

**DARTMOUTH
FIRE DISTRICT
NO. 3**



1923 - 1973

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These pieces cover a span of seventy years, but this booklet is certainly not offered as a comprehensive fire prevention history of the period. We are very fortunate that the records from 1900 to the present time have been kept intact.

In the year 1900 we find the establishment of a corporation according to the provisions of the one hundred and fifteenth chapter of the Public Statutes of the Commonwealth of Massachusetts and the acts in amendment thereof in addition thereto the name by which the Corporation shall be known is the Paskamansett Engine Company No. 1 of Smith Mills, North Dartmouth, Massachusetts.

The purpose for which the Corporation is constituted is; To establish and maintain a place for social meetings of the members of the Company and to maintain a place in which to keep the engine and property of said Company.

The first meeting of the Paskamansett Engine Company No. 1 of Smith Mills, North Dartmouth, Massachusetts held on Tuesday, October 30, 1900 at 7:30 P.M. at the Engine House, North Dartmouth.

The following are the first officers elected to the Paskamansett Engine Company. These officers were elected unanimously by ballot.

President	Sylvanus T. Hawes
Vice-President	Erford W. Poole
Treasurer	Benjamin J. Potter
Clerk	Benjamin J. Potter
Trustees	Sylvanus T. Hawes Charles A. Cornell Robert C. Lawson
Captain	Charles A. Cornell
First Assistant	Lyman C. White
Second Assistant	Thomas Reed
Steward	Robert C. Lawson
Assistant Steward	Sylvanus P. Hawes

Benjamin J. Potter, one of those named as incorporators in the act of incorporation called to order and read the following notice of the meeting to: Sylvanus T. Hawes, Erford W. Poole, Charles A. Cornell, Lyman C. White, Thomas Reed, Benjamin J. Potter, Robert C. Lawson, Sylvanus P. Hawes.

It is very interesting to note Article 10 of the original By-Laws: Absence of Captain at

a fire the First or Second Assistant in their order shall have charge of the engine.

At the November 7, 1900 meeting the Treasurer, reported a receipt of sixteen dollars and eighty cents from the Ladies in the village - it being proceeds given by them to Teachers attending an Institute. At eight thirty, the company with invited guests partook of a clam supper, to celebrate the occupancy of the new engine house - after which a welcome was extended to the strangers present by President Erford W. Poole who also gave a history of the rise, progress, victories and defeats of the company - during the fourteen months of its existence. Remarks from Mayor Ashley of New Bedford, Charles S. Paisler, Chief Macy of New Bedford Fire Department and by guests from Acushnet, Westport and Dartmouth. Mr. Paisler presented the Company with a metallic figure of a Fireman.

The original engine house stood in front of the present one. It was a building approximately 20' x 24'. In this building was kept the engine and reel of hose. This engine was hand operated. It has four wheels on the principle of wagon wheels. A tongue on it with grips attached to it so that it could be pulled by men or horses. In the center was a tank which water was drawn into and pumped out. It worked on the principle of a house pump. On each side were bars which extended the full length of the apparatus. Men worked these bars up and down, this motion sucked water into the tank and forced it out through a hose. The hose reel which carried the hose was a separate unit. The reel had two wagon wheels about five feet apart, in between these two wheels was a reel which the hose was attached to. The reel was usually pulled by two men. This fire apparatus was in service in the late 1800 and early 1900. It was not used very often as home owners were very careful with fires.

The building faced the south side of Kempton Street, now known as State Road (Route 6). On the roof a large bell was operated by a rope was located on the southeast corner of the building.

On Wednesday, September 25, 1901 front page of the evening Standard headlines read as follows
HEROIC WOMEN! ASSIST IN EXTINGUISHING SERIOUS

BLAZE AT SMITH MILLS. HAWES' HALL BUILDING ALMOST TOTALLY WRECKED. NEW BEDFORD DEPARTMENT SUMMONED TO THE SCENE.

What bade fair to be a very serious conflagration at Smith mills this morning was prevented by the villagers of that place with the assistance of members of the New Bedford Fire Department. Had it not been for the little hand engine at the village the property adjoining the Hawes hall building would certainly have been involved, but the old hand tub kept the fire in check until the arrival of a New Bedford steamer, when the flames were speedily got under control.

The building which was on fire is located on the corner of the Chase Road and the highway leading to Fall River from Kempton Street. It is occupied as a store in the lower part by William W. Thacher as a general store, and here is also located the post office. To the southeast of the structure, in close proximity, is the Hawes' Sawmill, Hawes' boxboard factory, and a lumber yard, while to the east is Seabury's grist mill, and to the south the cottage of Lyman White. Had the flames not been held in check by the Paskamansett engine, this property would have been involved, for a high northerly wind was blowing at the time. As it was, the roof of Mr. White's cottage caught fire several times by flying sparks.

The fire was discovered at 8:30 o'clock and when seen it broke through the roof at several points at the same time. While Robert Lawson was at work in his blacksmith shop, he noticed the flames through the roof and, rushing to the engine house, rang the bell, which naturally, so startled the villagers that everybody who was at home went to the fire. Unfortunately the fire occurred at a time when most of the men were away from home, but the women left their housework and rallying in force (at least twenty-five) lent a hand. In fact, they took charge of the removal of goods in Mr. Thacher's store, which were all taken out but in what condition it is impossible to say.

The engine had been rolled out of her house by four men, while a boy was detailed to keep the fire bell ringing. Another lad went up the road

on his wheel and notified the workman on the state highway, and they went to the assistance of the feeble crew on the engine. With this force the engine was enabled to do pretty good work and held the flames in check until the arrival of engine company five, which had been detailed by Chief Macy. Several New Bedford men on their way to Fall River left the D & W car as it reached the village and started in to help remove the goods in the store, but the women who had this work in hand begged of them to lend a hand on the engine, as they would look after Mr. Thacher's stock. And they did too, for everything was removed. One of the first things looked after was the mail, which had but just been sorted.

Job S. Gidley reached the scene of the fire when it was burning its fiercest, and taking in the situation at a glance telephoned to the central exchange asking them to get word to Chief Macy for assistance at once. Then he went to work with the others. The flames, which had appeared first on the south side of the roof, soon enveloped the whole top. Water from the pond had been let out down the sluiceway which crosses the main road, and here the engine put down and took water until the arrival of the New Bedford Engine, when this position was given to the New Bedford Apparatus. The hand tub was taken across the road and located on the structure which covers the sluiceway carrying water to the saw and grist mills, and for about half an hour with the women rushing in and out of Thacher's store and both engines working, the scene was an animated one and will not soon be forgotten by the people of the village.

The cause of the fire is attributed to a cigar stub which must have been left in the ante-room on the south side of Hawes' hall, last evening, at the close of Fred Donohue's dancing school. There had been no fire in the building, but last evening, during the session of the dancing school, a number of the young men in the ante-room indulged in smoking. This is the only plausible solution for the fire.

We note in the meeting held January 21, 1903: Voted to have Firemans' Ball in New Bedford.

On the first day of August 1904, at about

10 o'clock P.M. the "ice house" belonging to Robert Seabury and occupied by Benjamin I. Stowell "caught fire" and burned down. The company responded to the alarm and the engine was on the scene in a short time, where "she" performed effective work.

September 23, 1904, the house belonging to Sylvanus T. Hawes and occupied by Charles Kirby and Lemuel Reed, on the "New Road" was discovered to be on fire. The company with the engine quickly responded to the alarm given, and extinguished the fire without much damage to the house.

May 9, 1905 Struck by Lightning. Building on the Hixville Road destroyed by fire. About 6 o'clock this morning quite a sharp thunder shower passed over this vicinity. At intervals during the forenoon the lightning, thunder and rain made pedestrians aware that the end had not been reached. While the storm was at its height at 6:00 a.m. the barn belonging to Charles Smith on the Hixville Road, a short distance north from Smith Village was struck by lightning and caught fire. An alarm was given and neighbors rushing to the scene succeeded in releasing the horse in the barn and removing tools and wagons, but the flames spread so rapidly that the building and shed adjoining were doomed. The Paskamansett engine was promptly on hand, but lack of water proved a hindrance to their work, and the firemen could little more than save the two dwelling houses nearby, which at one time looked sure of being in the zone of fire.

October 2, 1909 Burned to the Ground. George H. Hambly's House at Smith Mills Total Loss. Fire caused by defective chimney. Aid from New Bedford, but nothing could be done. The property uninsured. With no insurance and beyond the assistance of the fire department, the two and a half story farmhouse owned by George H. Hambly and located on the old Westport road about a mile from Smith Mills, burned flat to the ground this morning between 4:40 and 5 o'clock. About two-thirds of the furniture and the barn and outbuildings were saved. As nearly as can be ascertained the fire was caused by a defective chimney, and with the aid of a strong breeze from the northwest, the house was quickly reduced to ashes. Mr. Hambly built a fire in the kitchen stove about

4:40 this morning and then went out to the barn to milk his cows in preparation to starting to New Bedford on his milk route. He had been milking only a few minutes when his wife called to him that the house was on fire, and rushing indoors Mr. Hambly telephoned to the New Bedford fire department for the chemical, which arrived on the spot five minutes after leaving the city. But the fire had gained so much headway that nothing could be done to stop it; no water was available except the cistern, as the well was dry.

With the help of his neighbors, Mr. Hambly was able to save about two-thirds of his furniture. As the wind was blowing in the opposite direction the barn and outbuildings escaped the fire. The house itself was over 150 years old. Mr. Hambly estimated that another house like it could not be built today for less than three thousand dollars. (1909) For the past few years there has been no insurance on the house, as it was not possible to insure a part of it without insuring the whole, so Mr. Hambly took his chance of loss by fire. He has lived in the house for the last 26 years.

March 28, 1910. An alarm was rung in at about 7:15 P.M. for a fire on Wilburs Avenue. The company responded and after pulling the engine up Smith Mills hill it was learned that the fire was only a brush fire set by William H. Poole. Clarence Wheaton gave the alarm and after the company returned and put up the engine, Mr. Wheaton treated the crowd to cigars.

December 9, 1913. Clarence A. Wheaton's barn and five horses burned—Paskamansett Engine (Hand) did valuable work—Mrs. White fainted on doorsteps. Five valuable horses, four of them horse show prize winners, farm wagons, sulkies, entire stable equipment and barn full of hay were destroyed by fire in a brief three quarters of an hour last night when Clarence A. Wheaton's Smith Mills barn was razed to the ground. A strong gale was blowing from the northwest and had it not been for the prompt arrival of the Ahrens-Fox engine from New Bedford which started to play water on the buildings about the barn eleven minutes after the fire was discovered and the aid of the Paskamansett Hand Engine which did valuable service on the houses across the

street, the entire village would this morning be lying in ruins. The fire was discovered at half past nine last evening, already raging at its height. Mr. Wheaton, his two brothers-in-law, and his wife were playing whist in the house, when they heard a cry of help outside, and Mr. Wheaton jumped to the door. As he opened it he saw the flames from the barn shooting thirty feet into the air and raining a shower of sparks across the houses over the road. On the ground by the door lay Mrs. Amelia White, the next door neighbor, who had discovered the fire and had tried to warn him, fainting just as she reached the door. A telephone is right beside the door, and catching up the receiver, Mr. Wheaton called Chief Dahill and asked for help. Ten minutes later the Ahrens-Fox engine arrived. In the meantime, Mr. Wheaton's brother-in-law, William Foley, had darted upstairs to his room for a fire extinguisher, and Mr. Wheaton had gotten a key to unlock the barn door. As they opened the door the smoke poured out in huge black waves, but both Mr. Wheaton and Mr. Foley tried to get in after the horses. They were knocked down on the barn floor by a sudden rush of flame, but managed to get out, leaving the extinguisher behind. They tried the rear door and windows, but could not enter the place, which was a furnace by the time the engines arrived. It was perfectly evident that they could not then hope to save the barn and both engines played on the surrounding buildings. The New Bedford engine found water at the creek by the saw mill and the hand engine at a brook further down. It required hard fighting and watchfulness to keep the other buildings from burning. Mrs. Abbie's house, a couple of rods away, caught fire three times, but the Paskamansett Hand engine each time put it out so that very little damage was done. The gale blew some of the sparks as far as Charles Chase's barn, which is 300 yards at least from the fire. By half past 10 the fire was out except for the smoldering of the ruins, but the New Bedford engine remained for nearly an hour flooding the barn cellar and drenching the chicken houses just to the rear, which had several times been in flames. Just as the engine got working William Foley remembered an acetylene gas tank under the yard with pipes running up to gas burners in the barn.

Although the cellar was rapidly filling with water he jumped down through the window and turned off the gas. He sustained cut hands and a few other scratches in doing the work. Mrs. Wheaton also cut her hands with flying glass when battering out a window for a smoke vent. These were the only injuries. The damage totals up to five thousand dollars, (1913) according to Mr. Wheaton's estimate, which is partially covered by insurance.

"The money loss," said Mr. Wheaton "isn't so much as the loss of Dandelion Boy and the rest of the horses. You couldn't have bought that horse for a great deal, though I suppose he was only worth about a thousand dollars (1913). I certainly want to thank Chief Dahill and the men of the Ahrens-Fox engine for their wonderful promptness in getting out here. The little Paskamansett showed herself no mean firefighter when she saved several of the houses. One interesting incident of the fire was the effort of my two dogs Mutt and Range, to warn me. As I opened the door and saw the flames at the barn and Mrs. White lying there on the ground, Mutt and Range were scratching and barking at the door in their effort to let me know something was wrong." Over at the store and post office across the way, a general talk of the Smith Mills citizens this morning showed that the danger to the entire village was a very stern actuality and nearly every one there was echoing the sentiments of Mr. Wheaton in thanking Chief Dahill and wondering at the speedy work of the big New Bedford and the small Paskamansett Hand engine.

January 12, 1923 - Report of special visit to Russells Mills Company. Purpose of meeting was to talk over the establishment of fire districts and the obtaining of fire apparatus. A fine chowder was served by Russells Mills friends.

January 15, 1923 - A committee consisting of the President of each company together with two other members from each company was appointed to lay out proposed fire district lines for Russells Mills and Smith Mills districts. The committee report was accepted and the Honorable George H. Potter, Town Counsel, was instructed to draw up suitable articles for insertion in town warrant regarding fire protection districts. On September 5, 1923 a meeting was held by the Paskamansett Engine Company and it was voted to make necessary changes in floor for the use of new engine. October 17, 1923 meeting it was voted to charge Fire District #3 at a yearly rental of Three hundred dollars (\$300.00) payable in advance. February 21, 1924 - Many present at dedication - Opening entertainment and dance of Paskamansett Engine Company was held. The Paskamansett Engine Company opening entertainment and dance was held on the eve of Washington's birthday in the new assembly hall of the Paskamansett Engine Building. More than 100 were present at the opening and the beautifully decorated assembly hall was crowded during the dance program. The building was decorated throughout the interior with flags, draped pictures of Washington and with ribbons of red and gold, which are the colors of the organization. Two beautiful floral pieces sent with the compliments of Levi F. King and Alexander Philips added to the decorative display. Following the remarks by the President William A. Potter and a few others the Paskamansett Orchestra, Gustaf Husberg, leader, gave a concert. The officers at this time are: William A. Potter, president, Charles L. Allen, vice-president, Mark W. Knowlton, clerk and treasurer. Ladies Auxiliary: Mrs. Mark W. Knowlton, president, Mrs. E. D. McGowan, treasurer and Mrs. William J. Reynolds, secretary.

Special meeting held by the Dartmouth Fire District #3, The Honorable George H. Potter presiding. It was voted to appropriate the sum of \$6,500.00 to purchase the property and make renovations.

So far as appears on record in the Office of the Secretary of the Commonwealth of Massachusetts the Paskamansett Engine Company No. 1 of Smith Mills North Dartmouth, Massachusetts formerly incorporated under the General Laws of this Commonwealth was dissolved December 15, 1948. Equity number 68233.

SMITH MILLS FIRE DISTRICT established Apr. 5, 1923
Name changed to Dartmouth Fire District Number 3
May 24, 1923

By-Laws established May 24, 1923
District Officers elected May 3, 1923
Total number of votes cast 62

Clerk & Treasurer	William W. Thacher	62
Chief Engineer	Simeon B. Hawes	62
First Asst. Chief Engr.	Joseph H. Gurl	62
Second Asst. Chief Engr.	Jacob Jacobson	61
Prudential Committee (3)	Charles R. Chase	62
	Elmer M. Poole	62
	William A. Potter	62

The Honorable George H. Potter elected Moderator.
Chapter 48. Section 61 of the General Laws of the
Commonwealth of Massachusetts.
Establishment of Fire Districts.

Before a district is constituted and organized, a petition shall be presented to the town at a meeting, stating the limits of the proposed districts, and requesting the town to raise taxes for the establishment and maintenance of a sufficient fire department for the reasonable protection of the inhabitants and property within said limits. If the town refuses or neglects so to do, the inhabitants of the proposed district may organize it and establish a fire department therein.

March 6, 1923 - Town Meeting. ARTICLE 81.
To see if the Town will vote to raise taxes for the establishment and maintenance of a sufficient fire department for the reasonable protection of the inhabitants and property within the limits of a district bounded and described as follows, viz.: All that part of the Town lying north of the following described line viz.: Beginning at the New Bedford line at a point two hundred feet south of Allen Street, thence running westerly in a line parallel to said Allen Street and 200 feet distant southerly from the south line of

said Allen Street to Tucker Road and thence running westerly in the same course to the Westport line. Said district to be known as the Smith Mills Fire District.

ARTICLE 81. Voted not to raise taxes for the establishment and maintenance of a fire department within the limits of a district as bounded and described in this article.

The selectmen of the Town of Dartmouth, namely: William A. Potter, Michael Baker, Walter C. Slocum issued a warrant to call a meeting, Thursday, April 5, 1923 at eight o'clock in the evening at the Engine House at Smith Mills in said Town of Dartmouth. Article 1. The Honorable George H. Potter was elected moderator by ballot and sworn. Marcus W. Knowlton was elected Clerk pro tempore by ballot and sworn. Article 2. Voted to organize and establish a fire district to be known as the Smith Mills Fire District. Thirty-two were in favor and two opposed. It was also voted that the moderator appoint a committee of three to determine the number of hose and engine-men desired. It was also voted that the Honorable George H. Potter, Moderator, appoint a committee of three to prepare a set of by-laws. The meeting adjourned until May 3, 1923, for the election of officers. The polls to be kept open from four o'clock in the afternoon until eight o'clock in the evening. Thus, Dartmouth Fire District Number 3 came into existence. Election of officers held and adjourned.

At a meeting held June 21, 1923, it was voted to appropriate the sum of \$9,500 to purchase a pumping engine and fire apparatus with equipment for fighting forest fires. The 1924 District No. 3 had a total of twenty-seven members and was equipped with a 400 gallon pumper (Maxim) and a Mason Road King. The Maxim was equipped with a seventy gallon booster tank, two hundred feet of 3/4" hose, one thousand feet of 2 1/2" hose, thirty feet of hard suction hose, one twenty-five foot extension ladder, one thirteen foot roof ladder, two three gallon fire extinguishers, one pickhead axe, one eight plaster hook, and one crowbar.

In the year 1923 the department responded to 7 calls. The first call being November 3, 1923

Charles R. Chase Old Westport Road. The Mason Road King was equipped with six 2 1/2 gallon fire extinguishers, shovels, axes, and buckets and was used mainly to combat forest fires. In winter, the Mason Road King was additionally equipped with 500 feet of 2 1/2" hose. In its first year of operation, the District responded to 7 calls under the direction of Chief Simeon B. Hawes. In 1926 the District with twenty-two members responded to forty-seven alarms, the Maxim pumping engine was furnished with additional equipment.

The year 1927 saw additional equipment being added to both the Maxim pumper and the Mason Road King. Twenty members responded to fifty-four alarms. An increase of seven alarms over the previous year. An additional 500 feet of fire hose was purchased during 1928 to add to the District equipment. The District now had twenty-five members and responded to thirty-nine alarms during the year. During 1930, the District had a record eighty-five alarms and also a drop in membership to twenty-three. Annual meeting appropriated money to purchase rubber coats and hats for the firemen of District. 1931 The District still had twenty-three members and responded to fifty-one alarms. The Maxim pumper had additional equipment, 2 three gallon foamite extinguishers, one wire cutter, one hose clamp, one crowbar. The Mason Road King now carried six fire extinguishers, soda and acid for recharging, eight five gallon Fire Pumps, shovels and buckets for brush fire and in winter was equipped with 800 feet 2 1/2" hose. The year 1932 saw the membership still at twenty-three men. Fifty-nine alarms for the year. The District responded to forty alarms during the year 1933, with a membership of twenty-three. The Mason Road King now carried 100 gallons of water. Simeon B. Hawes was still Chief Engineer of District #3. Sixty-three alarms and twenty-three members during the year 1934. During the year 1935, District #3 had a new record. They responded to eighty-eight alarms and they were broken down as follows, viz: 15 buildings fires, 10 chimney fires, 56 brush fires, 3 automobile fires, 1 torch lantern, 1 tar kettle and 2 false alarms. At a meeting held April 29, 1936, it was voted to appropriate the sum of \$4,200.00 to purchase a new piece of fire apparatus and equipment. It was also voted at a pre-

vious meeting that the Board of Engineers dispose of the Mason Road King. During the year the District responded to fifty-nine alarms.

Henry A. Negus was elected Chief Engineer in the year 1937. District responded to seventy-three alarms. The District had a new piece of fire apparatus in service a 200 gallon Buffalo Pumper. The Buffalo Pumper was equipped with 1-400 gallon booster tank, 2 booster reels, each with 300 feet of 3/4" hose, 1 eight ton hydraulic jack, 500 feet of 2 1/2" hose, 40 feet hard suction hose, 10 feet soft suction hose, one 8 foot plaster hook, one 4 foot plaster hook, one crowbar, one 20 foot extension ladder, 1 gated siamese, reducers, and other fittings. In the summer months the apparatus equipped with Smith Fire Pumps. 1941 voted to appropriate \$5,000.00 to purchase a new pumper. District had a Maxim Pumper, a Buffalo Pumper and a new Chevrolet 1,000 gallon tank engine. The new truck had the following equipment, viz: one 4 cylinder centrifugal pump, portable type, 4 lengths of 2 1/2" hose hard suction, 1000 gallons of water, 500 feet of 1 1/2" hose, 2 electric lanterns, 1 suction strainer. The District responded to 111 alarms during the year. Miel H. Wheaton was elected Chief Engineer in 1947 and the District membership increased to thirty firefighters. At the meeting held June 5, 1941 (special) Article 3. Appropriated the sum of \$6,500.00 to purchase property and make necessary renovations. The year 1951 saw the District with four pieces of equipment. 750 gallon Oren, one 400 gallon Maxim, one 1000 gallon Chevrolet Tank wagon, and a Dodge 250 pumping engine. The list of fire equipment had increased considerably. The District had a reserve stock equipment, seventy-two alarms responded. Membership thirty-three firefighters. Jack Whittaker was elected Chief Engineer in 1954. During the previous years, the District had modernized itself. Oren, Dodge and Chevrolet had mobile two-way radios and the station equipped with a base station. Communications was now in its infancy in firefighting service. In 1962 the District added a new piece, Maxim pumper 750 gallon pumper. It carried 1000 gallons of water and responded to a record 155 alarms. Each Wednesday evening during the year the firefighters respond to the station for drills. 1964 \$2160.00 was

appropriated to purchase home monitor sets. Each firefighter in the District has this monitoring system in their home and responds to a fire as soon as the siren is sounded. The three bays were converted into one electric door in the front of the building doing away with the safety hazards of firefighters getting jammed between the post and apparatus. 1969 finds the District with all the schools within District 3 connected to the alarm system. 1969 finds the climax of the building of a new fire station at Hixville Road, the former Hixville School. On March 27, 1950 Annual Meeting Article 11, a committee appointed to study the feasibility of erecting a fire station at Hixville. In April, Mrs. Jennie McLaughlin offered a piece of land for this station with the provision that a fire station be built within three years. This article appeared in each annual meeting warrant until 1969, which at this time, met the approval of the District. The station has 12 firefighters assigned. The department responded to 136 alarms. 1970 we find the department running very effectual. Responding to 157 alarms. 1971 State Road Station #1 equipment inventory states the Maxim pumper, Oren pumper with all the equipment, is stored at the station. Hixville Station #2 equipment: Dodge with all the equipment and the new equipment purchased. The town forestry equipment garaged as follows: Ford, G.M.C., with equipment. The District is allowed to use this equipment on emergency, which at this time means fighting all fires in the District #3 area. 8 home monitors purchased. Appropriated \$30,000.00 to purchase a new fire apparatus. Chief Jack Whittaker under doctor's orders resigned as Chief Engineer.

Joseph F. Szala promoted as Chief Engineer in accordance with the By-Laws of the District. Joseph F. Szala elected Chief Engineer. Department responded to 193 alarms. 1972 total runs 162. Automobiles 27, Brush 2, Buildings 10, Chimneys 2, Dumps and Rubbish 6, False Alarms 38, Grass 9, Oil Burners 4, Short Circuits 5, Stoves and Dryers 3, Trucks and Trailers 4, Woods 6, Auto Accidents-wash downs 9, Bomb Scares 15, Drill 12, Fireworks - Town 1, Inspection Schools 1, Resuscitator Calls 1, Search and Rescue 3. It is a policy of the fire department personnel in agreement, that resuscitator, search and rescue

no remuneration to be received. In part of 1973 the Ford pumper 1000 gallon per minute received with the new approved safety color total pumper costing \$28,580.00. Appropriations were as follows, viz: \$3,850 to purchase a generator for station #2. Alarm wire to be installed from Station #1 to Station #2 \$7,840.00, Compressor \$2,250.00, Smoke and fire detector \$2,700.00. Establish a reserve fund \$7,000.00 to be taken from overlay surplus. December 31, 1973, Personal Property \$474,750.00, Real Estate buildings \$1,270,700.00 Land \$986,250.00, Total \$2,731,700.00.

Estimated total valuation \$84,000,000.00+.

Throughout the fifty years of firefighting and dedicated service, Fire District #3 has constantly strived to keep abreast with the latest firefighting techniques. As described in pages of this booklet the District has an alerting system which consists of home monitors which firefighters are summoned to answer alarms. They also regularly attend drills and training programs both local and state controlled.

In the year 1973 finds the District #3 still as dedicated as the firefighters of 1900.

The services of firefighters and the desire to serve is motivated by the devotions to civic duty. The long and noble tradition of rendering service in the time of need has established a heritage of which our country is justly proud. The things that must be done to avoid serious fires are not spectacular, but involves continued vigilance. The task requires the wholehearted cooperation of the residents, local government, the fire chief, and every member of the fire department.

John B. Steele

EQUIPMENT

The equipment consists of a 400 gallon Maxim Motor, pumping engine carrying the following:

200 ft. 3/4 in. hose

1000 ft. 2 1/2 in. fire hose

One 70 gallon booster tank

One 25 ft. extension ladder

Two 3 gallon extinguishers

One pickhead fire department axe

One crowbar

Thirty ft. hard suction

500 ft. 2 1/2 in. hose is held in reserve at the engine house

The apparatus has responded to 7 calls up to December 31, 1923.

PERSONNEL

The Department has twenty-four members—Chief Engineer, First Assistant Engineer, and Second Assistant Engineer.

CHIEF ENGINEER

Simeon B. Hawes

FIRST ASSISTANT CHIEF

Joseph H. Gurl

SECOND ASSISTANT CHIEF

Jacob Jacobson

CAPTAIN

Arthur Lucas

LIEUTENANT

Clarence Wheaton

DRIVERS

John Johnson, Jr.
Herbert King

Chauncey Mosher
William Coffin

HOSE MEN

Alden Haskell	Mark Allen
Ernest McGowan	Charles Allen
John Niles	Edward Sisson
Frederick Nye	Joseph Sylvia
William Bouchard	Joseph Sears
Louis Bouchard	Mark Knowlton
John Wade	Miel Wheaton
Joseph Frates	Antone Santos
Manuel Frates	Joseph Lemaire

DARTMOUTH FIRE DISTRICT #3

1973

PRUDENTIAL COMMITTEE

John I. Taylor, Chairman	Eugene Ricardo
Harold A. Davis, Jr.	

CLERK AND TREASURER

John B. Steele

AUDITORS

Francis Smith, Chairman	Ralph R. Morgan
Wayne F. Whalley	

BOARD OF ENGINEERS

Chief Engineer	First Assistant Engineer
Joseph F. Szala	Charles H. Negus
Second Assistant Engineer	
Ernest L. Faulkner 3rd	

CAPTAINS

Gunnar F. Erickson	Walter W. Vaughan, Jr.
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LIEUTENANTS

Kenneth N. Barry	Richard Ratner
William B. Brennan	

STATION #1

Joseph Beadsworth	Olav Tjersland
Joseph R. Desrochers	Ernest M. Tripp, Jr.
John M. Giusti	Robert Zina
John McNamara	Ernest T. Cadieux
Edmund Silva	Herbert E. Foisy
Wayne F. Whalley	Ralph R. Morgan
Roger E. Beauregard	Donald F. Normore
Philip A. Emond	Ernest F. Vieira
Martin Kawa	Joseph H. Maltais, Jr.

STATION #2

Robert A. Corriea

Theodore Lafond

Lewis L. Gifford

Frank B. Souza

David B. Souza

Kenneth A. Encarnacao

Daniel M. Cunha

Antonio Souza

Andre Thibodeau