 22, 1922, the Bailie Basket Factory on River Street burned to the ground. The fire originated in the baler room and quickly spread through the entire main building which was filled with manufacturing goods, baskets and raw materials. The site was the home of the Bell Mill, so named because the first bell in town was erected on this site 1809. The original building, constructed in 1751, housed the first mill in New Hampshire and the second in the United States in which cotton cloth was woven by a power loom.

The Peterborough Transcript gives the following description of the fire:

It is certainly a fortunate circumstance that the fire occurred when it did with snow on the roofs about town otherwise it is probable much more damage would have been done. Too much praise cannot be given the fire department for their work and to those in charge. It was a cold night with the thermometer close to zero and the firemen were many of them covered with ice, but they continued to stubbornly fight the blaze and finally succeeded in getting it under control with probably as little loss as would have been possible under any conditions. While it is easy to stand around at a time like that and tell how it should be done it is quite another thing to get in and do it.

We have heard it said that the house

could have been saved but whoever said it most certainly did not stand between the burning factory and the house, holding a nozzle with the heat so intense as to almost burn the clothing. Only a water screen would have been of avail there and our department does not possess the apparatus for that.

We have had some experience in the matter of fire in our own plant and cannot say too much in praise of the work of the Fire Department in general. Hot coffee and sandwiches provided by thoughtful citizens were greatly appreciated by the fire fighters.

The Chief's only known comment about this fire is found in the town report for the following year:

During the Bailie Basket Shop fire the Department lost 600 feet of hose on account of the freezing weather; of course some of this was old hose, but the new does not stand it any better at such times and right here I would say that the outsiders could help the firemen at such times by helping keep the hose straight and see that it does not kink.

The same report by the Chief contained the following review of the public roads and the use of motorized transportation:

It has been demonstrated beyond a doubt, during the last year that Peterborough, not any more than other towns and cities, has got to adopt a different method in relation to keeping the roads open in the winter season. The method of travel has changed and we have got to meet it accordingly.

They say that war is Hell and I think that Fire is next to it and the only way to meet either one is to be prepared for either as best we can.

During the seven years that the Fire Truck has been in commission, it has failed only once to get to the fire after it had started and that once was caused by the bad condition of the roads in thawing

and freezing weather.

If we had to depend on horse-power in responding to the Turner fire the barn and contents would have been destroyed, it was a run of practically five miles.

Chief Driscoll's last few years were relatively free of major fires. He continued to be very active in fire prevention, occasionally given to suggesting strong medicine for certain difficult patients:

Just a word to the fathers and mothers of children who are inclined to use matches freely. I should advise them to use the Oil of Birch before it is too late. There were three occasions during last summer where the results would have been very serious were it not for the quick work of the Department in responding for help.

. . . .

Educating people how to prevent fires would be money well spent for one thing; if girls and women are bound to smoke, they should be taught how to take care of their matches, tobacco and cigarettes, for it has been found to be a fact that women smokers are to blame for a large portion of the fires by being careless.

In 1930, toward the end of Chief Driscoll's stewardship, the department made some important additions to its motorized equipment. According to the Chief:

The equipment has been improved during the year by the Town purchasing a 500-gallon pumper and hose truck with 300 feet of heavy cotton rubber lined hose and 1000 feet of linen hose and through the generosity of one of our citizens, Miss Jennie S. Scott, a foamite generator and 1000 pounds foamite powder was added to the above which is to be used on gas or oil fires.

At one fire during the year the men laid 1600 feet of hose through which a good supply of water was forced by the above pump.

The Department is glad to say that in addition to the pumper we have a second new piece known as the Forest Fire Truck. This new piece is a Ford 1 1/2 ton truck



1930 American LaFrance, 1914 American LaFrance, and 1930 Ford Forestry Truck at Fire Station on Main Street

with dual rear wheels, a good generous body with a hose reel in the front and an 80 gallon booster tank in front under the hose reel. This tank is connected with a booster pump which gets its power from the main drive shaft. This pump can be used to draw water from well, brook or pond, with a 30-foot suction hose and in addition to the above stationary equipment the truck has a Guptill Portable Pump which is capable of pushing water through 8000 feet of hose.

The money for the forest fire truck was raised by subscription, mainly from summer people. According to the fireward records the money for the machine was given by:

Edward A. Andrews, Anonymous, Robert P. Bass, John F. Bass, Homer Bigelow, Mrs. Isabel A. Casilas, George E. Clement, A. Erland Goyette, Miss Emily Hayward, Clement Lamson, George Abbott Morison, Edward MacDowell Association, Edward M. Mackey, George S. Parker, Frederick Phillips, Miss Margaret Pierson, George D. Pushee, Fred B. Rice, B. F. W. Russell, Mrs. Mary Santerre, Mrs. William H. Schofield, Philip Sharples, Paul Winsor and Anna L. Prichard.

At a meeting in early July, a motion was made and passed to, "take the bell from the old Aquarius handpump and install it on the forest fire truck."

During the next year and a half the department underwent some difficult adjustments as is reflected in the 1932 election for fire Chief. Several men had felt that some important changes needed to be made at the top, and this issue, combined with Chief Driscoll's age, eventually led to a shake-up in the department. After the election of '32, the entire fire department met under the guidance of the new Chief in order to "discuss the advisability of reorganizing the personnel of the fire department or continue on as before. It was decided to keep the old organization." Less than a month after this meeting the officers met and "decided that a few of the present firemen were not cooperating with the wishes of the firewards." The April 1932 Peterborough Transcript carried the following story:

REORGANIZATION MADE IN TOWN'S FIRE DEPARTMENT

Seven Men Withdraw and 11 Added by
Wardens at Meeting Monday night
--25 Now on Full List

of the Peterborough fire department was made by the firewards yesterday. The change was brought about at a meeting at headquarters Monday night which resulted in the withdrawal of seven men from the department and the addition of 11. The total number in the department stands at 25 men.

The following are hold-overs from last year's list of firemen: O. A. Cutter, Sherman Flynn, L. D. Murray, John Pearson, Chester Pettingill, John E. Cass, William Valenti, A. A. Foote, Arthur Johnson, Herbert Harris, Isaiah Hargreaves, Wesley Myhaver, Charles Dionne, and Frank Clarke. The following men are no longer in the department: Guy Hersey, J. F. Hannon, R. F. McGilvray, George A. Myhaver, Jr., Harold Myhaver, L. G. Pratt, and I. J. Pratt.

New firemen added to the department by the firewards are Earl Wyman, Chester Parker, M. P. Cavanaugh, Charles W. Ames, William Thomas, Walter Jenne, J. E. Vanni, Earl Naglie, George Knight, John Sweeney, and Paul Crowell.

Reorganization of the department was brought about by the board of firewards which is made up as follows: Martin Hafeli, Chief, Maurice H. Muzzey, David Rochford, John Brenner, Martin Keenan, and Robert Nichols.

At the next meeting a new Constitution and Rules of order was drawn up and adopted by the department on December 5, 1932. The main changes concerned the chain of command at fires, deletion of antiquated rules and a recognition of new job responsibilities at fires. A copy of the constitution is in the appendix.

Chief Driscoll died in 1935. In his obituary, the Peterborough Transcript noted that he had helped to organize the original Aquarius Veteran Firemen's Association in December of 1897 and that he remained active in the Society until his death. The newspaper concluded, "To him is due a large share of the credit for building up the local fire department to a high degree of efficiency, both in personnel and equipment."

Martin Hafeli was Chief in 1932. While he only served one year as fire Chief he was very active in other community affairs for many years as a state representative and town selectman.



Chief Martin Hafeli
1932-1933



Chief John V. Pearson
1933-1938

John Pearson was next elected fire Chief. During his five years in office he was involved with several severe fires including the second fire at the Town House. The first, in 1918 had destroyed the building and a new one had to be built. The second fire occurred November 7, 1935. The Peterborough Transcript carried the following report of the fire:

The fire, which started at about 8:45 Thursday morning at the west end of the building, is thought to have originated in or near the men's dressing room under the stairs leading to the stage. It was seen by a number of persons on the street and Selectman Forrest C. Mercer, from his garage across the street, hurried to the scene, threw open the doors, and sent in the alarm. Selectman Fred J. Ames and Town Clerk Algie A. Holt were in their offices at the time but the smoke had not reached the front of the building until after it had been seen in the rear. The fire department and scores of volunteers responded quickly and did yeoman service bringing the flames under control. A second alarm was rung in shortly after 9 o'clock but by 10 the flames were under control.

The janitor of the hall, Frank E. Clark, left the building a few minutes before the blaze was discovered but he said he noted nothing which would indicate the presence of a fire.

The firemen broke through doors and windows in the rear and poured water through that section in the face of great difficulties while volunteers worked frantically to remove the town records from the selectmen's and town clerk's rooms. Everything was taken out but later in the day taken back to its original location, after the water, in spots two inches or more deep, had been absorbed by dozens of bales of shavings hurriedly rushed into the building.

Most of the fire damage was done to the stage where the floors, walls, scenery, and curtains were almost completely destroyed, as well as two pianos. Dozens of panes of glass in the rear and along the sides of the hall were broken and the floors were warped in places where a torrent of water spread





Fire in the Town House, November 7, 1935

over them. Chairs were scorched, indicating that the heat was severe. Smoke poured through the door at the top of the stage leading to the cupola, and two firemen had a perilous trip along the catwalk leading to the cupola in their efforts to keep the blaze from spreading to that section.

Fire Chief John V. Pearson had his hands quite badly cut by glass from one of the rear windows. Several of the firemen were drenched and had to hurry home for dry clothes as soon as the blaze was under control.

A letter was received at the Peterborough Transcript from Lieutenant Willis S. Holt of Ladder 2, Lowell, Massachusetts fire department. "I trust that this will be received in a friendly spirit, Mr. Editor, as it may be of some use, at least, in part to the town I love so dearly." Lieut. Holt offered several suggestions for the repairs that were to be made emphasizing a sprinkler system and the use of fire doors. He said he was told by some local people that:

two of your firemen climbed a 35-foot ladder from the stage into the attic, crossed the attic on a narrow cat-walk to the cupola, thus ventilating the attic from the inside. In regard to this, all I can say is that they are lucky they are living for with the pressure of heat, smoke and gases confined in that attic, it's a wonder they were not blown out into the street when they ventilated this cupola from within. Why the loss is not greater in this case is because of your good fire department, assisted as they were by all doors and windows being closed so that no fresh air was present to assist the fire.

In the same issue, the editor made the following comments about the fire department:

A Good Job of Fire-Fighting

Local citizens had an opportunity last week to see how efficient their fire department is, and, we believe, they can be proud of what the department was able to do in saving the Town House. The loss was bad enough but could have been much worse but for the prompt action of the firemen in getting to the scene and the intelligent manner in which the

blaze was attacked. Fortunately it occurred at an hour when it could be fought to the best advantage. If it had broken out a few hours earlier, probably the entire structure would have gone.

Praise has been extended the firemen by several authorities who are familiar with fire-fighting methods and have inspected the building this week. People criticize very easily the work of town agencies, particularly the police and fire departments, and they are equally as slow to hand out praise. We feel the firemen are deserving of commendation in this instance and are sure the townspeople generally share this opinion.

The following year the department was active in aiding people during the flood that did so much damage in Town. Chief Pearson reported in the Town Warrant that during the flood, "a great deal of work was done to prevent property amage, and to aid people in distress. Men worked in shifts almost constantly for about four days, pumping out ellars, etc." Homes and businesses all along the Contoocook and Nubanusit Rivers received extensive damage, the ater having risen higher than was ever known to have ccurred.

Chief Pearson completed his term of office in 1937. or his obituary, the Peterborough Transcript noted his ctivities as fire Chief for many years and his active membership in the Aquarius Veteran Firemen's Association.

Earl Wyman succeeded Pearson. In his first year as hief he experienced what was probably the worst day in the istory of the town. On September 21, 1938 a hurricane flattened the State. Peterborough was unusually hard hit. ll the buildings were destroyed on the south side of Main treet between the Contoocook River and Depot Street.

The Peterborough Transcript reported the following tory:

The water was still rising in Peterborough at 3:30 in the afternoon when the Trans- script building caught fire, originating, it is thought, in the rear of the grain store. There was no way for the fire engines to get across the bridge or go around the flood, and there was nothing the firemen could do but stand in front of the Unitarian church and wait for the flames to come within reach. After smoke had been drifting out of the structure



Transcript fire, 1903



Transcript fire, 1938

for nearly an hour in increasing dense clouds, flames broke from the top of the grain elevator and spread rapidly over the entire building, fanned by a stiff east wind that whipped clouds of smoke and sparks all over town. Luckily everything was so drenched that none of the flying embers caught fire elsewhere.

By the time the fire had spread to the Taylor building, adjoining the Transcript, firemen from Wilton and Milford and later from Nashua reached the opposite side of the Contoocook and were able to fight it from the bridge. They were aided by the wind at their backs, and were able to check the flames for a time at the Taylor block until the wind rose and carried the fire to the Robertson garage, past reach of their hoses.

Keene's fire apparatus was unable to get through because of a washout in Marlboro, and the Peterborough firemen continued to battle the flames alone on the west side of the flood, concentrating their efforts on trying to soak the east side of Wyman's building and grimly waiting for the fire to come within reach. Firemen Blanchette and Herbert Bailey climbed to the tower of the Baptist church, which was swaying as the wind beat at it and water on all sides tore at the building's foundations, and directed a stream of water over the roof of Wyman's, although the increasing velocity of the wind frequently blew the water back before it was three inches out of the nozzle.

Fortunately no one was seriously injured in the hurricane, flood, or fire but the destruction was overwhelming. There were great trees uprooted, deep washouts throughout town, buildings completely destroyed and electric and telephone poles and wires reduced to a tangled rubble.

One of the more terrifying experiences occurred at the height of wind and fire when a tree fell across the fire station and short circuited the fire whistle. The Peterborough Transcript reported it blew:

for fully a minute until the power was exhausted. That was probably the most terrifying minute in the whole day, since no one knew at the time why the whistle was blowing. It sounded to many as if all hope had been abandoned



Chief Earl W. Wyman
1938-1947



Chief David J. Rochford
1947-1957

and there was nothing left but to flee
and leave the town to its doom.

The firewards report in October 1938 contained one brief but telling sentence: "The total time spent in service during the flood and fire was 1233 hours."

One day after the disaster hit the town the Peterborough Transcript published the following one page special edition:

PETERBOROUGH CAN'T BE LICKED!!

Probably the severest catastrophe Peterborough has ever known occurred Wednesday, when FLOOD, FIRE and HURRICANE raged simultaneously, causing hundreds of thousands of dollars worth of damage in all parts of the town.

The flood, far more severe than that of '36, and the worst ever suffered here, wrecked homes, factories, streets and bridges, causing damage which will take months to repair. Fire leveled four business blocks and a dwelling house at the lower end of the village when the TRANSCRIPT building, the Lambert Garage and the Wyman Market building and a small dwelling owned by the Brennan estate, were completely destroyed by fire. The hurricane, the height of which was reached during the fire, wrecked streets, forests and homes.

In spite of all this there were no lives lost in Peterborough and as far as is known, no serious injuries occurred. The many whose homes were demolished or destroyed, are being cared for in homes and public buildings through the cooperation of local citizens and the local chapter of the Red Cross.

Work was immediately started as soon as possible when the waters began to recede, in an effort to clear streets and fill washouts, and to see that power and communication services are resumed as soon as possible.

Peterborough is showing the same spirit that has characterized it throughout its history and is staging a comeback. The industries and stores burned out are planning to rebuild as soon as possible and those enterprises so badly damaged by flood and tornado are getting busy at

the task of rehabilitating their places of business.

Reconstruction took some time. For years, results of the wind damage would be visible, particularly in the wooded areas around Peterborough.

During World War II the department was continually altered as eligible men joined the armed forces. However the personnel level remained constant with twenty-five active fire fighters and officers.

In 1947 David Rochford became Chief and held this office for ten years. The pay was increased that year to \$1.00 for the first hour at a fire and 75¢ for each additional hour on the job. During the previous year, the town was asked to purchase a new truck, since the pumper was seventeen years old and, according to a member of the department had "a capacity of only sixty-three gallons per minute." The Peterborough Transcript reported that:

Mr. Keenan raised the question of whether the present fire station would hold the new apparatus and thought that reconstruction of the building would be necessary to house it. He added that the present truck was built mainly for fire-fighting and had been purchased largely out of public donations. No action was taken on the immediate purchase of the truck, but a committee was authorized to make a study and report at the next meeting.

No report was submitted the following year and the Warrant did not contain any entries dealing with either a truck or building. Finally at the 1950 Town Meeting, \$6,500 was voted toward the replacement of the 1929 Ford Pumper. The town specified that the purchase of the truck be in the hands of a five member committee, three from the fire department and two laymen appointed by the Moderator. The department eventually purchased a Dodge Power Wagon equipped with a small foam tank.

During Chief Rochford's years in office a distinct emphasis was placed on basic fire fighter training. The men attended a variety of fire related courses and programs including Forest Fire Schools, State Fire Schools and area training sessions. Probably the most important change during this period was the development of the present Mutual Aid System.

Mutual Aid has been an essential part of fire-fighting in Peterborough for years. Based on mutual need, the first agreements were built on trust and a handshake. This willingness to help a neighbor, a cornerstone of New



1950 Dodge Power Wagon, Farrar Co., Woodsville, Mass.

Hampshire life, has blossomed into a mutual aid system that today comprises approximately fifty-nine towns in three states.

The first legally established mutual aid system was incorporated in Keene in 1953. The Southwestern New Hampshire District Fire Mutual Aid, still the largest in the State, covers fifty-nine towns and operates over two hundred pieces of major apparatus. In addition to fire control it supplies dispatch services for the County Sheriff's Department, the State Police, Fish and Game, local police units and emergency ambulance services. Residents of New Hampshire towns whose fire departments are involved in this mutual aid agreement are eligible for reduced insurance rating. This rating covers all home owners living within a five mile radius of a member fire station. The special allowance on insurance rates amounts to a thirty-eight percent reduction in fire insurance premiums, the first such reduction for a fire mutual aid organization in the nation.

Peterborough became involved with this system almost accidentally when, according to Herman "Brim" Woods, Keene responded to a call for help during a difficult fire and the men, when the fire was under control, thought that the idea of an organized aid system might be a good idea. It took some time to convince area Selectmen of the value this service offered. In one case a local town had a new truck and the selectmen did not want it hauled over difficult roads. One night, according to Mr. Woods, several towns were called to help out in, "this town that didn't have enough men or equipment--just a pretty truck." The community joined the Mutual Aid organization shortly thereafter.

According to a recent article in the Monadnock Ledger

the Keene control center has expanded from a single two-way radio unit into a bank of elaborate dispatch posts equipped with five broadcast channels, detailed street indexes of the entire region, a computerized industrial and residential alarm system, microfiche terminals for motor vehicle information, and a computer system that turns every traffic light between the Keene firehouse and a fire scene to green while the engines are en route.

This system also allows for direct emergency calls. Prior to 1972 emergencies were handled in a variety of ways; none allowed for extremely accurate or quick responses. Now a resident can direct dial a call to Keene, reaching the central dispatcher who is then immediately able to relay proper equipment and personnel directly to a trouble spot.

Chief Rochford was a strong supporter of this system. He left office in 1956, continuing his employment at the town Library. He died in 1965. The next Chief, J. Fred



Chief J. Frederick Webb
1957-1959



Chief Thomas Craig
1959-1966

Webb held office for two years. During his last term, the department purchased a pumper to replace the old 1930 American LaFrance.

The next Chief, Thomas Craig saw the department updated with a new LaFrance truck and the more active use of radios. In 1964, the town experienced one of its worst fires in years. The Mutual Aid System was actively employed sending men and equipment from seven towns to assist in fighting the fire at the West Peterborough Plant. The mill constructed in 1856, was only in partial use and the sprinkler system had been shut off. According to the Peterborough Transcript:

The alarm was sounded at 11:30 a.m. January 17, by Alfred E. Knowlton of No. Swanzey, the plant superintendent.

Chief Thomas Craig immediately radioed for Mutual Aid help, and within minutes six other fire companies had responded.

The plant, which was located at the junction of Main and Wilder streets was rocked by explosions as 60 barrels of blending liquids, and oil for a hydraulic baling press, went up in flames.

The hydraulic liquid exploded like an atomic cloud, and wafted flames over a wide area in an awesome burst. There were at least three of these bursts.

The fierceness of the flames made it apparent the moment firemen reached the scene that it was a hopeless battle to save the 108-year-old textile plant.

Chief Craig ordered his men to turn their hoses away from the factory, and on to a string of six houses on the opposite side of Wilder St., which were being seared by the raging flames.

Fortunately no one was injured in the fire and while the building was a total loss, the department with the help of mutual aid was able to save nearby buildings. The Peterborough Transcript's coverage continued:

Chief Craig's department suffered the loss of some 1,000-ft. of its best hose. This was layed out along Wilder St., but the flames were so violent firemen had to back away and the hose was burned.

Every available hydrant in the area was



West Peterborough Mills, January 17, 1964



Peterborough Fire Department
1958 American LaFrance
1963 American LaFrance

put to maximum use. Three pumpers also drew water direct from the Nubanusit river.

Water Supt. Edmund Paradise estimated some 600,000 gallons of water was used through the mains to set down the flames. This is twice the capacity of the West Village standpipe which holds 300,000 gallons.

The damage done to the building was the greatest financial loss the town had experienced to date.

In the 1964 Town Warrant the Chief described some of his responsibilities:

Following are the activities carried on by the Chief other than the directing of the department and the fighting of fires: inspecting all newly installed oil burners, inspecting water holes during the dry season, attending all monthly meetings of the Forest Fire Wardens, attending all monthly meetings of the New Hampshire Fire Chiefs' Association, attending the Fire Chiefs' Training School and the Forest Fire Wardens' Training School.

Chief Craig, with the assistance of Lt. Larry Bishop, instructed 70 second grade pupils and their teachers and the deaf children from Crotched Mountain and their teachers at the fire station.

All rest homes, the hospital, the school, the motels, the Tavern and all other public buildings were inspected by Chief Craig and Deputy State Fire Marshall Herbert Whitney.

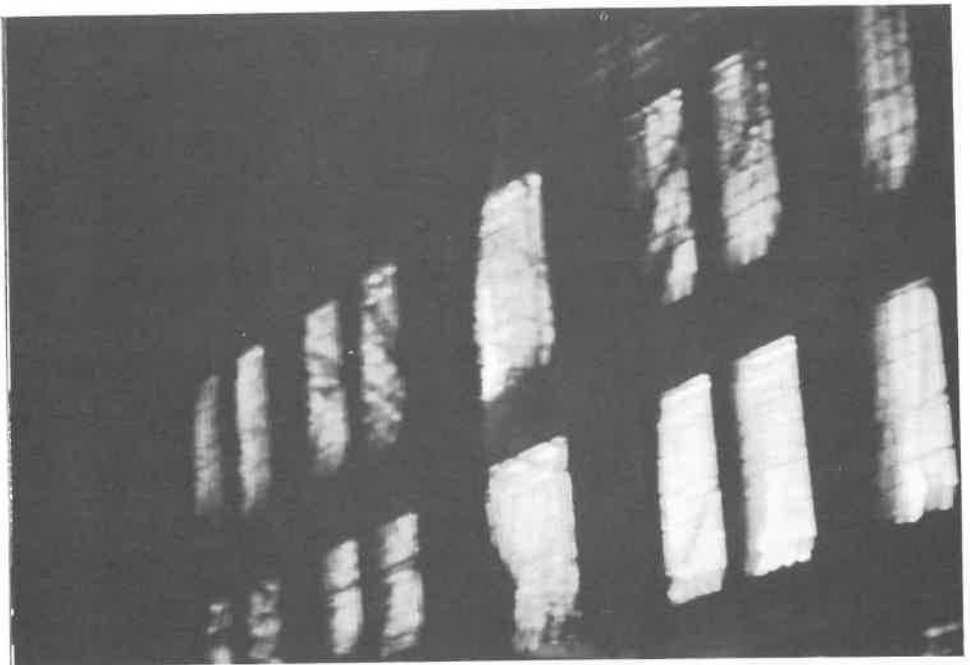
Thomas Craig was head of the department from 1960 to 1966. He was a twenty-five year member of the fire department, a director of the Southwestern Mutual Aid System and a member of the Aquarius Veteran Firemen's Association. He died in 1968.

The next elected Chief, Merton S. Dyer, would oversee some important changes in the department, and during a twelve year span, deal with two major fires in town.

It was becoming very apparent to both the fire department and community that the town badly needed a new fire station. The fire department moved to what was the old Town sheds. The barn had been extensively remodeled with space for a meeting room, kitchen and support facilities and the Station, in use today, has five bays and an adequate storage area. The town has the option of expanding and this



Chief Merton S. Dyer
1966-1978



Peterborough Consolidated School fire, December 25, 1970

site, with its central location should be able to meet the needs of the department for many years.

In the 1971 Town Warrant, the Chief described the make-up of the department as:

a volunteer department made up of 31 firemen, 2 deputy chiefs and one fire chief. The members of the fire department represent a cross section of the community with men coming from many different occupations. We have a pharmacist, departmental manager in a local business, a baker, the state fire marshall, printers, teachers, mechanics, an accountant, electricians, tool and dye makers, appliance service men, a plumber, a clerk, contractors, oil men, telephone service men, and men from N. H. Ball Bearing, American Guernsey Cattle Club, Upland Farms, and the Public Service Company.

Three years later, the Peterborough Fire Department was able to complete a project that had interested the community for some years, that is, the restoration of the old home belonging to the Brown family. This small brick building located next to the fire station was completely restored and now houses the Peterborough Fire Museum. Through the generosity of Mrs. Hazel Goyette, the original pieces belonging to the department have been placed on permanent display.

The community's most severe recent fire occurred on Christmas morning 1970. A pre-dawn fire destroyed three-fourths of the Consolidated School building on High Street.

Chief Dyer was the first fireman present. He was alerted at 4:05 a.m. through the Mutual Aid Center at Keene which acted on an automatic response from the alarm sounded by Arthur Wheeler at Jellison Funeral Home.

The Peterborough Fire Department Chief immediately radioed for more help and equipment. Companies from Meadowood, Jaffrey, Hancock, Greenfield, Frankestown, Dublin and Marlboro were dispatched through Mutual Aid.

The fire had gained such headway that Chief Dyer ordered his men to concentrate their efforts on the adjacent elementary wings. Also a crew was kept by the George Tuttle house, which is next door.

Snow was melted from the roof of the

Tuttle house, but otherwise the property was spared except for smoke.

The holocaust spread from the junior high to the grade school through a connecting hallway. Flames went over the top of a fire door between the two units, and into the ceiling, enroute to the elementary section.

Dense smoke, much of it believed from chemicals in the junior high laboratories, and fuel tanks in the basement furnace room, caused firemen to don breathing apparatus.

The outside temperature hovered near or slightly below zero, which also added to the fire-fighting hazard. Men and equipment were ice-coated.

The last major fire in town occurred five years to the month after the school fire. Early Monday morning December 8, 1975 firemen responded to a fire at the Peterborough Transcript on Grove Street.

The same day, the Keene Sentinel reported that:

Firemen were called to the scene at 4:45 this morning and, soon after that, witnesses heard several small explosions. Within 30 minutes, flames were pouring from both ends of the rectangular brick building and thick, black smoke billowed into the sky.

Firemen attacked the flames at both ends of the building, keeping the inferno within the walls. But today, two side walls were sagging and will undoubtedly have to be torn down.

The Peterborough Transcript reported on the fire the following week:

The Peterborough Fire Department arrived within minutes after receiving the call and were met by the blazing fire which was well underway. According to Deputy Chief Larry Bishop, one of the first firemen at the scene, the building was "totally involved" completely engulfed in flames.

Peterborough was aided in its efforts to combat the blaze by fire units from Jaffrey, Hancock, Meadowood, and several



Peterborough Transient fire 1975

firefighters from Rindge.

Firefighters battled the blaze for close to 1 1/2 hours before finally bringing the fire under control. Besides encountering the raging flames and smoke which poured from the building, the firefighters also had to contend with early morning low temperatures and icy conditions.

The following year the department purchased a used .960 Seagrave (aerial) ladder from the Sayville Fire Department on Long Island. This apparatus would enable the department to deal with nearly every type of emergency.

In 1972 the department was expanded to include ambulance service to Peterborough and the surrounding towns. The members of the emergency medical squad are all part of the fire department and perform the duties required of the fire fighters. The story of the medical services in Peterborough deserves a complete history and is outside the scope of this Anniversary report. However the Town Warrant for 1973 gives a concise picture of this expanded fire department service.

1973 marked the first full year of the Fire Department operating an ambulance service. During 1973, fifteen members of the Fire Department, the nucleus of the ambulance squad, had 306 calls in Peterborough and the surrounding towns. Members of the ambulance squad put in a total of about 1800 man-hours in answering these ambulance calls. The members of the ambulance group were assisted by the other members of the Fire Department at four automobile accidents and other situations requiring additional manpower.

While Chief Dyer retired in 1978, he has continued his association and activities with the fire service. He is past President of the New Hampshire Fire Chiefs Association, past President of the New England Association of Fire Chiefs, past President of the Southwestern New Hampshire Mutual Aid System and is today a ranking member of the Governor's Fire Control and Education Board. The former Peterborough Fire Chief has given many years of dedicated service to the town.

The present Chief, Lawrence Bishop, has long been affiliated with the fire department and has been active in developing new strategies and equipment to meet the community's future.

One of the last town reports available suggests the wide spectrum of activities that the department meets on a daily basis. It is important to remember that these



Peterborough Fire Department
1978 Ambulance
1972 Ambulance



Peterborough Fire Department
1980 Rescue Truck
1950 Dodge Power Wagon



Peterborough Fire Department
1975 International Tanker, Farrar Co.
1960 Ladder Truck 75' Seagrave

services are supplied on a volunteer basis by men and women that believe in the community and are committed to maintaining an excellent fire department.

The following information was given in the 1979 Town Report:

Activity in the departments increased over 1978. Breakdown of fire calls is as follows:

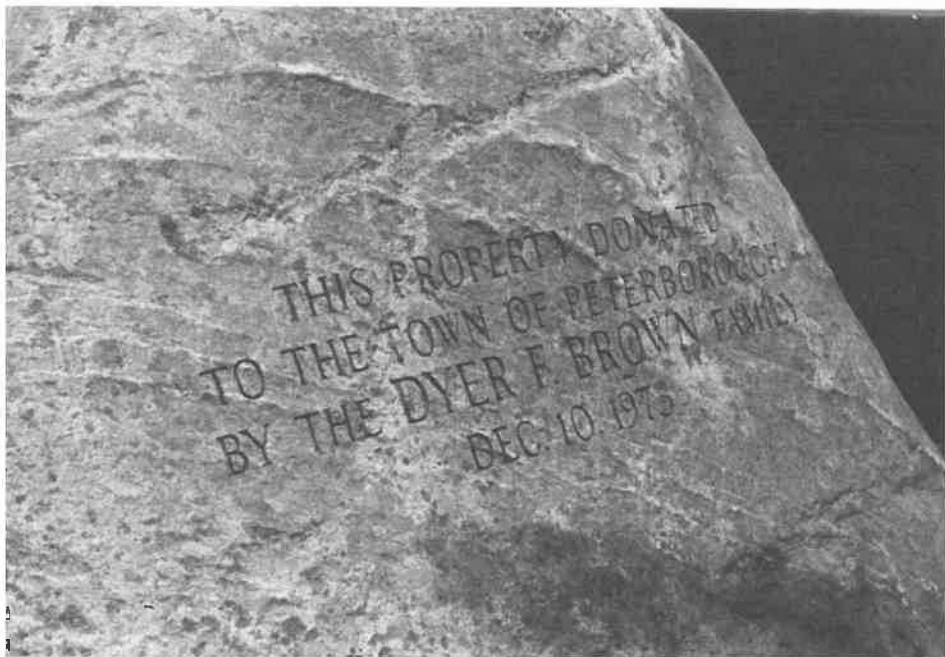
3	Gas Washes
28	Auto Accidents
12	Auto Fires
30	Alarm Malfunctions
14	Mutual Aid Calls
6	Rescue Calls
30	Structure Fires
20	Chimney Fires
1	Drowning
12	Outdoor Fires
2	Bomb Scares
478	Ambulance Calls

Combination of auto accidents and auto fires remained about the same as last year. False alarms and alarm malfunctions increased five. Rescue calls were up and structure fires increased by five. Of the 30 calls only two were serious fires. Chimney fires increased as was expected but we did not have as many as we expected because of more homes using wood. All outdoor fires were of a minor nature with no property damage. Our new addition is now completed and all of our equipment is under one roof. We recently put our new Rescue Truck in service which our fellows are very proud of and well they should as there is no tax money in the \$16,000 purchase. The fellows raised this money themselves. They also completed the interior of the truck and are receiving many compliments from outside rescue people. Our new rescue tool has been ordered and will be here soon. The Peterborough Lions Club raised the \$8,600 for this tool as a memorial to the three young Conval students who lost their life in a tragic auto accident in Milford. This gift will give us one of the best equipped Rescue Vehicles in the area and the men are determined they will also be the best trained. We have also started the Fire Fighters Training Course which is being well received.

Lawrence Bishop, Chief



Peterborough Fire Department Muster Truck



Commemorative stone in front of the museum

In the future the department will deal with ever-increasing demands for its many services. It is possible that the town will eventually consider a conversion to a small permanent force with a strong contingent of volunteers. Equipment will be up-dated and new apparatus will come on line; computers will dispatch from Central insuring that men and machinery are best utilized. However the most important characteristic of the fire department will not have changed. The dedication and willingness of the town's citizens to give of their time and energy to see to the common good of all the people in the community. It is to these hundreds of fire fighters and their officers that this Anniversary report has been and continues to be dedicated.



Peterborough Fire Department Museum

AND

RULES OF ORDER

OF

Aquarius Engine Company, No. 1,

ADOPTED JUNE 2, 1882.

PETERBORO':

FARNUM AND SCOTT, PRINTERS.
1882.

§ PREAMBLE. §

Believing that a well organized and efficient Fire Department is essential to the welfare of the town, and that we may be enabled the better to effect this object, the subscribers agree to organize themselves into an ENGINE COMPANY, for the purpose of protecting the property of our citizens.

Feeling a duty incumbent on us, so organized, to maintain a spirit in the department which will be manifested in a prompt and early assistance at an alarm of fire, we will endeavor to give a character to the department that shall cause full confidence to be placed in us as Firemen, and do hereby agree to accept the following Constitution for our guidance.

§ CONSTITUTION. §

ARTICLE I.

NAME.

This Company shall be known as AQUARIUS ENGINE COMPANY, No. 1.

ARTICLE II.

ANNUAL MEETINGS.

The Annual Meeting of the Company shall be held on the first Friday of January, at 7 o'clock, P. M., until otherwise ordered by a majority vote of this Company, at any regular meeting; at which meeting the following officers shall be chosen, by ballot, viz.: Foreman, Assistant Foreman, Foreman Leading Hose, Foreman Suction Hose, Standing Committee of five (the first chosen being Chairman), Clerk, Treasurer and Steward. At Annual Meetings of the Company, seven members shall constitute a quorum.

ARTICLE III.

FOREMAN.

The Foreman shall preside at all meetings, preserve order, regulate debates, state and put ques-

4

CONSTITUTION.

tions, give casting votes in all equal divisions of the Company, call Special Meetings when he shall deem proper, or at the request, in writing, of any ten members. He shall have entire control of the Engine, and shall from time to time, with the advice and assistance of his officers, put in force such regulations for drill and discipline as may seem to him and them the best calculated to subserve the purposes of the Company. In the absence of the Foreman, his duty shall be performed by the officer next in rank who may be present.

ARTICLE IV.

ASSISTANT FOREMAN.

The Assistant Foreman shall render such assistance at all times as the Foreman may require, and perform his duty in his absence.

ARTICLE V.

FOREMAN OF LEADING HOSE.

The Foreman of Leading Hose shall immediately after his election present to the Company, for their action, the names of eight members for Hosemen; and if any be rejected, he shall continue to nominate until that number is chosen. In case of any alarm of fire, or drill, he shall take charge of the Hose Carriage and Hose, and in connection with the other Hosemen, shall proceed with it to the fire, or place of alarm, or drill, in the same manner as other members of the Company are required to do with the Engine; and when there, shall perform all duties incumbent on him as Hoseman, acting always under the general direction of the Foreman or an Engineer, and take command of the Company in absence of the Foreman and first Assistant.

**ARTICLE VI.
FOREMAN SUCTION HOSE.**

The Foreman of Suction Hose shall appoint three members of the Company as Assistants, subject to the approval of the Company, who shall have charge of the Suction Hose, and when not there needed, shall work on the brakes the same as other members of the Company.

**ARTICLE VII.
STANDING COMMITTEE.**

The Standing Committee shall judge of all excuses for non-attendance at fires, alarms, drills, and meetings of the Company for business; examine and approve all bills against the Company before they are paid by the Treasurer; inspect the Clerk and Treasurer's accounts annually, and oftener if necessary, and report to the Company. They shall receive all applications for membership, and if satisfactory report the applicant's name to the Company at the next regular meeting; shall report members to the Company who neglect their duty, and shall report all members for a discharge who shall have been absent from three monthly meetings successively; and they shall attend to the welfare of the Company in all matters not especially provided for, subject to the approval of the Company.

**ARTICLE VIII.
CLERK.**

It shall be the duty of the Clerk to keep a true record of the proceedings of the Company, which shall include the names of the absentees, and call the roll when the Company returns from fires, alarms, drills, and at the regular meetings. He

mittee himself or through any member, and may be admitted at any Monthly Meeting, by receiving a two-thirds vote of the members present, and signing the Constitution.

SEC. 2. The Standing Committee may recommend the dismissal, impeachment or expulsion of members for the following reasons: Habitual neglect of duty, or when the Company is satisfied that any member does not intend to discharge his duties, or has left town with the intention of remaining more than two months; or be expelled for disorderly or disgraceful conduct; and all cases of removal or expulsion, shall be presented at a regular meeting to be acted upon at the next regular meeting, and be decided by a two-thirds vote of the members present.

SEC. 3. When any member wishes a discharge from the Company, he shall pay all fines and assessments that may stand charged to him, and return to the Steward all property belonging to the Company, Engine or Hose, that he may have in his possession.

SEC. 4. No applications for membership received from persons under 20 years of age.

**ARTICLE XII.
CONDUCT AT FIRES.**

SEC. 1. At an alarm of fire, the Foreman, or next officer in rank who may be present, under the direction of the Engineers, shall have entire command of the Engine and members of the Company going to and from a fire, and direct them to a proper place, which they shall not leave without consent of the commanding officer. In case the Hydrants are used and the Machine is not worked at a fire, the members will work as directed by the Engineers or Foreman of the Company. And if any mem-

shall give notice of all meetings called by the Foreman; and at all meetings for business, he shall read the minutes of the last meeting, together with an account of any other meeting of the Company which may have convened during the interval. His books shall always be open to the inspection of the Standing Committee. He shall read the Rules and Regulations of the Fire Department at the Annual Meeting, before the Company proceed to the choice of officers; and also read the Constitution of the Company at the first regular meeting of each quarter.

**ARTICLE IX.
TREASURER.**

The Treasurer shall receive all moneys, collect all fines, keep regular accounts thereof, pay all demands against the Company, when approved by the Standing Committee, and their payment ordered by the Company. His books shall at all times be opened to the inspection of the Standing Committee. He shall report his doings annually, in writing.

**ARTICLE X.
STEWARD.**

It shall be the duty of the Steward to keep clean the Engine House, Hose, and all the apparatus belonging to the Engine or House, and have it in order for immediate use; and light the House and build the fires, if necessary, for the meetings of the Company.

**ARTICLE XI.
ADMISSION AND DISCHARGE OF MEMBERS.**

SEC. 1. Any person wishing to become a member must make application to the Standing Com-

mittee behaves disorderly, or in any way unworthy of the confidence of the officers of the Company, or refuses to obey the orders of the commanding officers, his conduct shall be laid before the Committee by the Foreman, and if they think expedient, such member shall be expelled from the Company.

SEC. 2. On the alarm of fire members shall repair to the Engine, and assist in getting it the fire as soon as possible; and when there will, to the best of their ability, under the direction of the Foreman, get the Engine in operation, and not leave it without permission from the commanding officer. On returning from a fire or an alarm, the utmost order must be preserved.

**ARTICLE XIII.
EXCUSES.**

For absence at a regular meeting, no excuse shall be offered or received, and none for absence from fires or alarms, unless it be shown that the absentee was out of town, or so much indisposed as to be unable to attend to his business as usual.

**ARTICLE XIV.
OFFENCES.**

No smoking, drinking intoxicating liquors, card playing, gambling, scuffling, or any improper conduct in or about the Engine Building, will be allowed at any time, and any member violating this article shall pay a fine of one dollar.

**ARTICLE XV.
MONTHLY MEETINGS.**

The regular Monthly Meetings of the Company for business and drill, shall be holden on the first

Friday of each month, at 7½ o'clock, P. M., until otherwise ordered by a majority vote of the Company at a regular meeting.

ARTICLE XVI.

FINES.

Any member absenting himself from any fire where the Engine or Hydrants are worked, fifty cents; at an alarm of fire, twenty cents; and ten cents at each roll calling at all regular Monthly Meetings, unless he produce satisfactory excuse to the Standing Committee, conforming to the Constitution. An adjourned meeting of a regular Monthly Meeting, shall be considered a part of the same, and as such finable in the same manner.

ARTICLE XVII.

APPROPRIATIONS AND ASSESSMENTS.

All appropriations and assessments shall be made by two-thirds of the members present and voting at any legal meeting of the Company, or on return of the Company from a fire.

ARTICLE XVIII.

ROLL CALL.

The roll shall be called at precisely the time appointed for the meeting, and again previous to adjournment.

ARTICLE XIX.

VACANCIES.

All vacancies in the government of the Company shall be promptly filled at the next regular meeting, and the Foreman shall have power to appoint a Clerk, pro tem., in case of absence of the Clerk.

ARTICLE XX.

KEYS.

Each member shall procure from the Treasurer, who shall keep a record of the same, a key to the Engine House, for which he shall pay twenty-five cents, and upon leaving the Company shall return the same to the Treasurer, receiving twenty-five cents therefor.

ARTICLE XXI.

ALTERATION OF THE CONSTITUTION.

This Constitution shall not be altered or amended in any respect, at any meeting at which the amendment or alteration may be proposed; but the subject may be referred to the Standing Committee, and the Committee report at the next meeting of the Company, when the alteration may be made by a three-fourths vote of the members present.

••• RULES OF ORDER. •••

RULE 1. When a member is about to speak in debate, or deliver any matter to the Company, he shall rise, uncovered, and respectfully address himself to the Chairman, and shall confine himself to the question under debate, and avoid personality.

RULE 2. No member shall speak more than twice on the same question without leave of the Company, nor shall he occupy more than ten minutes on any one subject, or fifteen minutes during the meeting.

RULE 3. When any one shall be called to order by the Chairman or a member, the Chairman shall cause him to be seated; and every "out of order" shall be decided by the Chairman without debate, subject to an appeal to the Company; and the Chairman may call for the sense of the Company on any question of order.

RULE 4. No member shall be disturbed in any way while debating any question by another member, unless he shall be out of order; and when a question is under debate, no motion shall be received, except a motion to adjourn, to lay on the table, to postpone indefinitely, to postpone to a day certain, to commit, or to amend, which several motions shall have precedence in the order they stand arranged; and the motion for adjournment shall always be in order, and may be decided without debate.

••• ORDER OF BUSINESS. •••

- 1st. Calling the Roll, and delinquents fined.
- 2nd. Reading the Minutes of the last meeting by the Clerk, and should no errors appear in the proceedings, they shall stand approved.
- 3rd. Propositions for Discharge.
- 4th. Propositions for Membership.
- 5th. Report of Special Committees.
- 6th. Bills read and referred.
- 7th. Unfinished Business.
- 8th. New Business.
- 9th. Calling the Roll.

CONSTITUTION
and Rules of Order

of

PETERBOROUGH FIRE DEPARTMENT

Combination Co. No. 1

Adopted December 5, 1932

Martin A. Hafeli
David Rochford
Martin J. Keenan
Robert Nichols
John H. Brenner
Maurice Muzzey
Firewards

PREAMBLE

Believing that a well organized and efficient Fire Department is essential to the welfare of the town, and that we may be enabled to better effect this object, the subscribers agree to organize themselves into a Fire Fighting Company for the purpose of protecting the property of our citizens.

Feeling a duty incumbent on us, so organized, to maintain a spirit in the department which will be manifested by prompt and early assistance at an alarm of fire, we will endeavor to give a character to the department that shall cause full confidence to be placed in us as Firemen, and hereby agree to accept the following Constitution for our guidance.

CONSTITUTION

Article 1
Name

This company shall be known as Peterborough Fire Department, Combination Co. No. 1 and No. 2 located at West Peterborough.

Article 2
Annual Meeting

The Annual Meeting of the Company shall be held on Wednesday following annual town meeting at 7 o'clock p.m. which meeting the following officers shall be appointed by the Firewards: Foreman, 1st Asst. Foreman, 2nd Asst. Foreman, Clerk and Treasurer.

Article 3
Foreman

The Foreman shall preside at all meetings and shall perform the other duties belonging to this office. In the absence of the Foreman, his duty shall be performed by the officer next in rank who may be present.

Article 4
Assistant Foreman

The Assistant Foreman shall render such assistance at all times as the Foreman may require, and perform his duty in his absence.

Article 5
Firewards

The Firewards shall be judge of all excuses for non-attendance at fires, alarms, drills and meetings of the Company for business; examine and approve all bills against the Company before they are paid by the Treasurer; inspect the Clerk and Treasurer's accounts annually and oftener if necessary and report to the Company. The Firewards shall have full charge of all officers.

Article 6
Clerk and Treasurer

It shall be the duty of the Clerk to keep a true record of the proceedings of the Company, which shall include the names of the absentees, and call the roll when the Company returns from fires, alarms, drills, and at regular meetings. He shall give notice of all meetings called by the Foreman; and at all meetings for business he shall read the minutes of the last meeting, together with an account of any other meeting of the Company which may have convened during the interval. His books shall always be open to the inspection of the Firewards. He shall read the rules and regulations of the Fire Department at the annual meeting, before the Company proceeds to the choice of officers. He shall receive all money, keep regular accounts thereof, pay all demands against the Company when approved and signed by a

majority of the Firewards. His books shall be at all time open to the inspection of the Firewards. He shall report his doings annually in writing. He shall receive five dollars per year as his salary, to be paid from the general fund, payable semi-annually.

Article 7 Admission and Discharge of Members

Sec. 1. Any person wishing to become a member must make application to the Firewards or through any member of the Company and if approved by the Firewards he shall be given a membership card.

Sec. 2. When a member wishes a discharge, he shall return to the Steward all property belonging to the Company that he may have in his possession.

Sec. 3. The Firewards shall have full power to dismiss any member when in their judgment it shall be for the good of the Company.

Sec. 4. No application for membership received from persons under 20 years of age.

Article 8 Conduct at Fires

Sec. 1. At an alarm of fire, the members will work as directed by the Chief, or Foreman of the Company or the next officer in rank who may be present.

Sec. 2. On the alarm of fire, members shall assist in getting the equipment to the fire as soon as possible; and remain in location sent until otherwise directed.

Article 9 Monthly Meeting

The regular monthly meeting of the Company for business, shall be holden on the first Monday of each month at seven and a half o'clock P.M.

Article 10 Roll Call

The roll shall be called at precisely the time appointed for the meeting, and again previous to adjournment.

ARTICLE 11
Alterations of the Constitution

This Constitution shall not be altered or amended in any respect, but the subject may be referred to the Firewards and on their approval the alteration may be made.

RULES OF ORDER

RULE 1. When a member is about to speak in debate, or deliver any matter to the Company, he shall rise, uncovered, and respectfully address himself to the Chairman, and shall confine himself to the question under debate, and avoid personality.

RULE 2. No member shall speak more than twice on the same question without leave of the Company, nor shall he occupy more than ten minutes on any one subject, or fifteen minutes during the meeting.

RULE 3. When any one shall be called to order by the Chairman or a member, the Chairman shall cause him to be seated; and every (out of order) shall be decided by the Chairman without debate, subject to an appeal to the Company; and the Chairman may call for the sense of the Company on any question of order.

RULE 4. No member shall be disturbed in any way while debating any question by another member, unless he shall be out of order; and when a question is under debate, no motion shall be received, except a motion to adjourn, to lay on the table, to postpone indefinitely, to postpone to a certain day, to commit, or to amend; and the motion for adjournment shall always be in order, and may be decided without debate.

RULE 5. The Firewards shall have permission to be heard at any meeting.

ORDER OF BUSINESS

- 1st. Calling the Roll.
- 2nd. Reading the minutes of the last meeting by the Clerk, and should no errors appear in the proceedings, they stand approved.
- 3rd. Propositions for Discharges.
- 4th. Propositions for Membership.
- 5th. Report of Special Committees.
- 6th. Bills read and referred.
- 7th. Unfinished Business.
- 8th. New Business.
- 9th. Calling the Roll.

OFFICIAL SCORE CARD
—OF THE—

FIREMEN'S MUSTER
AT PETERBORO, N. H.

Under the auspices of the Firemen's
Sporting Association, on

Saturday, Sept. 5th, 1908

\$150 to First, \$100 to Second, \$75 to Third,
\$50 to Fourth, \$25 to Fifth.

Committee of Arrangements.

T. E. DRISCOLL, Pres. W. D. BARKER, Foreman E. M. ARNOLD, Treas.
T. J. MULLEN, Secretary.

No.	NAME OF MACHINE.	FEET INCHES	
		FEET	INCHES
1	Aquarius, No. 1, Peterboro . . . W. D. BARKER, Foreman.		
2	Gardner 4, Gardner C. H. EDGEELL, Foreman.		
3	Watatic, Ashby W. JOYCE, Foreman.		
4	General Miles, Westminster . . W. H. WATERHOUSE, Foreman.		
5	Rough and Ready, Templeton JAMES M. MAYNARD, Foreman.		
6	Columbia, Winchendon E. N. WHITNEY, Foreman.		

JUDGES.

STREAM—J. W. ROBBE, G. P. FARRAR, A. L. HOLT.
NOZZLE—G. F. HAWKING, C. W. ABBOTT.
ENGINE—A. TOWNSEND, H. T. BUCKLAND.

TIME KEEPER—A. D. CONVERSE, Winchendon, Mass.

The League Rules to govern except hose instead of pipe will be used and
will play from barrier to save the time of lapse.

Transcript Printing Co., Peterboro, N. H.

ADMIT ONE.

FIREMEN'S MUSTER

PETERBORO, N. H.

SATURDAY, AUGUST 24, 1907.

under the auspices of the Aqua-
rius Engine Sporting Company.

\$10.00 prize to the person who estimates
nearest the winning play.

My estimate is feet inches .

Signed.....

Address.....

No. 1100

Firemen's Muster, August 24, 1907

No.

Score Card and Admission ticket
to early musters

Peterborough Fire Alarm Signals

1921

- 12 Summer Street and Old Hancock Road.
- 14 Depot Square.
- 15 Main Street Square.
- 16 Main Street.
- 17 Vine and High Street.
- 18 Elm, Winter, Central and Creamery Hill.

- 23 Union and Prospect Street.
- 24 West Peterborough School House and Windy Row.
- 25 West Peterborough.
- 26 Old Dublin Road.

- 32 Grove and Laurel Street.
- 33 Mary and Robert Morison's.
- 34 South Peterborough and Noone's.
- 35 Old Road to Jaffrey and Town Farm Hill.
- 36 Horace Morison's.

- 41 Granite Street.
- 42 Pine Street and Bleak House Corner.
- 43 Mrs. Schofield's.
- 44 Old Street Road.

- 45 Mrs. B. P. Cheney.
- 46 Mrs. Clara Bass and R. P. Bass.
- 47 Geo. E. Adams, Elm Hill.
- 48 Temple Road and Cunningham Pond Dist.

- 51 Concord Street and Sand Hill.
- 52 North Factory.
- 53 Old Greenfield Road.
- 54 Happy Valley and Greenfield Road.
- 51 Caper Corner and Mountain Road.

SPECIAL SIGNALS

- 1 Blows, 12 o'clock noon Test.
- 1 Blows, followed by Box number is fire alarm.
- 1 Blows, Fire out.
- 2-2 at 8 a. m., 1 p. m., No School Signal.
- 2-2-2 sounded at 8 a. m., or 12.30 p. m., no school in the first four grades in the Center Building during the half day following the signal.
- 1 Blows, followed by two more rounds of box number, Forest Fire Signal.

Notice.—In case of fire, call the Central Telephone Office, giving exact location of fire and District Number. All alarms for fire are transmitted from the Central Telephone Office to Fire Alarm Whistle.

In case of Brush fire, the operator will call the Chief or one of his Assistants before blowing Signal.

BOARD OF FIRE ENGINEERS.

Timothy E. Driscoll, Chief.

John W. Robbe, 1st Ass't.

Eudell M. Arnold, 2nd Ass't.

Charles A. Baldwin, 3rd Ass't.

Peterborough Fire Alarm Signals

To Report a Fire Call 1-352-1100
Other Business 924-3211

- 3 Monadnock Community Hospital
- 4 Old Fire Station—Main Street
- 5 Elementary School
- 6 Gates Inc.
- 12 Main St. at Grove St.
- 13 Main St. at Summer St.
- 131 Summer St. at Peters Oil
- 133 Fire Station—Summer St.
- 14 Main St. at Union and High Sts.
- 15 School St. and Depot Sq.
- 151 NH Ball Bearings, Inc., School St.
- 153 Derby's Inc.
- 16 Middle School
- 21 Union St. at Prospect St.
- 23 Scott Farrar Home
- 31 Library
- 311 Concord St. at Monadnock Workshop
- 312 Concord St. at Greenhouse
- 313 Sim's Press, Inc.
- 314 ConVal School
- 3142 Eastern Mt. Sports
- 3142 Brookstone
- 3143 New England Business Service
- 315 Pheasant Wood Nursing Home
- 32 Transcript
- 321 Grove St. at Public Service Co.
- 322 Grove St. at Route 101
- 325 Noone's Mill
- 33 Vale St. at Winter St.
- 341 NH Ball Bearings, Inc., So. Peterborough
- 41 Pine St. at Granite St.
- 413 Pine St. at Cheney Ave.
- 414 Lookout Hill
- 42 Granite Street
- 421 Granite St. at Route 101
- 51 High Street

Street Boxes Blow 4 Rounds

SIGNALS

- 10 Alarm sounded by Mutual Aid
- 2 Noon Test or All Out
- 22 No School Signal 6:30 a.m.

FIRE CHIEF

Lawrence C. Bishop

FIRST DEPUTY

Jere T. Morris

SECOND DEPUTY

Dennis W. Cilley

Fire Alarm cards from the Past (left) and Present (right)

MUSTER RECORDS

KEENE, N. H.
SEPTEMBER 10, 1857

1.	Deluge #3	Claremont, N.H.	5½"	H	152'	\$150.00
2.	Franklin	Greenfield, N.H.			151'	100.00
3.	Alert	Winchendon, Mass.	6½"	H&D	150'	50.00
4.	Mazeppa #4	Brattleboro, Vt.			147'	
5.	Niagara	Winchendon, Mass.			146'	
6.	Contoocook	E. Jaffrey, N. H.		H	144' 6"	
7.	Hope	Hinsdale, Mass.			141'	
8.	Hancock #1	Charlestown, Mass.	6"	H	139'	
9.	Aquarius	Peterborough, N.H.	9"	B	131'	
10.	Eagle #1	Greenfield, Mass.	6½"	H	128'	
11.	Pioneer #3	S. Boylston, Mass.			127'	
12.	Mechanic #2	Holyoke, Mass.		H&D	127'	
13.	Torrent	Springfield, Vt.	5"	H	122'	

EAST JAFFREY, N. H.
JULY 4, 1860

1.	Aquarius	Peterborough, N.H.	9 inch	B	167' 8"
2.	Niagara	Winchendon, Mass.	--	--	153'
3.	Contoocook #2	East Jaffrey, N.H.	--	H	151'

B - Button
H - Hunneman

GARDNER, MASS.
AUGUST 17, 1907

1.	Columbus	Winchenden, Mass.	187" $3\frac{1}{2}$ "	\$150.00
2.	Gen. Miles	Westminister, Mass.	184' $7\frac{3}{4}$ "	50.00
3.	Rough & Ready	Templeton, Mass.	171' $7\frac{1}{2}$ "	
4.	Baw Beese	Gardner, Mass.	166' $7\frac{1}{4}$ "	
5.	Astatic	Ashby, Mass.	162' $8\frac{1}{4}$ "	
6.	Victor	Hubbardston, Mass.	162' $\frac{1}{4}$ "	
7.	Oregon	Otter River	160' $9\frac{3}{4}$ "	
8.	Gardner #4	Gardner, Mass.	159' $1\frac{1}{4}$ "	
9.	Aquarius	Peterborough, N.H.	158' 11"	

The Aquarius received \$25.00 for the longest distance traveled.

PETERBOROUGH, N.H.
AUGUST 24, 1907

1.	Gen. Miles	Westminister	201' $2\frac{1}{4}$ "	\$150.00
2.	Columbia	Winchenden, Mass.	190' 4"	100.00
3.	Gardner	Gardner, Mass.	194' $9\frac{1}{4}$ "	75.00
4.	Aquarius	Peterborough, N.H.	180" $3\frac{1}{4}$ "	50.00
5.	Souheyah	West Rindge, N.H.	149" $9\frac{1}{2}$ "	25.00

The Aquarius Veteran Firemen's Association wishes to thank the following firms for their generous assistance in making this publication possible:

Anonymous

Aquarius Veteran Firemen's Association
Peterborough, New Hampshire

Atty. Kenneth A. Brighton
Grove Street
Peterborough, New Hampshire

Brookstone Company
Route 202
Peterborough, New Hampshire

Byte Publications, Inc.
70 Main Street
Peterborough, New Hampshire

Conelec Corporation
Route 202
Peterborough, New Hampshire

Dyer Drugs, Inc.
Peterborough Plaza
Peterborough, New Hampshire

First National Bank of Peterborough
Grove Street
Peterborough, New Hampshire

Gates, Inc.
Main Street
West Peterborough, New Hampshire

Monadnock Lumber Company, Inc.
Depot Street
Peterborough, New Hampshire

National Cash Register Company
Route 202
Peterborough, New Hampshire

New England Business Service, Inc.
Route 202
Peterborough, New Hampshire

New Hampshire Ball Bearing
Route 202
Peterborough, New Hampshire

Peterborough Basket Company
Off Grove Street
Peterborough, New Hampshire

Peterborough Fire Department Members
Summer Street
Peterborough, New Hampshire

Peterborough Savings Bank
Main Street
Peterborough, New Hampshire

Winter Street
Peterborough, New Hampshire

Town of Peterborough
Town Meeting - 1981

Transcript Printing Company
Grove Street
Peterborough, New Hampshire

Forrest F. Tenney, D. V. M.
Upper Union Street
Peterborough, New Hampshire

The following firms have supplied equipment to the Peterborough Fire Department. In addition, these firms have been generous in their support of this publication.

GAMEWELL ALARM EQUIPMENT

R. B. Allen Company
Atlantic Avenue
North Hampton, New Hampshire

AMERICAN LAFRANCE EQUIPMENT

Gilbert, Inc.
340 Masebesic Street
Manchester, New Hampshire

MONITORS AND RADIOS

Motorola Communications and Electronics, Inc.
372 Parke Avenue
Keene, New Hampshire

AMBULANCES

New England Custom Coach
Penacook, New Hampshire

Park Superior Sales, Inc. of Connecticut
Somersville, Connecticut

