

From the Records.

The official record of the fire department prior to 1870 is very interesting in some cases, and in others the village records tell no story whatever of this most important portion of the village government.

The first real official or authentic account of the fire department was the holding of an election at the United States Hotel on the evening of May 10th, 1859, by the firemen for the purpose of electing a Chief Engineer. This election was held pursuant to an act of the Legislature passed in Albany on February 14th, 1859, and which not only provided for the election of a chief and two assistants, but also defined the duties as a fire department. At this election the candidates were Samuel A. Ver Valen and Belding Barnes. Mr. Ver Valen received 52 votes and Mr. Barnes 46.

The candidates for first assistant were William W. Oldfield, Edgar M. Farrington and Jacob R. Westervelt. Mr. Oldfield was elected, receiving 62 votes, Mr. Farrington 33, and Mr. Westervelt 3.

Benjamin Fletcher was elected second assistant, receiving 51 votes over Silas G. Mackey who received 45 and William W. Oldfield who received 1.

Prior to this time, the records are very indistinct, but from what can be gathered, it appears that the "settlement" known as the Village of Warren did have a fire department prior to the formation of the village in 1854.

The first village election was held in the house of John Begg on April 8th, 1854. At this time, William R. Lane, George S. Myers and Walter S. Johnson were elected Fire Wardens. The trustees elected at this time, met after the court proceedings which confirmed the election on April 24th, and one of their very first acts was to provide for the equipment of a fire department. The first resolution was as follows: Resolved, that the sum of \$1,200 be raised and appropriated for the purchase of a fire engine, hose carriage and four hundred feet of hose. The second resolution was: Resolved, that the sum of \$300 be raised and appropriated for building three public cisterns. The third resolution was: Resolved, that the sum of \$500 be raised and appropriated for building a suitable engine house for the accommodation of an engine and hose carriage.

A special election was held on the 17th day of May, 1854. The first resolution received 43 votes, while 21 taxpayers voted against it. The second resolution received 54 votes to 9 no. The third resolution received 29 in favor and 27 against.

From a close perusal of the records, the people took a deep interest in matters pertaining to the protection of their homes from the fire elements. It is also evident from this reading that the leading spirits in the formation of the village had arranged for the purchase of an engine and the erection of a house prior to the formation of the village, as there is no record of anything direct having been ordered done or bids having been received or no reference whatever for the purpose of equipping the department, until the meeting of the trustees on the 24th of February, 1855, when the following bills were audited, allowed and paid, and were evidently bills for work and supplies in connection with the money appropriated for the purpose of an engine house, engine and hose, and were as follows:

carriage	\$1,089 00
Isiah Milburn, engine house and lot	700 00
John Parham, William Keesler, building cisterns	231 00
W. M. Briggs, leaders for cisterns	26 46
Garrett Allison, carpenter work on cistern	11 55
Henry Phillips, putting floor in engine house	21 51
Lanterns and signals for fire department	25 00
Richard Titus, for work on engine house	61 00
William R. Lane, sundries for fire department	10 13
Jonathan Wood, work on engine	3 50
Nye & DeGroat, freight on engine	5 00
Robert Smith, firemen's printing	10 58

This was for the first apparatus and belonged to what was then known as Warren Engine Co. No. 1.

At the election in 1855, the Fire Wardens elected were Belding Barnes, Samuel A. Ver Valen and Walter S. Johnson.

The Fire Wardens elected in 1856 were Belding Barnes, William R. Lane and Alexander Casterline.

The first quarrel that arose between the firemen and the Board of Trustees, and which quarrels were so prolific and disastrous during the years that followed, took place in 1856. In May of that year Warren Fire Engine Company asked permission to take their engine on an excursion to Newburgh on the Fourth of July. This request was refused at a meeting held on June 9th in the office of C. P. Hoffman, who was then Village President. At this meeting the first record of membership or members being accepted to be attached to the fire department, is found in the village records and were as follows: William H. Ferdon, James Westcott, Thomas Brannon, John Phillips, Eli Ackerman, Robert MacMerrell and Timothy Murphy were accepted as members of the fire department to be attached to Warren Fire Engine Co.

At the meeting of the trustees on August 15th, 1856, Samuel Babcock, Howard Van Orden, Garrett Hopper, William Babcock, Samuel P. Helms, William Haywood and James Craney were accepted as members of General Warren.

At the village election in 1856, \$25 was appropriated for repairs to the fire engine, the work being done by William H. Wiles.

From the number who had joined Warren Fire En-

gine Co. during the few months prior thereto, the trustees during the fall and winter of 1856 decided that in order to better protect village property another fire engine and hose carriage was necessary, and at a meeting held on December 15th, it was decided to purchase them and to have more cisterns built. Andrew DeBaun and John Cosgriff were appointed a committee to ascertain the cost. This committee on February 9th, 1857, reported that an engine could be bought at Newburgh for \$300, the hose could be bought for \$1 per foot and the necessary cisterns could be built for \$150. Accordingly resolutions were adopted providing for the raising of the money. At the election held on March 3, 1857, these resolutions were unanimously adopted. William R. Lane, Edgar M. Farrington and Alexander Casterline were elected Fire Wardens.

From this time on the fire department grew somewhat faster.

At the meeting held on March 16th, 1857, James Cranston, Joseph Mayland, Daniel Mackey, Edward Pye, William Rose, Joseph Schwensck and William Mott were accepted as members of No. 2.

On April 27th, 1857, two brass lanterns, two heavy axes, three gallons of burning fluid and two gallons of the best sperm oil were ordered purchased for the use of the fire department. At this meeting Theodore McCullah was accepted as a member of Warren Fire Engine Company.

At the meeting on May 11th, 1857, 300 firemen's certificates were ordered, and it was also resolved that an additional appropriation of \$500 in addition to the former appropriation of \$300 be asked to purchase a fire engine. This resolution was adopted upon the reading of a letter from L. Button & Co., of Waterford, who manufactured fire apparatuses, in which the price asked for a fire engine was \$700 to be like the one then in use, and \$775 for one with folding arms.

On September 7th Miles Griffiths, Jacob Frederick, Andrew Miller, Abraham Snider and Miies Reilly were accepted as members of Warren Engine Co. No. 1.

The interest taken in the purchase of a new fire engine had taken definite shape about the first of December of that year, as the following were accepted as members of Union Fire Engine Co. No. 2: Thomas O. Milderberger, Abraham C. VanHouten, John Turnbull, Daniel DeNoyelles, William De La Montanya, Abraham Snider, M. M. Milderberger, E. M. Farrington, William B. McLauren, John Treadway, Abraham Felter, William Felter, Isaac Duryea, John I. Cole, James Craney, Jr., Walter S. Johnson, William B. Furman, Harmon Felter, Jacob R. Westervelt, Epenetus Jones, Hiram Springsteen, Joseph Porter, Joseph Chambers, Abraham V. D. Stagg, Abraham Blauvelt, John I. Jersey. At this meeting the proposition of William McLauren to use his carpenter shop as a house for Union Engine Co. No. 2 was accepted.

At the village election held on March 2, 1858, Alexander Casterline, Belding Barnes and Denton Fowler were elected Fire Wardens. A proposition to appropriate \$1,000 for the purpose of purchasing a lot and building an engine house for Fire Engine Co. No. 2 and Hook and Ladder Co. No. 1, was carried. A lot was subsequently purchased from George S. Allison on Division street, payment being made by a three months' promissory note. The plans and specifications for the new engine house were drawn by John R. McKenzie and were accepted at a meeting held on May 10. Mr. McKenzie in his specifications estimated the cost at \$1,000. As \$300 had been expended in the purchase of a lot, the plans were rejected. The trustees met at the office of Mr. Heman B. McKenzie on May 17th, and Mr. John R. McKenzie having changed his estimate and plans to come within the \$700 in hand, they were accepted and the following accepted as members of Union Fire Engine Co. No. 2: Charles Brockway, Abraham Hogencamp, Edwin Brockway, Benjamin Ward, William Ward, James Westcott, John H. Brockway, Thomas Smith, George Ward, Paul Massier, John Mathews, Louis Bradbury, Isaac DeBaun, Charles Kruder, Jacob DeBaun, Isaac Buchanan and Samuel Fowler.

The contract for this building was awarded at a meeting held on May 22, to Joseph Chambers for the mason work at \$355, and to John Cosgrove for the carpenter work at \$329.

At the village election held in 1859, Belding Barnes, Alexander Casterline and Samuel A. Ver Valen were elected Fire Wardens.

As above stated, the Legislature having passed an act providing for the election of a Chief and three assistants, an election was called for the United States Hotel. The law was ordered published in the Messenger, and the election ordered held on the third Tuesday in May with a result as noted above. At this meeting the following names were accepted to be attached to Warren Engine Co. No. 1: Joseph Cohn, Charles Jones, Noble Jones, Leonard Stock, Henry Sohl, John Geist, Andrew Phillips and Uriah Keesler, and to be attached to Union Engine Co. No. 2: George Weiant, G. H. Collard, George S. Oldfield, Benjamin Fletcher, John H. Stevens, Irving D. Smith, William Fales, Nelson Brooks, Theodore Fredericks, Charles Lockwood, Garrett O. House and Miles Davenport to be attached to Rescue Hook and Ladder Co. No. 1.

Pursuant to an act passed by the Legislature and providing for a fire department for the Village of Haverstraw and following the election of Mr. Ver Valen and his associates as engineers, a complete record of the members of the fire department then in good standing and accepted as such members of the fire department, was made on March 15th, 1860, and is as follows:

Accepted members of the Warren Village Fire Department, March 15th, 1860:

BOARD OF ENGINEERS	
SAMUEL A. VER VALEN, Chief.	WILLIAM W. OLDFIELD, First Assistant.
BENJAMIN FLETCHER, Second Assistant.	

MEMBERS ATTACHED TO WARREN ENGINE CO. NO. 1.

Alexander Casterline	Miles Griffiths
George Anderson	Andrew Miller
Abraham Ver Valen	Richard Hall
Samuel F. Respa	Abraham J. Yeomans
William W. Scarby	Lewis Hahn
William W. Oldfield	Frederick Nothacker
Phillip Schumacher	David Earl
Abner Jones	Joseph Anselm
James Glapp	Charles Kniffen
Robert MacMerrell	Jacob F. Bahl
Howard Van Orden	Charles Jones
Samuel Babcock	Belding Barnes
James Cranston	Leonard Stock
William Mott	Henry Sohl
Edward Pye	Noble Jones
Garret C. Van Cleef	Andrew Phillips
Garret Hopper	John Geist
William Rose	John C. Jones
Lewis S. Whittaker	Weiant De La Montanya
Jacob Fredericks	Michael Stanton

MEMBERS OF UNION NO. 2.

John DeNike	Isaac DeBaun
Joseph Chambers	Charles Reender
Jacob R. Westervelt	John DeNike, Jr.
Abram Felter	Jacob DeBaun
James Craney, Jr.	Samuel Fowler
William Felter	William N. Secor
John Treadway	Benjamin Fletcher
John Turnbull	Isaac Harris
Walter S. Johnson	Joseph Phillips
Epenetus Jones	Edmond Allison
Charles Brockway	James Wood
Edwin Brockway	Robert Buchann
Benjamin Ward	Matthew B. Marks
James Westcott	Theodore Fredericks
Joseph Porter	George R. Weiant
John H. Brockway	John P. Jersey
John H. Disbrow	John C. Coe
John Matthews	Irving D. Smith
George S. Oldfield	John N. Stephens

MEMBERS OF RESCUE HOOK AND LADDER NO. 1.

James V. Allison	John Snider
Loten V. Naeky	Henry Ritzgo
Charles G. Gillies	John P. Gaines
Bradley Keesler	Silas G. Mackey
James King	Thomas Moore
Samuel A. Ver Valen	Weiant Edwards
John Begg	Miles Davenport
John Felter	Isiah Milburn
Marcus Kirkpatrick	John Cosgrove
Harmon Felter	Denton Fowler
Matthew Rose	Daniel C. Springsteen
Alexander Goldsmith	Nathaniel Cooper
John Campbell	Edward Felter

William H. Wiles

At a meeting on May 7, 1860, John H. Markham, Charles Everhart, Samuel Kirkpatrick, Alexander Casterline and William Burns were accepted as members of Warren Engine Co. No. 1, and William L. Sherwood, W. H. Barlow, William H. Kingsland, William Chapman, Edward Snedeker, Anthony G. Call, John Babcock and Charles Snow to be attached to Union Engine Co. No. 2, and William Keesler to be attached to Rescue Hook and Ladder Co.

The first election for Chief Engineer under the new law was held in the Warren House on May 15. Samuel A. Ver Valen was elected first chief, William H. Wiles first assistant, and John Cranston second assistant. John L. DeNoyelles and John Begg were the inspectors of election.

At a meeting on November 21, George Carlough, Theodore Baldwin, Samuel Stalters, James Lloyd, David A. Carter, Albert Clark, Thomas R. Parker, David P. Graham, Joseph Babcock and Ralph Fredericks were accepted as members of the department.

At the election in 1861, Denton Fowler and Belding Barnes were elected Fire Wardens.

At the election for Chief and assistants held on May 14, John R. DeNike was elected Chief Engineer, James V. Allison First Assistant, and Denton Fowler Second Assistant.

At the village election held on March 4, 1862, Belding Barnes, John Felter and John H. Disbrow were elected Fire Wardens.

It is supposed that John R. DeNike and his associates served during the year 1862, as no record can be found of any election for Chief Engineer that year. The only reference to the fire department during that year being the election of Daniel Williams, Ralph Fredericks, Jacob A. Williams, Conrad Kinsley and Charles Kruder as members of Warren Engine Co. No. 1, and Alonzo TenEyck, George E. Peck, Spencer J. Weiant, Charles Belding, Sylvester Waldron, Thomas Alcoet, Fred Rotar, Abner Jones, John R. McKenzie, Prettyman Jones, D. W. Bruce, John H. Archer, William Smith, Patrick Ducey, Walter I. Kirkpatrick and Harvey Demarest with no record as to which company they were attached, appearing on the records.

It would appear from the reading of the minutes and the resolutions passed for the firing of the members of the department who had failed to attend the quarterly inspections, that there was considerable friction and discord among the companies of the department, as it is evident from the reading, the members of the department refused to obey the orders of Chief DeNike, and as the members of the department escaped the road tax, the Board of Trustees at a meeting on August 4, 1862, passed a resolution fining any member of the department who failed to obey the Chief Engineer, the sum of one dollar.

The meetings held subsequently to this show that many of the members refused to either obey the orders of the Chief or appear in the parade, and in consequence many of them were fined upon their failure to give excuses, and were subsequently ordered expelled.

At the charter election in 1863 John Turnbull, George R. Weiant and Daniel R. Lake were elected Fire Wardens.

At the election for Chief held May 12, Belding Barnes was elected Chief, Isaac DeBaun First Assistant, and Daniel R. Lake Second Assistant.

Subsequently to this many members of the department who had been fined and declared expelled for failure to take orders while DeNike was Chief, were ordered reinstated.

The Conscription Drafting Act having passed Congress, the fire department met in the Warren House on September 21, 1863, and formed an association and unanimously passed a resolution providing that each member subject to being drafted under the law, pay

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the sum of fifty dollars to George S. Oldfield who was the treasurer of the association. The trustees also met on that day and appropriated nine hundred dollars or as much of that sum as would be necessary, to secure exemption from the drafting act of active firemen.

This sum of money was raised at a special election held at George R. Weiant's hotel at 10 o'clock in the forenoon of September 24. Forty-six votes were cast in favor of the resolution, and fourteen against it.

At the charter election in 1864 Charles G. Gillies, George R. Weiant and John Gaines were elected Fire Wardens, and at the Chief's election on May 10, Belding Barnes was elected Chief with Daniel R. Lake as First Assistant, and Orinimal W. Parsons as Second Assistant.

At the charter election held on March 7, 1865, Mr. Gillies with Mr. George R. Weiant and John A. Miller were elected Fire Wardens. Messrs. Barnes Lake and Parsons were re-elected to their respective positions at the election on May 9th of that year.

At the village election, held on March 6, 1866, Joseph Chambers, J. Clark Conklin and Otto Speck were elected wardens.

Messrs. Barnes, Lake and Parsons were again elected respectively, chief, first and second assistants, at the meeting of the fire department, held at the United States hotel on May 15, 1866, and at a meeting held on the first day of August. Ira M. Hodges, Hollis G. DeBaum, William T. Purdy, George E. Cosgriff, J. Frederick Green, Snyder W. Green, were elected members of Union Engine Co. No. 1, and George Glassing, Michael Rowan, John Shanahan and Chris Meyers were elected as members of Warren Engine Company.

At this meeting, on the report of the Board of Engineers, it was resolved that new hose be procured immediately for use in connection with the engines and that drying wells for the purpose of drying hose be erected in the engine houses, and for this purpose a special election was called to be held on October 8, 1866, for the purpose of voting on the proposition to raise \$1,600.00 for this purpose.

At an election held at the house of George R. Weiant, thirteen votes were cast, all of whom voted in favor of the proposition.

This hose and dry wells were immediately secured, and cost \$1,673.09, as per the following statement:

Alexander M. C. Smith, hose and cart.....	\$1,460.00
Freight on hose.....	80
John Cosgriff, carpenter work on dry wells.....	111.56
Isaac H. Duryea, for hooks.....	9.00
Penny, Smith & Co., for lumber.....	58.34
William R. Lane, nails, screws, etc.....	23.77
George Anderson, cutting stone.....	9.62

Benjamin Fuller and Jacob Bradbury were accepted as members of Union Co. No. 2, Theodore Burrows, as a member of Warren Engine Co. and Jerome Welant and John W. Babcock, as members of Rescue Hook & Ladder.

At the village election held March 5, 1867, William R. Secor, Daniel R. Lake and Lavin P. Jones were elected fire wardens.

At the village election, in 1868, Abraham J. Jersey, John A. Miller and Lavin P. Jones were elected fire wardens, but there does not appear anything in the records of the village as to who was elected Chief Engineer during the year 1867, 1868, or 1869, and very little, if anything, in reference to the fire department, except on the 23d of April, the Board of Trustees ordered a notice published in the Messenger that an election for Chief Engineer be held on Tuesday evening, May 12, of that year.

At the village election of 1869, Alexander Goldsmith, John A. Miller and Joseph Chambers were elected as fire wardens.

The absence of any reference during the years 1866 to 1869 is found in the legal proceeding which was brought by William R. Lane on November 18, 1869, to prevent a consummation of the purchase of a fire engine at a cost of \$3,000.00. During the eleven years preceding the commencement of this action, John L. DeNoyelles was president of the village, and was, as a matter of fact, during a large part of that time, practically the entire Board of Trustees, as resolutions appear on the records which show that he had the power of paying all bills and presenting a statement of the expenses to the Board of Trustees for audit. From the papers on record in connection with the writ of certiorari appearing in the Supreme Court by Mr. Lane, it would appear that a special election was held on June 19, 1869, at which it was resolved to raise \$3,000 for the purchase of a steam fire engine for use of the village.

Matters in village affairs had reached a critical period and work of every kind was ordered discontinued.

Mr. Robert Smith who was then the editor of the Messenger, appears to have been the mediator between the warring elements, and at a meeting held in his office, an agreement and stipulation between the warring elements adopted.

This stipulation provided among other things, that the Trustees at the next subsequent meeting would cause to be entered their book of records, a resolution to the effect that all voting thereafter to be held in the village for raising money for any municipal purpose, should be by ballot only, and that all such resolutions should be separate and distinct propositions, and that but one sum of money for one particular object should be designated, and furthermore that all notices of election should be published in the village newspaper at least three weeks before the holding of such election.

An agreement also provided that all motions, actions and resolutions held prior to that date should be recorded in the book of records, and that all persons who held accounts of any character should at once present them and that a statement of such accounts should be published.

The feeling was rather intense at that time, as the records note the bill of William R. Lane for one shovel was returned to him for verification.

Mr. DeNoyelles had advanced \$265.20 in part payment on the steam fire engine, which was then in Haverstraw. This bill the trustees refused to audit.

At several subsequent meetings and at the meeting on February 7, 1870, Mr. DeNoyelles bill having again been laid on the table, he made the following proposition to the Board of Trustees:

To the Honorable Board of Trustees of the Village of Warren: To relieve you of all fear of responsibility that may be attached to you for the purchase of more hose for the fire department than the people voted, I offer the following proposition: First, I will take and remove from the public buildings all hose ordered by me of the A. M. C. Smith Co. beyond the 400 feet voted by the people, assuming all responsibility for the payment thereof.

Second, I will pay to the Treasurer of the village of Warren the sum of \$500, the amount paid by said village to Chris Nugent on account payment for steam fire engine and assume all responsibility for full payment for said fire engine, and will remove it from the public building.

The trustees took no action on Mr. DeNoyelles's communication, the proposition being allowed to slumber peacefully.

At the charter election in 1870, held February 8, Joseph Chambers, J. Clark Conklin and James Fleming were elected fire wardens.

At the meeting for organization of the Board of Trustees elected at this time, petitions were received from Union Engine Co. No. 2, and from Rescue, asking for the purchase of coal to keep the houses warm.

The trustees decided to grant the petition, but voted to pay for the coal themselves as there was no money in the village treasury to do so.

At an election of the fire department Orinimal W. Parsons was elected Chief, John Wadsworth first, and James Clark Conklin second assistant.

During the several months following a number of members then connected with the department were expelled, but it does not appear that any new members were accepted until a meeting held on February 7, 1871, at which time John Burkhardt, Jacob Burkhardt, Cornelius Burkhardt, Charles Miller and Joseph Engles were to be attached to Warren Engine Co. No. 1; William Benson, Patrick Maguire and John Quinn to be attached to Union Engine No. 2, and Matthew Goldsmith attached to Rescue Hook & Ladder Co. were accepted.

The fire engine had evidently all during this time remained unpaid for, and was, therefore, the property of Mr. John L. DeNoyelles, and was a matter of considerable discussion among the citizens of the village, a majority of whom were in favor of buying the engine and forming a first-class company for better protection of the village.

Mr. DeNoyelles, after his quarrel in 1869 over the payment of the bill, resigned from the Board of Trustees, and

those who were opposed to him being in power, the question remained unsettled.

At a meeting held on March 6, 1871, the following petition was received and granted to the trustees of the village of Warren.

Gentlemen—Your petitioners below named, having formed themselves into a company to assist in the protection of the property in your village, would respectfully ask your Honorable Board to accept them as a company of firemen, and to attach them to the fire engine company called Lady Warren No. 5, of the Village of Warren.

James Fleming, Thomas Reilly, Felix McCabe, Morris Foley, Thomas McCauley, John McGovern, James Pincen, Richard Murphy, Edward Burns, John Connelly, George Titus, Hiram Kessler, Timothy Hargaden, John McCormick, Edward Troy, Charles Crossin, John Hall, Michael Toppin, Patrick Redmond, John Hoy, John O'Brien, William Freeman, William Smith, Thomas Burke, George Ward, John Dunningen, Antonio Schmidt, Timothy Burns and John Cox.

While the records contain no reference to the special election for the purchase of a steam fire engine, the editor of this paper has heard from those who were present when the special election for this purpose took place at the United States Hotel, that it was one of the most exciting elections that ever took place in the old days in Haverstraw. Mr. DeNoyelles had his warm partisans, and in addition the steamer was a favorite part of the fire department with the populace. Those who remember the incident say that they do not remember the number of votes cast for the proposition, but that it was carried by an overwhelming vote, and that a large majority was given for the proposition. It is related that the engine was stationed at the corner of Main and Second streets, pumping water while the election was in progress, as a demonstration of her usefulness in case of need, and while thus engaged, sparks from the working engine flew on the Craney barn, which then occupied the site of the present billiard room of Renn's hotel. The live sparks set fire to the Craney barn, causing considerable excitement; but as the engine was working and in perfect order, the fire was quenched without doing any serious damage.

At this meeting Orane E. Downe, Robert Darling, Michael Horn, William O'Brien, Daniel McGinty, George E. Phillips and Daniel Ballard were accepted as members of Union Engine Co. No. 2.

In the estimated expenditures as presented to the village for the charter election held in 1871, \$500.00 was appropriated for the purchase of a hose carriage and \$600.00 for the purchase of a lot upon which the house of General Warren Hose Company now stands on Middle street.

The village during the year having been incorporated under the general village law, the election of wardens in 1871 was abandoned.

On April 10, O. W. Parsons was again elected Chief, with Messrs. John Wadsworth and J. Clark Conklin as first and second assistant engineers.

The quarrel between the warring elements over the purchase of the steam fire engine would not down, and a petition,

Warren steam engine. It was charged the tubes had given out, and for all practical purposes the engine was useless.

At a meeting held on December 23, a contract was awarded to Messrs. Peter Vanderburgh and Isaac Duryea to repair the engine at an expense of \$130.00.

At a meeting held on March 2, Phillip Goldrick, Patrick Barrett and Michael Brophy were accepted as members of Lady Warren Company.

J. Clark Conklin was elected Chief, Theodore Coe and Patrick Redmond, first and second assistants, respectively, by the Board of Trustees following the election held in 1874, and the following fire limits were established: On the north, by the centre line of Jefferson street, from the river to the cemetery, and on the west and south by the base of the mountains to the old steamboat dock, and on the south and east by the river.

It was also decided that all buildings to be erected in the future should be of brick, stone or iron, and no buildings to be known as frame buildings would be allowed to be constructed.

On July 6, Messrs. Alonzo Bedell, Michael Rowan, Nicholas Cox and Aaron Sneiderer were accepted as members of Rescue Hook & Ladder Co., and Messrs. John Freeman, Thomas Clark and James Gormley as members of Lady Warren Engine Company.

On September 5, William Bonnett, John H. Pye, Newell Brewer and Isaac Milburn were accepted as members of Rescue Hook & Ladder Co., and on November 4, Rodney W. Milburn, J. Bennett, Weyant, Charles Sears and Charles Oldfield were accepted as members of the same company, and at the meeting on December 7, John Freeman, James Connelly, Thomas Reilly, Phillip Reilly, Thomas Clark, John Connelly, Michael Hamilton, John Lurkenheimer were accepted as members of Rescue Hook & Ladder Co. on February 2, 1875.

The name of the village having been changed by an act of the Legislature to the "Village of Haverstraw" April 14, 1874, and known as Chapter No. 174, the fire companies held their first election, free from restraint and interference on the part of the Board of Trustees.

At this firemen's election, J. Clark Conklin was elected Chief, James H. Fleming first assistant, Henry Rembe second assistant and John B. Meyers third assistant.

Owing to the frictions that had taken place and existed between the trustees and members of the Fire Department, the communications that were received from the fire companies were ordered laid on the table.

An attempt was then made to change the fire limits, but was unsuccessful, and the clerk was authorized to procure a book for the purpose of keeping the records of the different companies, and he was also authorized to notify the secretaries of the different companies to render a report of the condition of their companies.

Fillmore Allison, Winfield Babcock, Samuel McCauley, Louis Levisin, John Williams, David Springstead, Edward Stevens, John Redner, James Hopper, Abraham Byer, and Henry D. Cooper were accepted as members of Union Engine Co. No. 2.



HAVERSTRAW'S MAYOR

The above is a picture of Mr. Wilson P. Foss, the popular Mayor of the village of Haverstraw, and in all probability its best known citizen. Mr. Foss is the amateur billiard champion of the world.

He is a member of the Board of Education of the Haverstraw Public School and was for several years a member of the village Board of Trustees.

At the village election last Spring, when it was desired that a truly representative man be selected for the position of President of the Village, because of the Firemen's Convention and Parade, the Democratic convention nominated Mr. Foss, whose tendencies were Republican. He was endorsed by the Republicans in their caucus and unanimously elected.

As President of the village he has acted in a most generous and broad-minded spirit in all matters connected with the convention and parade. In addition to his valuable services and assistance to the local committee, he has lent his influence and aid in the securing of many companies that will appear in the line to-day, adding much to the splendor and magnificence of the parade.

Mr. Foss was selected by the General Committee to deliver the address of welcome to the delegates.

signed by most of the leading residents of the village asking for a special election to appropriate \$250.00 paid by William R. Lane and his associate in the proceedings over the purchase of a steam engine, to Edward Wells, as counsel, was presented.

At this meeting Patrick Sliney, Thomas Burns, Michael Kelly, Thomas Schocacy, Timothy Gaffney, James Fox and Farrell Redmond were accepted as members of Lady Warren Engine Co. No. 5, and a long list of names were ordered stricken from the roll. John R. Smith, Alfred J. Carson and George E. Cosgriff were accepted as members of Rescue Hook & Ladder Company.

At the village election held on the 20th day of March in 1872, the feeling over the purchase and payment of the DeNoyelles claim for the steam fire engine was intense. A request to reimburse Mr. Lane for the \$250.00 was signed by thirty-one of the leading citizens and tax-payers of the village, and was presented to the trustees.

At the election only twenty-three voted for the proposition, while one hundred and three votes were cast against it. It would appear that the steam fire engine was a popular matter with the people, and who were not in sympathy with the acts of the trustees in refusing to pay for it.

John A. Miller was elected Chief Engineer on April 13, and Wilbert E. Allison, Samuel Coe, Henry Waldron, George Sealy, Samuel Dolson, George Floyd, John Dutcher, and M. F. Potter were accepted as members of Union Engine Co. No. 2. Frank Wood, William R. Smith, Gabriel Pfister, Joseph Pfister and Frank Wood were accepted as members of Warren Engine Co. No. 1.

John Miller was again elected Chief in 1873, with J. Clark Conklin as first assistant and Isaac DeBaum as second assistant, and the law regarding fire wardens having been changed, William Kessler, John Babcock and Daniel R. Lake were elected as such.

On the evening of December 1, 1873, Messrs. John A. Miller, J. Clark Conklin and Isaac DeBaum as a Board of Engineers, sent a communication to the Board of Trustees, calling their attention to the crippled and serious condition of Lady

At the annual parade held on June 10, 1875, the trustees for the first time in the history of the firemen provided the music for the parade, and also participated in the parade.

On January 3, 1876, William Brown, Thomas Gallagher and Patrick Reilly were accepted as members of Lady Warren Engine Co., and Madison Waldron, Hiram Kessler, Bradford Files were accepted as members of Union Engine Co. No. 2.

On February 7, 1876, Christian Van Herz and Charles Wierels were accepted as members of Warren Engine Co. No. 1, and on March 6, Leonard Stock, Jr., Joseph A. Smith, Charles Heck, Jacob Huber and Frank Heringing were accepted as members of Warren Engine Co. No. 2.

At a meeting of the fire companies held on Monday evening, April 3, 1876, J. Clark Conklin was re-elected Chief, Patrick Barrett first assistant, Henry Rembe second assistant and Louis Levisin third assistant.

On April 11, 1876, Isaac M. Purdy and Frank Brandt were accepted as members of Rescue Hook & Ladder Company.

Early in the year 1876, the steam fire engine practically gave out, and it was decided to have extensive repairs made to it, if not to rebuild it.

At a meeting held on August 7, James Osborne, William Kessler and Chief Engineer Conklin were appointed a committee to visit Elizabeth, N. J., and inspect an engine that had been recently rebuilt at the works of J. W. Dennison, in Newark. This committee subsequently reported the result of their visit, and at a meeting on September 26 a motion was adopted calling for a special election to appropriate \$1,500 to rebuild the engine, the money to be raised in three annual installments of \$500.00 each.

At this election the proposition was adopted and a contract was made with John W. Dennison at the price mentioned.

MUTUAL HOSE COMPANY.

The first hose company in Haverstraw was Mutual Hose Company.

The first carriage used was the cart then in use by the

Lady Warren Steam Fire Engine Company, and was organized about December 1, and the following petition was presented:

Sirs—We have formed a company to be known as a hose company, and have given our company a name "Mutual Hose Co. No. 1," and we have elected officers to our company.

We now petition you, sirs, to create us firemen and place in our charge the hose carriage and hose used by Lady Warren Steam Fire Engine Co., and grant us fire certificates, making us firemen of the Village of Haverstraw.

Michael Rowan, Peter McGowan, William Hennessey, John Shankey, Phillip A. Fox, William E. Redmond, Terrance Brady, John O'Keefe, John Reilly, James Lynch, Michael Farrell, William Cullen, Joseph Sweeney, Edward Murphy, Edward Martin, Matthew Gormley, Eugene Lynch, Thomas Madden, Timothy Maguire.

The foregoing petition was received by the board, and the following preamble and resolutions adopted:

Whereas, it is necessary and proper that the fire department of this village, in order to render it more efficient, should be increased by the organization, an addition thereto of the hose company; therefore resolved, that a hose company be organized in this village to consist of twenty members, and which company is to be known and designated as Mutual Hose Co. No. 1, of Haverstraw Village.

At this meeting Henry Waldron, Charles Washburn, Charles Lebrantz, George Bauer and William Kiernan were accepted as members of Union Engine Co. No. 2.

At a meeting on January 2, 1877, Richard W. Oldfield and Charles Carson were elected members of Rescue Hook & Ladder Co. and Patrick Renn, John Potts, Owen McDonald, Daniel Sweeney, John Fahey and Jeremiah Losier were accepted as members of Lady Warren Hose Co., and William Shubach, Daniel Schneider and Johannes Heilberger were accepted as members of General Warren Company.

Oscar E. Reynolds was elected a member of Rescue on February 5, 1877, and on March 5, 1877, William Kingsland, Edward Bennett, Peter Springstead and William Bennett were accepted as members of Union Engine Co. No. 2, and Marcus Washburn as a member of Rescue Hook & Ladder and Patrick J. Hogan and John McCabe as members of Lady Warren.

On March 19, 1877, Chief Engineer Conklin sent a communication to the Board of Trustees, asking them to provide the fire department with the following articles:

A hose cart for "Mutual Hose Co." two chemical fire extinguishers, kna sock size, for Rescue Hook & Ladder Co., and one spray nozzle for each fire engine.

This communication was accepted, and it was ordered that the articles be purchased as soon as the treasury could stand the strain.

John T. Hoey was employed as engineer to Lady Warren Hose Co. at an annual salary of \$50.00.

At the annual meeting of the fire department held March 30, 1877, Mr. Clark Conklin was again elected Chief, Patrick Barrett first assistant, Henry Rembe second assistant, and Louis Levisin third assistant.

William R. Lane was accepted as a member of Rescue at a meeting held on May 7, at which time William DeWitt, Charles E. McElroy, Ezip Bennett and Arthur Dutcher were accepted as members of Union Engine No. 2.

At a meeting of the trustees on May 9, William Benson was appointed third assistant engineer in place of Louis Levisin, who had resigned.

The regular inspection in the spring of 1877 was held on May 23, and at the following meeting of the trustees on June 4, Chief Engineer Conklin sent a lengthy communication to the Board of Trustees, in which he said that the houses were in very good condition, the machines in excellent order, the steamer Lady Warren especially, all working satisfactorily, and recommended that the board purchase without delay a working cart for Mutual Hose Co. No. 1, and that spray nozzles be furnished each of the engines, and urged the purchase of a quantity of new hose with modern couplings, the hose then in use being in very poor condition.

James McEvoy, Patrick Phalen and Owen Reilly were accepted as members of Lady Warren Engine Co., and William R. Pitts was granted an exempt certificate, as well as being accepted for another term of membership in Rescue Hook & Ladder Company.

At a meeting of the Board of Trustees on October 12, 1877, on application of Alonzo Bedell, J. B. Weyant, I. M. Purdy, John H. Pye and William R. Pitts, permission was granted Rescue Hook & Ladder Co. to take the truck to Nyack to participate in the annual village parade, held in that village on October 6, as the guests of Eagle Hose Co. No. 2, of Nyack.

The trustees at their meeting on Monday evening, December 7, 1877, accepted Frederick Ohler, John Weber and Herman Zankke as members of General Warren Engine Co., and James McInerney as a member of Rescue Hook & Ladder Company. Isaac DeBaum and Abraham Willard, having served five years as members of Union Engine Co. No. 2, were granted exempt certificates.

The quarrel in Union Engine Co. that finally ended in its disruption and abandonment, grew during the winter of 1878, and a large number of members were expelled for one reason or another. The trustees, through their fire committee, made several investigations, and heard both sides to the controversy then existing.

Reference to the matter is found in the proceedings of several meetings held during that year, but no decisive action appears to have been taken.

At the annual charter election in 1878, \$900.00 was voted to pay for the building of a frame building for Rescue Hook & Ladder Co. This building was subsequently erected on the site of the present home of Rescue Hook & Ladder.

At the firemen's election in 1878, Patrick Barrett was elected Chief, John A. Miller first assistant, William Benson second assistant, and Alonzo Bedell third assistant engineers.

Mutual Hose Company made several requests in the months preceding the annual firemen's election in April, 1878, to the Board of Trustees, asking that they be given representation on the Board of Engineers.

These requests were always tabled until the meeting of the Trustees, held on April 8, when on motion, it was adopted that Mutual Hose Co. be given no representation and that the Board of Engineers be left as it was.

Upon assuming the position of Chief Engineer and assistants, Messrs. Barrett, Miller, Benson and Bedell entered earnestly on their duties, and attempted to reconcile the warring factors in the different companies, and also to prevent the disbanding of some of the companies of Warren Engine Co. and Union Engine Co., which were then threatened, and an attempt was made to draw up rules and regulations and perfect a system of discipline, and to that end in view, at a meeting, on July 1, reported that they had secured a room in the United States Hotel building as a fire headquarters, as a certain point from which to develop operations, and in part said: "This alone has created an interest in the department and caused a number who were about to resign to remain."

Again, the board has adopted a new system as follows: To have at least four parades each year, namely, three inspections and one dress parade.

In pursuance of this plan, the first occurred on the afternoon of May 30, and despite the coming of a sudden and severe storm, the whole department made a good showing. The companies were lined up on Rockland street between Main street and Broad, and at a signal or alarm from M. E. Church bell, the several companies repaired to their houses, and then ran with their apparatus to the several cisterns at the head of Main street. Each company laid 400 feet of hose, adjusted it and freed the water through the nozzles.

"This test demonstrated the efficiency of the department, as by actual time in less than four minutes after the alarm was given, they were forcing water on the fire. In their report, the Board of Engineers, referring Lady Warren Hose Co., said: "We are proud of her, for she has given us evidence that in less than four minutes she can get up a sufficient quantity of steam and be forcing water on a fire."

Further report says: "We next put Rescue Hook & Ladder Co. through a similar test, starting at the old post-office, Sherwood building, on an alarm from the same bell. They ran to their house and then with their track to the United States Hotel, where they got two ladders, raised them to the upper story, and members of the company ascended to the top with a Babcock fire extinguisher, and started the extinguisher in operation in less than four minutes." This extinguisher was borrowed for the purpose. "Thus you can see that our apparatuses are in good condition and in excellent condition, and every man in readiness to do his duty when so called upon to do. There are several needed additions badly wanted, as follows: Two extra lengths of heavy hose for Lady Warren Steamer Co.

An extra hose carriage or cart in order to get sufficient hose to a fire.

A universal joint and suction. Rescue Hook and Ladder should be provided with two fire extinguishers as in case of necessity, they are of valuable aid to the department.

This communication to the Board of Trustees was signed by the entire Board of Engineers, and was evidently the pen of Alonzo Bedell. At this meeting Samuel V. Thomas Faulk, Charles S. Sloat, George W. Johnson and Charles E. Abrams were accepted

of the crew, Louis White as a member of General Warren, and Theodore Dutcher as a member of No. 2.

The second time that the trustees provided music for a fireman's parade was for the annual parade of the department, held in July 25, 1878, when on motion of Dr. S. S. Sloat, who was then one of the Board of Trustees, a resolution, appropriating \$40.00 for the payment of a band was adopted. This resolution was adopted at a meeting on July 9, at which time \$135.00 was appropriated for the purpose of a suction pipe for the steamer, at the request of Chief Engineer Barrett and Assistant Bedell, and at which time John McKenzie and George S. Allison were accepted as members of Rescue, Webster Rose and Clarence Hopper as members of Union Engine Company and Edward Ryan, Peter McGowan and Matthew Larkin as members of Lady Warren Hose Company. At the meeting of the trustees on August 5, such an excellent appearance had the fire department made and so pleased were the trustees at their splendid appearance, that the following resolutions were unanimously adopted: Resolved, That the thanks of this board be and the same are hereby extended to the officers and members of the fire department of this village, for their first appearance and demeanor in the parade of the 26th, with the zeal displayed and the labor performed in making the department equal if not superior to that of any village of equal size on the Hudson. Also resolved, that the thanks of this board be hereby extended to the fire companies of our sister villages for their compliance with our fire department in honoring them with a visit and in so materially contributing to the parade on the occasion named. Also resolved, that our thanks be presented to those citizens who on the occasion of the parade, so liberally contributed the funds needful for the proper entertainment of the visiting companies. The effort to systemize the department and promote its efficiency by Engineers Barrett and Bedell, with the aid of the Board of Trustees, encountered the severest opposition. The then Mutual Hose Company were dissatisfied and as a result the Engineers recommended to the Board of Trustees on September 2, 1878, that the company be disbanded. This recommendation was unanimously adopted. At this meeting permission was given Rescue Hook & Ladder Company to take their truck to Tarrytown to a parade that was to be held in that place on September 11, and Lady Warren Engine Company was granted permission to take their engine or hose carriage to Sing Sing to a parade to be held in that place on the 18th of September.

The disbandment of Mutual Hose Company was not looked on with any serious apprehension, as part of the Mutual Hose Company, with a number of other young men of the village, including Present Village Clerk, Dorl, Clarence A. Eckerson and Frederick Abrams, had been actively at work for the formation of a new company to be known as Triumph Hose Company. The formation of this company was officially acknowledged at a special meeting of the Board of Trustees on September 25, 1878, called for that purpose, when the following communication from the Board of Engineers was read:

Haverstraw, Sept. 23, 1878.

To the President and Board of Trustees of the Village of Haverstraw:

This is to certify that the Board of Engineers of the Haverstraw Fire Department have organized and accepted the following names to be attached to Triumph Hose Company, in place of Mutual Hose Company, disbanded by your Honorable Board at your last regular meeting: Daniel D. N. De Groat, John Burnhardt, Henry F. Dorl, John I. Cole, Jr., Christopher Dorl, Cyrilus Fredericks, William Applegate, Charles Rockwell, Clarence A. Eckerson, William Duryea, Robert Bell, Sylvester S. Wood, John Fredericks, Warren Kingsland, George B. We'ant, Charles Nichols and Frederick Abrams.

The Board of Engineers respectfully ask the approval of your honorable body of the same.

ALONZO BEDELL,

Secretary.

The communication was received and the names accepted as members of the Haverstraw Fire Department to be attached to Triumph Hose Company, as per the following preamble and resolutions:

Whereas it is necessary and proper that the fire department of the village in order to render it more efficient, should be increased by an organization and addition thereto of the hose company; therefore resolved, That a hose company be organized in this village to consist of twenty members and which company is to be known as Triumph Hose Company No. 1, of Haverstraw Village, and to be attached to steamer Lady Warren. Resolved, That in constituting and appointing a member thereto, it shall be necessary to be duly elected such members, by a resolution of this board, and he should subscribe his name to the regulations and by-laws prescribed by this board for the government of said company. At this meeting John Connerly, John F. Shankey, Hugh Duffy, Terrance Brady, Thomas Francis, Richard L. Murphy, William Chapman, William Hennessy, Jr., and Michael Farrell were accepted as members of Lady Warren Engine Company. At a meeting of the Board of Trustees of November 25, permission was granted the Board of Engineers to take part in a parade that was held in Garneville on the afternoon of November 23, 1878, in celebration of the arrival of the S. W. Johnson steam fire engine company. At a meeting on December 12, 1878, William H. Miller was accepted as a member of General Warren and W. H. Springfield and Charles K. Johnson as members of Engine Company No. 2, and Moses Baum as a member of Triumph Hose Company.

At a meeting held on the evening of January 6, 1879, two matters of importance to the fire department were considered. One was the settlement of adjustment of difference of opinion that existed between James McAvoy, who was then foreman of Lady Warren Engine Company and the Board of Engineers, and the other was the election of Alonzo Wheeler as a member of Rescue Hook & Ladder Company. At the meeting of the Board of Trustees on March 3, 1879, Daniel Peters, Patrick J. Hogan, John Cox, Phillip A. Fox, and John O'Brien, Jr., were accepted as members of Lady Warren Hose Company.

At a meeting of the trustees on March 22, 1879, Patrick Barrett was elected Chief, John A. Miller first assistant, William Benson second assistant and Alonzo Bedell third assistant.

At a meeting on June 27, Frank E. Wilos, John Jordan, Jakob Kessler and Frank E. Jersey were accepted as members of Triumph Hose Company.

At a meeting on July 7, Fred Mardorf, Henry Hahn and Joseph Pfeister were accepted as members of General Warren. At a meeting on August 4, on application of Alonzo Bedell, Rodney W. Milburn and William R. Pitts, permission was given Rescue Hook & Ladder Company to incorporate, and Charles F. Buchanan, Samuel Benjamin and Nicholas Murphy were accepted members of Triumph Hose Company, and Josiah Felter as a member of Rescue Hook & Ladder Company.

At this meeting Mr. Alonzo Bedell tendered his resignation as third assistant engineer, which was accepted.

At a meeting held on September 3, a resolution was adopted providing for a special election to be held on September 18 for the purpose of voting \$1,300.00 for the building of a new house for Rescue Hook & Ladder Company. This resolution was practically unanimously adopted at the special election, and Isaac M. Purdy was appointed third assistant engineer in place of Mr. Bedell, who had resigned.

The contract for the building was awarded to Charles Carson and John W. Babcock at a meeting held on October 16. Mr. Babcock offered to do the carpenter work for \$539.00, and Mr. Carson the mason work for \$699.00.

At a meeting on December 3, George Kaiser and Louis Stock were accepted as members of General Warren, and William Vanderbilt as a member of Union Engine Company.

On January 3, 1880, William Bonnett, J. Bennett Weyant and John Cleary were accepted as members of Rescue Hook & Ladder Company.

There was a good deal of rivalry in the department at this time in the fire that occurred on Saturday night, February 21. Tompkins W. Johnson was foreman of Rescue and Nicholas Murphy was foreman of Triumph Hose Company, and a warm argument took place. Tompkins complained to the Board of Trustees at a meeting on February 23, and these charges were referred to the Board of Engineers for investigation, who reported on March 1 that they were unsubstantiated. At this meeting Charles Richards, Coe Gurnee and Charles R. Christie were accepted as members of Triumph Hose Company, and Albert Phillips of Union Engine Company No. 2.

At the meeting of the fire department held on the evening of March 12, 1880, the following were elected: John Abraham chief engineer, William Benson first assistant, Alonzo Bedell second assistant, Thomas F. Clark third assistant and Henry F. Dorl fourth assistant.

At a meeting on September 7, Irving G. Dayton and Charles DeLane were accepted as members of Rescue Hook & Ladder Company.

At a meeting of the fire department on Tuesday, March 11, 1881, William Benson was elected Chief, Alonzo Bedell first assistant, Thomas F. Clark second assistant, Henry F. Dorl third assistant and Leonard Stock, Jr., fourth assistant.

One of the rows that were frequent occurring between the members of the department, took place in September of 1881.

William Benson was chief engineer and John A. Miller, who was former chief and who was unable to attend the parade in August was expelled by the Board of Engineers. At a meeting of the trustees on October 18, the contestants appeared and stated their side of the case. General Warren Engine Company, of which Mr. Miller was a favorite member, took up his end of the argument. This resulted in the disbandment of the company which took place on Friday, December 6. The Board of Trustees directed the Board of Engineers to take charge of the company's property and empowered them to reorganize General Warren Engine Company. At this meeting Charles Vandenberg and Dr. D. F. Wemple were accepted as members of Triumph and John Peters, Patrick Phalen, Hugh Kelly, Henry Horn, John Dempsy, John Nonahan, Michael Madden, Phillip Fox, John Horn and Thomas Arnold, Jr., were accepted as members of Lady Warren Hose Company. General Warren Engine Company was re-organized January 3, 1882, as a hose company with the following officers and members: Frederick Glassing, Jr., foreman, John Abraham, assistant foreman, Joseph Albert secretary, Charles Dorl assistant secretary, Christopher Meyers treasurer and Jacob Hahn Stewart, and following members: Frederick Olier, Leonard Stock, Jr., Jacob Seabold, Gabriel Priester, Christopher Spissinger, Joseph A. Smith, Jacob Hafele, E. P. Bird, Leonard Stock, Sr., Joseph Dennis, Frederick Mardorf, Henry Hahn, Henry Rembe, John Luckenholmer, Terrance McGowan and George Stock. James Cahill and William Keeler were accepted as members of Lady Warren Hose Company, and pursuant to an agitation for a new house for Lady Warren Engine Company, Trustees Dominic Kennedy, Farrel Redmond, and B. C. Springsteen were appointed a committee to find a location in the vicinity of St. Peter's Church; Zeotus Benjamin and Wallace Laird were accepted as members of Triumph Hose Company, and Frederick Kieser, Sr., Charles Helbig, Jr., John Smith, William Smith, George Schaper, William Fox, Frederick Schaper and Phillip Brown were accepted as members of General Warren.

At the village election on March 22, 1882, \$1,000.00 was appropriated for building a new house for General Warren Hose Company. At the annual meeting of the fire department on March 11, Alonzo Bedell was elected Chief Engineer, Thomas F. Clark first assistant, Henry F. Dorl second assistant, Leonard Stock, Jr., third assistant and John J. Titus fourth assistant. A fierce fire occurred on the property of John Hall on West street on July 31, 1882, when it was found that the fire department was inadequate to cope with a fire of much intensity. The result of this was a petition signed by

citizens in various sections of the village, and for the raising of money for the erection of suitable houses for Union Engine Company and Lady Warren Engine Company.

During the year preceding but two fires had taken place, both small ones, one at the residence of William Benson and the other at the Gas works.

The Board of Trustees paid no attention whatever to the communication of Chief Clark, regarding the building of a new house for Union Engine Company. This resulted in the disbandment of Union Engine Company about the last week of March in 1884, and following the village election of that year, at which time the engine company had been defeated in their efforts to elect several of their members trustees.

The company resolved to disband and accordingly late one night, dismantled the house and disbanded the company. At the fire department election on March 14, Thomas Clark was elected Chief, Henry F. Dorl first assistant, Henry Rembe second assistant, John Titus third assistant and William R. Pitts fourth assistant. Mr. Pitts in the meantime having been elected as a member of the Board of Engineers.

Following the action of the company, the trustees at their meeting on April 8, expelled the entire membership of Union Engine Co. and revoked the appointment of John J. Titus as an engineer.

The action of the Union Engine Company in disbanding was rather unexpected to the Board of Trustees, and was the means of bringing them to a realization of the situation, and moreover demonstrated to the village officials more potently than could have been done by any other means; that firemen who willingly and most cheerfully give their services for the benefit of the public generally, were entitled to some consideration at the hands of the village officials. This resulted in considerable agitation, and an effort was made to reorganize the company and buy a lot and build a house for them on upper Broadway.

This movement, however, was unsuccessful as the proposition to raise \$1,000, which had been submitted at a special election held on the 26th of May, was defeated.

During all this time and for several years prior, Lady Warren steam fire engine had been located in the alley way adjoining Union Engine house on Division street. This place was very damp and in consequence the iron work in the boiler corroded and rusted from the dampness as to destroy the engine's usefulness almost as fast as repairs were made. The steamer had again become disabled and the trustees realizing the necessity of prompt action, a special election was called for the 30th day of June for the purpose of voting

chase a lot and build a house was generally thought to have been insincere, and was only a sop to the firemen, because no action whatever had been taken in the matter.

This caused no end of discussion among the firemen, and the feeling against the trustees was in consequence very bitter. Henry F. Dorl, who was then chief engineer of the department, called a meeting for the 12th of March, 1886. In answer to this call but one company responded.

The meeting was adjourned to the night of the 13th, and notices to that effect were sent to the foremen of the different companies. This meeting was attended by a few of the firemen, and an adjournment was taken until the evening of March 23. In consequence of the refusal of the firemen to attend the meeting, Chief Dorl recommended that the Board of Trustees appoint a chief engineer and three assistants.

At the meeting of the trustees on Monday, May 31, Henry Rembe was elected Chief, William H. Pitts first assistant, John F. Shankey second, Charles R. Christie third, and new ladders were ordered purchased for Rescue Hook and Ladder Company.

On August 3, Nicholas Cox, James Cahill, Thomas Manion, William Cullen, John Hurley and Daniel Peters were accepted as members of Lady Warren Engine Company and Oris Leonard and John Hounz as members of General Warren Engine Company.

At the village election in March of 1886, Mr. William Bonnett had been elected one of the trustees, and at once commenced an agitation for the purchase of a more modern hook and ladder truck, and succeeded in getting the trustees interested to the extent that they concluded to have the rooms of Rescue Hook & Ladder Company renovated and repapered. Mr. Isaac M. Purdy was elected as a representative on the Board of Engineers, the method being then for each company to recommend its candidate. Rescue Hook & Ladder Company at this time also petitioned the Board of Trustees to call a special election on January 17, 1887, for the purpose of voting \$1,000.00 for the purchase of a new apparatus. This proposition was carried, the electors voting for the same unanimously, and the committee on fire matters consisting of Messrs. Bonnett, Kennedy and Purdy were instructed to purchase a hook and ladder truck at a cost not to exceed the sum appropriated at the special election.

The question of securing the site and building new houses for the fire department on upper Broadway was still being agitated, and Mr. Bonnett tried in vain at that time to have a motion adopted for that purpose. In connection with the truck then purchased by the committee as named for Rescue Hook & Ladder, a fact not commonly known might be sighted. In the old truck, in going to a fire which had taken place in December of 1886 on the property of Thomas Dymon at Grassy Point, it was found very hard to steer the truck in going up along the brick yards. This set Mr. Bonnett's inventive genius to work, and the result was that the truck was built. Mr. Bonnett had a contrivance with a springing bolt placed in the fifth wheel of the steering apparatus by which the hind wheels of the truck could be locked at almost a moment's notice. Mr. Bonnett conveyed his idea to Mr. Whiting, who was a representative of the truck company. This device worked satisfactorily, and was the first idea that was subsequently patented in an improved form by the Gleason & Bailey Manufacturing Company. It has since been improved on and is now known as the automatic fifth wheel, and is generally used on all hook and ladder trucks.

The truck cost complete, \$990.00. Austin L. Babcock, L. O. Markham, Charles Welant and Alfred Themans were accepted as members of Rescue Hook & Ladder Company No. 7, and Michael Hoffman, Michael Warshour and Michael Wied as members of General Warren.

At a meeting of the fire department in the corporation rooms on Thursday evening March 25, 1887, the following officers were elected:

Isaac M. Purdy chief engineer, John F. Shankey first assistant, Nicholas Murphy second assistant, and John S. Kander third assistant.

At a meeting of the trustees on April 5, 1887, Mr. Isaac M. Purdy, who had been elected chief of the fire department a few weeks prior, announced his intention of moving to New York City, where he was to engage in business, and tendered his resignation as chief engineer.

The trustees thereupon appointed Mr. William Bonnett, and the re-juvenation of the fire department began. Bonnett might be properly termed a little hard headed, but his enthusiasm and sincerity and his devotion to the fire department were unquestioned, and he began at once the upbuilding of the department. He was still a member of the Board of Trustees, and had their full confidence, and at the first parade held under him as chief on May 4, he had trustees make an inspection of the various houses and apparatuses.

At the first meeting of the trustees in June, Samuel Stur-nell, Andrew Stein and Fred Calpa were accepted as members of General Warren, Patrick Maguire, Henry Rogers and Patrick Moran as members of Lady Warren, and Charles Lonsberry, Joseph Bedford and Edward Chapman as members of Triumph Hose.

At this meeting the trustees also reported the receipt of the new truck and the Babcock fire extinguisher, and reported they had inspected all the other apparatuses of the village and found them in fairly good condition.

George Mardorf and Fred Bonnett were accepted as members of General Warren Hose Company on August 2, 1887, at which time a large list of the members of the department who had failed to attend the parade were ordered stricken from the list.

In the striking of names from the list it had been customary for the trustee who were friendly with some of those who had failed to appear in the parade, to "hold up" the communications of the chief engineer on some pretense or another, but Bonnett was a member of the Board of Trustees and also chief engineer, and had no mercy on any of the delinquents. All were treated alike. Subsequently it was demonstrated that his course was the right one, in as much as members of the department began to realize that Bonnett was chief; in fact, as well as in name and a marked improvement was at once noticeable.

The first report of Chief Bonnett and which was concurred in by his associates, was made to the Board of Trustees on February 7, 1888, at which time there was one hundred and three members in the department.

The equipment consisted of one hook and ladder truck in first class condition with a company of twenty seven members, two hose carriages in first class condition, Triumph No. 1, with a company of twenty members and General Warren No. 2 with a company of thirty-one members, one steamer in poor condition, with a company of thirty-five members, three two-wheeled hose carts in good order, and one two-wheeled cart for carrying fire extinguishers and attached to Rescue Hook & Ladder Company, and one hand engine in reserve with no company. There was then about thirteen hundred feet of hose.

It was recommended that full one thousand feet of hose be purchased, that water pipes be laid on Hudson avenue, and that the steamer be disposed of and that a new carriage be procured for Lady Warren Hose Company; and further that the property on Division street be sold and a new house built for the company, somewhere near St. Peter's church.

James A. Goldsmith and William House were accepted as members of Rescue Hook & Ladder Company on February 21, at which time trustees DeNoyelles, Maguire and Bonnett were appointed a committee to ascertain the legal right of the trustees to sell the Division street property and purchase a lot on upper Broadway.

At a meeting of the fire department on March 21, William Bonnett was elected Chief, John F. Meyer first assistant and Nicholas Murphy second assistant. Jacob Hafele was subsequently appointed third assistant by the trustees, it being apparent General Warren Company did not participate in the firemen's meeting.

At the meeting of the trustees on May 3, 1888, one thousand feet of fabric hose were ordered purchased.

At a meeting of the trustees on July 5, the committee heretofore named as having been appointed for that purpose, were authorized to dispose of the engine house property on Division street by public auction. They subsequently did, the property being purchased by Mr. Thomas Shankey, who was then the owner of the Hardigan property on Clinton street, which was directly in the rear of the engine house property.

The first night parade ever held by the department took place on the night of Wednesday, September 12, 1888. Bonnett was then serving his second year as chief engineer, and the department was at fever heat in several directions. He had awakened a keen interest and had his strong views on many questions, the result of this being his opponents marshaled their forces and if they were to continue in opposition, must of necessity be in good standing to have a say in the department. This resulted in wide-spread interest. Chief Bonnett wanted the contemplated engine house erected on upper Broadway or at least above St. Peter's church, while a large majority wanted the house erected this side. Then, too, Bonnett insisted on selling the steam engine, declaring it was worthless in its then condition and that the water pressure,



THE FIREMAN'S FRIEND

The above picture is that of Mr. Thomas Lynch, former Chief of the Haverstraw Fire Department, and known to every fireman as "The Fireman's Friend."

Mr. Lynch has served as a member of the Board of Trustees for several years, and as such has done much to enlarge the usefulness of, and bring the department to its present high standing.

He is more affectionately known among his friends as "Sport," and when during the last few years it was thought wise to procure a new truck for Rescue, get their house rebuilt, rebuild Relief Hose Carriage, equip the department with improved appliances, patent nozzles, smoke protectors and many other incidentals, it was through "Sport" the consent and assistance of the Board of Trustees was obtained.

practically every tax payer in the village, was presented to the Board of Trustees at their meeting on August 15, 1882, asking for the calling of a special election to vote on the proposition to buy a steamer and two thousand feet of hose at a cost of \$5,000.00. The Board of Trustees accepted the petition and called for a special election to be held on the evening of September 25. At a meeting on September 15, this resolution was rescinded and the matter was dropped in so much as there was a strong sentiment at that time in favor of furnishing the village with an adequate water supply.

At a meeting on Monday, October 30, 1882, the contract for building the new engine house for General Warren Hose Company was awarded to Messrs. Carson Brothers.

On February 6, Adolph Goldstein was accepted a member of General Warren No. 1, Thomas Pinesza, James Farrell, Michael McCabe, Frank C. Stevano, as members of Lady Warren Engine Company, Charles Mackey, Allen Pitts and William L. F. Benson as members of Union Engine Co., and George Washburn as a member of Triumph Hose Company.

At the village election, held on March 17, 1883, \$300.00 additional was raised for the building of General Warren Hose Company, and \$150 for hose. At a meeting of the fire department on March 16, Thomas F. Clark was elected Chief, Henry F. Dorl first assistant, Henry Rembe second assistant, John J. Titus third assistant and William Bonnett fourth assistant.

At the May inspection of the department, the inspection of the apparatus disclosed that part of it was in a serious condition. General Warren was reported as needing re-packing, Union Engine Company was in fairly good condition, but Lady Warren steamer was out of order and was practically useless for any service.

Following the report of the Board of Engineers after the May inspection, Mr. James Fleming was employed to put new tubes in the boiler of Lady Warren Engine, and to make such repairs as was necessary. This was done and the steamer placed in good condition. At a meeting of the trustees on August 7, Matthew Schneider, Ralph Babcock, John Decker, John A. Miller, Jr., Phillip Brown, Jr., and George Gassing, Jr., were accepted as members of Union Engine Company, and James Renn, Patrick Lynch and Edward Coffee as members of Lady Warren Engine Company.

At a meeting on January 7, 1884, the trustees ordered the purchase of fire extinguishers for the use and benefit of Rescue Hook & Ladder Company.

At a meeting of the trustees on February 7, a long list of names were ordered expelled from the fire department on the recommendation of the Board of Engineers.

The first complete and specific report of the Board of Engineers was made to the trustees on February 26, 1884, by Chief Thomas F. Clark, recommending the building of

We pride ourselves, in weighing worth and merit, too much on virtues that we but inherit. Some punctual grandfathers makes us hate delay, and we are proud to keep our oath and duty...

KEEPING STEP

"Go away, it's no use, Mab," said Prisey Cartwright to her sister. The thing has been settled ages ago, so far as I am concerned. Hush up, now!—rush up! "Ages ago," Mab echoed, refusing to "hush up"...

"We were talking of buying a parrot," she said very seriously, after a little pause. "A parrot? What for?" "For one amusement and consolation."

OUR WEEKLY SERMON

Our Leader and Rearguard. The Lord will go before you, and the God of Israel will be your rearguard.—Isaiah, III, 12. There is somewhere the story of a crystal stream whose waters flow forever over rocks...

SPRINKLING SPARROWS.

That little pest, the English sparrow becomes an amusing companion when he knows you. You can not help admiring his pluck. He is up to any old game and will fight a sawmill or street car just as willingly as he tackles a gnat.

THE NEWEST DECORATION.

The tattooing craze is on again. The other night at a reception in Clinton avenue, Brooklyn, a beautiful young woman created a mild sensation by exhibiting shoulders most exquisitely marked in pink and tan.

GOOD TIMES FOR FARMERS.

"Digging up a city is a good thing for the farmers," said a practical and observing citizen yesterday. "You can have no idea of the number of wagons and horses that have been employed in New York recently in carting away earth taken out of the subway and excavations for skyscrapers."

A Meek-Looking Stranger.

A story is told in the India Rubber World of a meek-looking stranger, with a distinctly ministerial air, who applied for permission to look over a large rubber factory.

The Philosophy of Age.

"My son," observed the good man, "the great lesson you should learn is self-denial. Never ask yourself, 'Can I get this?' but, 'Can I do without it? Economize! Skimp! Skimp!'"

The German Kaiser dearly loves Americans.

The German Kaiser dearly loves Americans, but he is said to be exclaiming American correspondents "in the public interest." The public interest is Publicity.

Two Berlin doctors believe they have an infallible remedy for insomnia.

Two Berlin doctors believe they have an infallible remedy for insomnia. If their claims are justified their names are to stand high on the lists of those who have produced a universal good.

First New Woman—That Mrs Umphry is horribly lacking in manners.

First New Woman—That Mrs Umphry is horribly lacking in manners. Second New Woman—What's the matter? First New Woman—I saw her in a street car the other day when a number of gentlemen entered, and she never offered to give up her seat to them.

A FATAL MISTAKE.

It Was Made by a Profuse Frenchman to His Leave-taking. A citizen of France who has an inveterate habit of confounding everything which is said to him, and has been endeavoring to acquire a knowledge of his vernacular, was about leaving his boarding house for a more comfortable quarter.

A Parrot Ups!



She—Were you upset by the failure of the bank? He—Not completely, but I lost my balance.

NEW YORK FASHIONS

THE TUB GOWN NECESSARY TO HOT WEATHER COMFORT.

The C-zee for Lace and Embroideries. The C-zee for Lace and Embroideries. The C-zee for Lace and Embroideries. The C-zee for Lace and Embroideries.



They may be made elaborately or they may be made quite simply. They may be runabout frocks or handsome demi-toilets. The athletic woman, the society woman, the business woman, the tidy housekeeper, each and all, are dependent for trim freshness in warm weather on some forms of this multifarious tub gown.

Lace and Embroidery Craze.

The summer's craze for lace and embroideries has brought about unexpected developments in the pattern robes. The shops are full of patterns which seem to need only a stitch or two to convert them into the most elaborate of gowns.

Embroidered Flannel Blouse.

Nowadays, when embroidery is the fad of the hour, nothing is prettier than the hand-embroidered flannel blouse. Every girl knows something about this fascinating work.

About Belts.

Quite the proper caper this summer is to have belts to match the pique stocks that adorn the shirt waists. Sets of stock, cuffs and belt can be bought, and they are extremely pretty for linen and pongee gowns.

Bordered Materials.

Bordered materials and those with fancy selvages have returned to claim recognition this season, both for bodices and skirts. Most of the bodices made of these materials have a shoulder piece or jockey of lace at the top of the sleeve, which produces a sloping shoulder effect.

She never apologizes for working for a living.

She never apologizes for working for a living. She never asks personal questions. She takes her gowns, her hats, her successes as a matter of course.

The Shirt Waist.

To the girl of dainty tastes the temptations of the shirt-waist are endless. Wash fabrics were never more enticing, and Dame Fashion has set the seal of her approval upon innumerable forms of decoration. It requires either a well-lined purse or a cast-iron will to parade the length of a smart waist establishment this spring.

Two striking examples of this principle are shown in butcher's linen.

One of the Geisha waist, showing a front composed almost entirely of drawn work, the other in the Forsythe waist with squares of cluny lace.



FANCY WAIST.

Runs down the front of the waist to the belt line. This band of drawn work is two inches wide, and is outlined on either side by a narrow strip of drawn work, scarcely more elaborate than hemstitching.

This drawn work cannot be set into the fabric, but the threads must be drawn in the piece from which the waist is cut.

This necessitates the utmost care in cutting the pattern, which should be fitted perfectly and the seams marked before the threads are drawn otherwise the bands of drawn work may run straight.

The Forsythe waist is much more "dresy," and is adapted to afternoon wear.

It is of butcher's linen, inset with large squares of cluny lace. These stand on the axis instead of on the side of the blouse front, starting at the shoulder seams. As the waist opens in the back, this arrangement of the lace gives the front effect of two squares of linen filling in the space between the lace. The linen squares are embroidered in the center with a conventionalized daisy, which is surrounded by French knots. French knots also finish the underarm pieces and the back. The sleeves perch heavily around the cuff, and are finished with the French knots and three squares of the lace on each sleeve.

This waist comes also in natural linen with cluny and antique lace squares in the same tint.

It can be made in pale blue or pink linen with the lace squares, but the elaborate lace decorations are more satisfactory in pure white or the natural tint. The Damask Stitch. A new vogue for the hemming of table linen is the French hem, or the "damask stitch." It differs slightly from other hemming in the way in which it is sewed. The hems are turned the same as for an ordinary hem, then folded back and sewed with an over-and-over stitch. If done properly in this manner, when the article is laundered, scarcely a stitch is visible. The hems are made as narrow as possible for napkins and for table cloths. They should be from a quarter to half an inch wide. Only the finest grade of linen should be used if possible. It lasts longer, and if carefully done, improves in appearance after laundering.

with the aid of the forty hydrants, then its position was sufficient to meet every emergency.

At a meeting of the Trustees on December 11, 1888, Morgan Demarest, William Shannon Smiter, John D. Treadway, Charles Brunner, Charles Hopper, Thomas Shankey, Jr., Patrick Renn and Wesley Springsteen were accepted as members of Triumph Hose Company.

Bonnett's ideas met with the strongest opposition from his own company, Rescue Hook & Ladder Company, and from Lady Warren Engine Company. In the latter case they were rather angry with Bonnett for his attempts to sell the engine, and which so much sentiment lingered, and further, for his efforts to have the engine house built above the church. In the engineers' report to the trustees on February 21, 1889, Chief Bonnett significantly says: "Triumph Hose Company, with thirty-three members, General Warren with a company of thirty-seven members in first class order, one hook and ladder truck fully equipped with twenty-four members, not in very good standing, and Lady Warren Company with twenty-seven members, but without a hose and no apparatus of any account." There were nine fires during the year preceding, with a total loss of \$1,700.00. He also again recommended the disposal of the steamer and the erection of the house for Lady Warren Company.

James Peech Gourley had been elected one of the trustees at the village election the year before, mainly through the efforts of Lady Warren Hose Company, and on his motion a proposition to raise \$2,000.00 was submitted at the annual village election on March 7, 1889.

At the annual meeting of the fire department held on March 8, William Bonnett was again elected chief, Michael McCabe first assistant, Nicholas Murphy second assistant and Jacob Hafele third assistant.

The proposition to raise \$2,000.00 for the purchase of a lot and building a house for Lady Warren Engine Company was carried by the following vote: Yeas, one hundred and thirty-four; nays, twenty-four.

Fire department matters were at a fever heat. Thomas F. Clark, John Braham and Frederick Kleeser had been elected trustees, and Lady Warren Hose Company was up in arms against Bonnett for his opinion on the location of an engine house. In consequence, Mr. McCabe, who had been elected to represent Lady Warren on the Board of Engineers refused to serve, and his position was taken by Mr. Thomas Finegan.

All this turmoil seemed, however, to have no effect on Chief Bonnett. He persisted in the work of rehabilitating the department with no concern to the decided opposition to his methods. He began in his own company, Rescue, and at a meeting in April, 1889, succeeded in having the following A. Campbell, Charles Carson, William Cleary, Harry Hirschfeld, Fred Kistner, John Lane, Thomas Lynch, Charles Marsdorf, R. W. Milburn, H. M. Purdy, Charles Reynolds and Stephen Newman.

At a meeting held on the same night by Lady Warren, John Sweetman, Aaron Bardbury and Patrick Maguire were accepted members.

In all the quarrels concerning fire department matters in those days, often times the arguments would become real warm, but no sort of bitterness could cause Bonnett to lose his temper. His condition of his disposition did much to ease the situation, but was often very trying, as harsh expressions were made. The result of all this was that Lady Warren Engine Company succeeded in inducing a majority of the Board of Trustees to accept a proposition made by Mr. George S. Sherwood that they buy a lot from him for which he could only give a quit claim deed, but that he would indemnify the village against any possible loss because of a defect in the title. This was the site of the present building, and was finally accepted by the trustees at a meeting on April 9, 1889, at which time the trustees voted to purchase the present parade carriage owned by the company. This was a happy meeting for all those who had been connected in the quarrel. All opposition to Bonnett's scheme to sell the old steam engine was withdrawn when an agreement was made with Mr. Sherwood, and the new carriage ordered purchased. The contract for building the new engine house was awarded at a meeting of the Trustees on June 7, 1889, to Alfred J. Carson for \$2,172.00.

The building for Lady Warren Engine Company was completed and turned over to the department on November 7, 1889.

At a meeting on December 3, 1889, William Curran, Patrick Reilly, Fergus Redmond, Bernard Dolan, Peter Maguire and John Nolan were accepted as members of Lady Warren Hose Company, and Fred Hall and Thomas Foley were accepted as members of Triumph Hose Company.

In the report of Chief Bonnett, made to the trustees on February 11, 1890, it was shown that the suitable improvements had been made to the department. There were eleven fires during the year, with losses aggregating \$3,900.00. The board recommended that a new carriage be procured for Lady Warren Hose Company, and that a resolution be submitted to the tax-paying inhabitants to raise money for that purpose, and that in addition to the equipment then in hand, the village would be as well equipped if not better than any other village in the state.

At a meeting of the trustees on February 18, 1890, on motion of Bonnett it was resolved that the proposition asking for the exemption of \$500.00 on the assessment of every active fireman be presented to the electors at the following village election.

It was also resolved on motion of Trustee Thomas F. Clark that \$1,000 be appropriated for new hose and a hose carriage for Lady Warren Hose Company. Both of these resolutions were carried at the charter election held on March 18.

At the annual meeting of the fire department, held in Casino Hall, on March 14, William Bonnett was again elected Chief, Jacob Hafele first assistant Nicholas Murphy second assistant and Thomas Finegan third assistant.

At a meeting of the fire department in Casino Hall, on March 20, 1891, Nicholas Murphy was elected Chief, Matthew Schneider first assistant, Charles Vandenberg second assistant and Thomas Finegan third assistant. These gentlemen were re-elected to their respective positions at a meeting of the fire department held in Casino Hall on March 11, 1892.

At the annual meeting of the department in 1893, in Casino Hall, Nicholas Cox was elected chief engineer, and at the several meetings held in April, of the different companies, Rescue Hook and Ladder Company elected Daniel Springsteen, Lady Warren Hose Company, Thomas Finegan, Triumph Hose Company, Joseph Bedford, and General Warren Hose Company elected George Mardorf, as assistant engineers.

At the annual election of the fire department held in 1894 in the Opera House, George Mardorf was elected chief engineer, and John L. DeNoyelles of Triumph Hose Company, Daniel Springsteen of Rescue, James Renn of Lady Warren and Jacob Hafele of General Warren, were elected assistant engineers.

At the annual meeting of the fire department, in the Opera House, on March 8, 1895, George Mardorf was again elected Chief, John L. DeNoyelles, Daniel Springsteen, James Renn and Jacob Hafele as assistant engineers.

At a meeting of the trustees on March 10, 1896, Abraham Dias, Joseph Peck, Frederick Holy, Harry Terhune, Stephen G. Newman, Alfred Benson, George Bryant, Jr., W. D. Kennedy, Paul Schroder, Samuel DeChelfin, John Oldfield, Allen Bradbury and Fred Waldron were accepted as members of Rescue, W. D. Lincoln and A. Donnelly, Jr., were accepted as members of Lady Warren.

At the village election held on March 17, 1896, an attempt was made to have the tax-payers adopt the proposition voting \$2,500.00 for the purchase of a plot of ground, and the erection of a building for Relief Hose Company, which had been formed. This proposition was defeated by the following vote: 467 against 183.

At the election for Chief on March 13, 1896, Mr. B. J. Fox was elected Chief, with James Gourley, John F. McCormack, Jacob Hafele and Daniel Springsteen as assistant engineers.

At the election of the fire department in 1897, Mr. B. J. Fox was again elected Chief with the same gentlemen as above named as assistant engineers.

At the election of the fire department held on the evening of April 7, 1898, Thomas Lynch was elected Chief, with Patrick Renn and John F. Meyer as first and second assistants, respectively.

This was the first election for department officers under the law providing for a delegate system of election. The combination was made by Rescue Hook & Ladder Relief and Triumph Companies. This combination only held good for one year, for while Mr. Lynch was again elected in 1899, with the other gentlemen as his associates, a new combination consisting of Lady Warren Hose Company, General Warren and Relief, members was formed in 1900. This combination and Relief, members was formed for chief engineer, with Law-elected Messrs. John F. Meyer as first and second assistants, respectively. This same combination practically continued, with the fire department officers in 1901, Michael McCabe was elected Chief, with Phillips Browne, Jr., first assistant and George Melvin as second assistant. There was considerable dissatisfaction at the election of this set of officers at the first meeting, but in 1902 and 1903 they were unanimously elected.

FORMATION OF LINE.

How the Grand Parade Will Be Made Up.

IMPOSING PAGEANT.

Line Will Be Fully a Mile and a Half Long.—List of Companies Who Are to Participate.

THE COLOR OF THE UNIFORMS.

- Chief Call.
- Detachment of Police.
- Grand Marshal, Chief Michael McCabe.
- Glassing's Military Band.
- Mayor Foss and F. A. Flint in Carriage.
- Assistants, Philip Brown, Jr., and George G. Melvin.
- Former Chiefs of Haverstraw Department.
- Visiting Chiefs and Chiefs' Guests.
- Officers of the Association.
- Haverstraw Officials.
- Visiting Officials.
- Mount Vernon Fire Department.
- Fire Commissioners, Mt. Vernon, N. Y. C. H. Henisohn, S. N. Hoag, L. C. Kronfeld.
- G. J. Angevine, Chief Engineer Fire Department, Mt. Vernon, N. Y.
- J. P. Hick, first ass't. James D. Tally, second ass't.
- Washington Chemical Engine Co., Mt. Vernon, N. Y. John Ticknor, foreman.
- Wakefield, N. Y., Drum and Fire Corps. 30 Pieces.
- Fire Patrol, No. 1, Mt. Vernon, N. Y. Walter Flaudran, captain.
- Mt. Vernon, N. Y., Military Band. 25 Pieces.
- Engine Co., No. 3, Mt. Vernon, N. Y. George Burton, foreman. Hose Wagon.
- SECOND DIVISION.
- Ex-Chief Alonzo Bedell in Command. O. & W. Band, Middletown, 30 Pieces.
- Clinton Hose, No. 7, Kingston, N. Y. Frank Quigley, foreman. 90 Men.
- Uniforms, English Fawn. Hose Carriage.
- Unique Band of Spring Valley.
- Columbian Engine Co., No. 1, Spring Valley, N. Y. 16 Pieces.
- D. T. Inglis, foreman. 40 Men.
- Uniforms, Drab Color. Steam Fire Engine.
- Columbian Engine Co., Jr. 30 Boys.
- Red Shirts, White Pants. Hand Engine.
- Alert Hose, No. 2, Hackensack, N. J. Patrick Fagan, foreman. 30 Men.
- Uniforms, Red Shirts, Blue Pants. Combination Chemical Engine.
- Elting Drum, Fire and Bugle Corps of Hudson. 16 Pieces.
- Washington Hook and Ladder Co., Saugerties. John Winans, foreman. 32 men.
- Uniforms, Blue. Hook and Ladder Truck. Drum Corps. 10 Pieces.
- Highland Hose, No. 1, Highland, N. Y. Mr. J. Clearwater, foreman. 35 Men.
- Uniforms, Light Blue. Hose Carriage.
- Columbia Hook and Ladder Band. 23 Pieces.
- Milton Binker, foreman.
- Columbia Hook and Ladder Co., Croton N. Y. 33 Men.
- Uniforms, Brown. Hook and Ladder Truck.
- THIRD DIVISION.
- Ex-Chief Thomas Lynch in Command. Catskill Drum Corps. 25 Pieces.
- Citizens' Hose Co., No. 5, Catskill, N. Y. William A. Baker, foreman. 40 Men.
- Uniforms, White. Hose Carriage. Suffern's Brass Band. 24 Pieces.
- Suffern Fire Department. E. M. Hogan, chief.
- Volunteer Hose Co., No. 1. George A. Brens, foreman. 39 Men.
- Uniforms, Blue. Suffern Hook and Ladder Co., No. 1. John Winters, foreman. 35 Men.
- Uniforms, Blue. Washington Steamer, No. 6, Bayonne City, N. J. Bohemian Band. 16 Pieces.
- James H. Donnelly, foreman. 60 Men.
- Steamer and Hose Wagon. Uniforms, Red Shirt, Blue Pants. Steamer and Hose Wagon. Utopian Drum Corps. 15 pieces.
- Nyack Outing Club.

Theodore F. Odell, Jr., President. 50 Members. Uniforms, White Duck Suits. Washington Engine Co., Croton, N. Y.

FOURTH DIVISION. Ex-Chief John A. Miller, in Command. Flockton's 6th Artillery Band. 20 Pieces.

Centennial Hose Co. No. 4, Peekskill, N. Y. Frank De Revere, foreman. 74 Men. Hose Carriage. Uniforms, Light Tan. Chelsea Hook and Ladder Co., Nyack, N. Y. St. Andrew's Fire and Drum Corps. 23 Pieces.

New City Steam Engine Co., No. 1. Edward C. Buchenan, foreman. 36 Men. Uniforms, Buff Tan Shoes. Steam Fire Engine. Poughkeepsie Drum Corps. 25 Pieces.

Orange Hose Co., Walden N. Y. Henry Williams, foreman. 31 Men. Uniforms, Orange. Hose Carriage. Murray's Brass Band. 16 Pieces.

Irrington Fire Association, Irrington, N. Y. W. E. Sweetman, foreman. 40 Men. Uniforms, Red Shirt and Blue Pants. Hose Carriage. Hallock Hose, Liberty, N. Y. F. E. Bridges, foreman.

FIFTH DIVISION. Ex-Chief Bernard J. Fox in Command. Company M. 1st Regiment Band. 35 Pieces.

Wiltwick Hose and Hook and Ladder Co., No. 1, Kingston, N. Y. William S. Elting, foreman. 48 Men. Uniforms, Blue. Hose Carriage. Collins' Newburgh City Band. 20 Pieces.

Brewster Hook and Ladder Co., No. — Newburgh, N. Y. John H. Cooney, foreman. 70 Men. Uniforms, Light Drab. Hook and Ladder Truck. State Line Cornet Band. 18 Pieces.

Empire Engine Co., Piermont, N. Y. John H. Leitner, Foreman. 30 Men. Uniforms, Blue. Steam Fire Engine. Myers' New York Band. 16 Pieces.

Noyes Dobbs Ferry Band. 16 Pieces. Livingston Hose Co., No. 1, Dobbs Ferry, N. Y. P. J. Gillispie, foreman. 30 Men. Uniforms, Blue. Hose Carriage. Walden Concert Band. 20 Pieces.

Colonel Bradley Hose Co., No. 2, Walden, N. Y. Jacob S. Walker, foreman. 35 Men. Uniforms, Blue. Hose and Patrol Wagon. Montgomery Band. 20 Pieces.

Fearles Hook and Ladder Co., Walden, N. Y. Thomas Maloney, foreman. 41 Men. Uniforms, Buff. Hook and Ladder Truck.

SIXTH DIVISION. Ex-Chief Henry F. Dorl in Command. Second Regiment Band. 20 Pieces.

Courtland Hook and Ladder Co., No. 1, Peekskill, N. Y. Clifton E. Forbush, foreman. 80 Men. Uniforms, Light Brown. Hook and Ladder Truck. Stony Point Drum Corps. 25 Pieces.

Wayne Hose Co., Stony Point. Daniel Phillips, foreman. 30 Men. Uniforms, Light Tan. Hose Carriage. Fifteenth Separate Co. Drum Corps. 10 Pieces.

Niagara Steamer No. 2, Poughkeepsie, N. Y. F. Meyers, foreman. 30 Men. Uniforms, Blue. Byron Drum Corps, 24 Pieces. Laffin Hose, Saugerties, N. Y. John McCormick, foreman. 30 Men.

Uniforms, Cadet Blue. Hose Carriage. Fair View Drum Corps, 18 pieces. Volunteer Fire Association, Dumont, N. J. Jacob Fox, foreman. 18 Men.

Uniforms, Blue Suit, White Pants. Ogden Hose Co., Dobbs Ferry, N. Y. Exempt Fire Association, Saugerties. A. A. Finger, foreman. 20 Men.

Green Uniforms in Carriages. SEVENTH DIVISION. Ex-Chief William Bonnet in Command. Washington Irving Drum Corps, Tarrytown. 40 Pieces.

S. W. Johnson Steam Fire Engine Co., No. 1. Garnerville, N. Y. Robert J. Taylor, foreman. 35 Men. Uniforms, Blue. Steamer.

Walden Drum Corps, 23 Pieces. Rescue Hook and Ladder Co. L. J. Kiernan, Captain. 89 Men. Uniforms, Buff. Hook and Ladder Truck. Highland Falls Band. 20 Pieces.

General Warren Hose Co., No. 2. Arnold Ewald, foreman. 24 Men. Hose Carriage. Uniforms, Blue. St. Peters Drum Corps. 24 Pieces.

Lady Warren Hose Co., No. 5. Edward Lyons, foreman. 44 Men. Uniforms, Blue. Hose Carriage. William Bonnet Fire Co. Joseph Sharkey, foreman. 56 Boys.

Uniforms, Red Shirts and White Bands. Hand Engine. West Haverstraw Fire, Drum and Bugle Corps, 33 Pieces. Relief Hose Co., No. 3. George H. Topping, foreman. 38 Men.

Uniforms, Blue. Hose Carriage. John Jacob Astor Drum Corps, 42 Pieces. Cosgriff Hose Co., No. 4. Alonzo Schmolz, foreman. 22 Men.

Uniforms, Blue. Hose Carriage.

THE JUDGES. COMPETITIVE DRILL. ALBINO Bedell, H. N. Wood, Charles Waldron.

FINEST APPEARING COMPANY. William J. Randolph, Thomas H. Lee, Martin A. Driscoll.

FINEST HOOK AND LADDER. Alonzo Wheeler, Henry C. VerValen, James H. Morrissey.

FINEST HOSE CARRIAGE. William L. Tostivan, William McCauley, Alfred J. Carson.

FINEST STEAMER. Gordon H. Peck, Frank E. Wiles, Talbot C. Dexter.

COMPANY COMING LONGEST DISTANCE. Everett Fowler, Fred S. Weiant, John Cleary.

COMPANY PARADING LARGEST NUMBER OF MEN. Jacob E. Conklin, L. O. Markham, George B. Helmlie.

FINEST DECORATED APPARATUS. H. B. Hargreaves, Samuel V. King, William Freyfogle.

FINEST DECORATED RESIDENCE. Esler E. Sherwood, John F. Tucker, E. M. Hogan.

The Judges will assemble at the Corporation building not later than 11.30 a.m. sharp, when carriages will be in waiting. They will then proceed to such points as will be most advantageous in arriving at a decision.

Upon the conclusion of the parade, they will dine in Oddfellows Hall as the guests of Lady Warren Hose Company. At five o'clock they will assemble at the Corporation rooms when they will make known the awards.

The A. M. & W. H. Wiles Co.

Founders and Machinists

Manufacturers of

Brick Machinery

of every description.

MOULDS, BARROWS

TRUCKS, ETC.

Grassy Point, N. Y.

Forming the Divisions.

The First Division will form on Broadway, north of Main street, facing north. The Second Division will form on West street, south of Main, but facing north, the head of the division at the National Bank corner.

The Third Division will form on Main street, facing west, the head of the division flash with the head of the street, the line resting on the south side of the street.

The Fourth Division will form on New Main street, facing east, the head of the division flush with the west side of Broadway, the line of the division forming on the south side of the street.

The Fifth Division will form on West Broad street, facing east, the head of the division resting flush with the west side of Broadway. The line of the division will form on the south side of the street.

The Sixth Division will form on Partition street, resting on Ridge and Union streets, the head of the division on Partition street, just west of Broadway and facing east. The line of the division will form on the north side of Partition street and on the east side of Ridge street.

The Seventh Division will form on Broadway, the head of the division resting just north of the north line of Partition street and facing south, the division resting on the west side of Broadway.

Starting the Parade

It is expected that each commander of a company will have the members of his company in their proper places in the division to which the company is assigned and that each commander of each division will see that each company is in its proper place in the division to which the company has been assigned, not later than twelve o'clock M. sharp.

Moving the Line

It is confidently expected to start the parade promptly on time. The parade will be set in motion by the siren whistle on the Electric Light works. One whistle will signal everyone to get in position. Two whistles should find every participant, man or apparatus, in his or its position and ready. Three blasts of the whistle will be the signal to set the parade in motion.

The Line of March

As the first division moves forward the second will fall in line, each division falling into line after the preceding division as the column moves forward, in numerical order.

The line of march will be as follows: Broadway to Jefferson street, to Rockland, to Division, to Wayne, to Broad, to Allison avenue, to Front, to Canal, to West, to South, to Third, to Middle, to Second, to Main, to Clove avenue, to Tor avenue, to Halsion avenue, to West Side avenue, to Gurnee avenue, to Ramapo road, to John street, Garnerville, to Church, to Mead's Corner road, to Railroad avenue, to West Haverstraw, to Broadway.

Resting Places

In order not to fatigue the parading firemen the first rest will take place when the head of the column reaches a point opposite the residence of F. W. Schaper, on West Side avenue. The second rest will take place when the head of the line reaches a point opposite the residence of Dr. Kiernan, on the Ramapo road. The third rest will take place when the head of the line reaches the Print Works gates.

In Case of Fire

In the event that an alarm of fire should be sounded, the line will halt and take the right side of the street. All companies will retain their positions in the line except the Haverstraw companies. Rescue Hook and Ladder Company will proceed to the fire with their truck, the other companies will leave their carriages where they halted and proceed to the scene of action. The companies are to be formed into their proper places in the several divisions as per the list hereto attached.

The Counter-March

The counter-march will take place on the return from Garnerville, when the head of the line reaches a point west of the West Haverstraw R. R. bridge. The line will halt, formed on the right hand of the road, coming down. Division No. 7, as a division, will break from the column to the left, and pass in review of the line, until the entire division is in front of Division No. 1, then halt on the right hand of the road. Then Divisions Nos. 8, 5, 4, 3, 2 and 1 will follow in like manner and in the order named, until all divisions have resumed their original position in line. Again move forward and disband.

MICHAEL McCABE.

Go to the Picnic

The committee in charge of the Grand Department Picnic to be held on the Circus Grounds this afternoon and evening, with Mr. Louis F. Rembe as chairman, have labored most zealously to the end that an abundance of enjoyment has been provided for the thousands of visitors who will want to participate. This able committee have left no stone unturned to the end that Haverstraw's guests may be made as welcome as it is possible, and their stay in Haverstraw most enjoyable. The stranger's visit to Haverstraw to-day will have been incomplete if he fails to attend the picnic and participate in the many enjoyable pleasures that Mr. Rembe and his able assistants have provided.

Competitive Drill

The Competitive Drill will take place on the Circus Grounds to-day about four o'clock.

Who Is Your Druggist?

Why is it that every family has its own particular physician? In speaking of him, one hears, "Our doctor does so and so." It is because they believe that a physician who is familiar with the family traits and characteristics and understands the temperaments, etc., will give better and more satisfactory service than the physician who is a stranger.

You may not realize it now, but it gets to be the same with a druggist. If you get in the habit of trading at one drug store, you'll get better and more satisfactory service, better goods and closer prices, than if you trade here and there, a stranger to all.

In selecting a drug store to trade at give us a trial. We're in business to make money, therefore it's to our interest to get all the steady patronage we can. If you give us all your trade we'll deserve it.

The best service, only, can do this. The best service, you will notice, in making your first purchase.

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ALL KINDS FURNISHED BY CARLOAD

IN AFTER YEARS.

"A ghost of passion that no smiles restore." Mrs. Callender was "at home," which meant that anybody who had a claim to be considered anybody had either arrived or would put in an appearance before the afternoon was over.

proceeded: "You made love, but passer to temps. It was amusing. I've no doubt, to you; and, of course, my childish love worshiped you. So you taught me a salutary lesson, and left me to puzzle out the meaning alone."

ON HIS OFFICIAL HIGH. He read the Boy a Highly Moral Lecture and Then Warned Him Off. I was waiting for the postoffice at Huntville to open in the morning and meanwhile talking a bit to the colored janitor, who was sweeping and dusting when a negro boy, about 15 years old, came along and halted, and beckoned the janitor to step aside.

MONEY NO OBJECT. When a Chicago Man an Wants Comfort Cost Doesn't Count. The Chicago man who had gone on a business trip had started home again. He had been compelled to run through several streets to catch the train, and was somewhat overheated. The temperature of the long car was over 100 degrees, and still climbing.

A LITTLE OF EVERYTHING. Plenty of beer in the summer means little fire in the winter. Icebergs sometimes last two hundred years before they entirely melt away. A great influx of gold is assured this year.

Morrissey & Co. Groceries, Provisions, Brick, Coal and Wood. Still at the Old Stand and Head Over Ears in Business. Thomas Finnegan Prospect House. Clarence Smith The Stationer. Do You Smoke? Chas. Benson "Smoker's Emporium."