

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

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 resblution 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 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 firey 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, antil 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
Isaiah Milburn, engine house and lot		
John Parlamin, William Keesler, buileing cis-		10.15
terns	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 depart-		
ment		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 bel		to

L. Button & Co. fire engine, hose and hose

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 disasterous 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 of 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 MacMerell 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 Engine 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 oth, 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 some-

At the meeting held on March 16th, 1857, James Cranson, 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 Mc-Cullah was accepted as a member of Warren Fire En-

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 Griffeths, Jacob Frederick, Andrew Miller, Abraham Snider and Miles 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, Epene tus 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, Alex ander 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' promisory note. The plans and specifications for the new engine house were drawn by John R. Mc-Kenzie and were accepted at a meeting held on May 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 mem-, The only reference to the fire department during that bers of Union Fire Engine Co. No. 2 way, 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

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 car-

At the village election held in 1859, Belding Barnes, Alexander Casterline and Samuel A. Ner 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 Failes, 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 fhe fire department then in good standing and accepted as such members of the fire department, was made on March 15th, 1860, and is as fol-

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 Abraham Ver Valen Samuel F. Requa William W. Searby William W. Oldfield Phillip Schumacher Abner Jones James Glapy Robert MacMerell Howard Van Orden Samuel Babeoek James Cranston William Mott William Mott Edward Pye Garret C, Van Cleaf Garret Hopper William Rose Lewis S, Whittaker Jacob Fredericks

Miles Griffiths
Andrew Miller
Richard Hall
Abram J. Yeomans
Lewis Hahn
Frederick Nothacker
David Earl Joseph Anselm Charles Kniffen Jacob F. Rahl Charles Jones Belding Barnes Leonard Stock Andrew Phillips John Geist John C. Jones Weiant De La Montanya

Eli Ackerman MEMBERS OF UNION NO. 2.

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

MEMBERS OF RESCUE HOOK AND LADDER NO. 1

James V. Allison Loten V. Nackey Charles G. Gillies Bradley Keesler James King Samuel A. Ver Valen John Begg John Felter Mareus Kirkpatrick Harmon Felter Matthew Rose Alexander Goldsmith John Campbell

John Snider Henry Ritzgo John P. Gaines Silas G. Mackey Thomas Moore Weiant Edwards Miles Davenport Isiah Milburn John Cosgrove Denton Fowler
Denton C. Springsteen
Nathaniel Cooper
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 Freder icks 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. year being the election of Daniel Williams, Ralph Fredericks, Jacob A. Williams, Conrad Kinsley and Charles Krueder 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

It would appear from the reading of the minutes and the resolutions passed for the fining 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, Geo. R Weiant and Daniel R. Lake were elected Fire War-

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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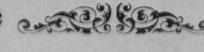


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57 Main Street.

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 acti e fire-

'tis sum of money was raised at a special election held at George R. Weiant's hotel at ro 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 Ornimal W. Parsons as Second

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

Messrs. Barnes, Lake and Parsons were again elected respecively, 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. DeBaun, William T. Purdy, George E. Cosgriff, J. Frederick Green, Snyder W. Green, were elected members of Union Engine Co. No. 2, and George Glassing, Michael Rowan, John Shanahey and Chris Meyers were elect

ed 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 proposi-

tion to raise \$1,600.00 for this purpose.

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

This hose and dry wells were immediately secured, and

st \$1,673.09, as per the following statemnt:	
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 a
embers of Union Co. No. 2, Theodore Burrows,	as a men
of Warner Preine Co and Issues Walnut as	nd Tohn TI

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

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 he 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

At the village election of 1869, Alexander Goldsmith, John At the village election of 1869, Alexander Goldsmith, John 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 consumation of the purchase of a fire engine at a cost of \$3,000.00. During the eleven years preceding the commnoment 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 es 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

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 meditator between the waring elements, and at a meeting held in his office, an agreement and stipulation between the waring elements adopted.

This estimation provided among other things that the

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 disti propositions, and that but one sum of money for one particular object should be designated, and fur hermore that all notices of election should be published in the village newspaper at least three weeks before the holding of such election.

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 \$365.20 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

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 peace-

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

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 for the coal themselves as there was no money in the

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 Ornimal W. Farsons 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 Burkhart, Jacob Burkhart, Cornelly's Burkhart, Charles Miller and Joseph Engles were to be attached to Warren Engline 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. De Noyelles, 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

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 Finegan, Richard Murphy, Edward Burns, John Connelly, George Titus, Hiram Kessler, Timothy Hargaden, John McCormick, Edward

Hiram Kessler, Timothy Hargaden, John McCormick, Edward Troy, Charles Crossin, John Hall, Michael Topnip, Patrick Redmond, John Hoey, John O'Brien, William Freeman, William Smith, Thomas Burke, George Ward, John Dunnagen, Antonio Schmidt, Timothy Burns and John Cox.

While the records contain no reference to the special elec-tion for the purchase of a steam fire engine, the editor of this paper has heard from those who were present when the spe-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. DeNo-yelles 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 rememwas 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 major ity 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 billard 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.

any serious damage.

At this meeting Orane E. Downe, Robert Darling, Michael Horn, William O'Brien, Daniel McGinley, George E. Phillips and Daniel Ballard were accepted as members of Union Engine Co.

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 pur-chase 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

On April 10, O. W. Parsons was again elected Chief, with Messrs. John Wardsworth and J. Clark Conk'in as first and second assistant engineers.

The quarrel between the warring elements over the pur-chase 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 memi

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. 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 Snedeker 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, Neweil Brewer and Isaac Milburn were accepted as members of Res-cue Hook & Ladder Co., and on November 4, Rodney W. Milcue 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

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 crdered 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 fo 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 Levessin, John Williams, David Springsteed, Edward Stevens, John Redner, James Hopper, Abraham Byer, and Henry D. Cooper were accepted as members of Union Eng.

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 cacus and unanimously elected.

As President of the village he has acted in a most generous and broadminded spirit in all matters connected with the convention and parade. In

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

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 Schnocacy, Timothy Gaffney, James Fox and Farrel 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 De

At the village election held on the 20th day of March in 1872, the feeling over the purchase and payment of the De Noyelles 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 east 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. and Frank Wood, William R. Smith, Gabriel Pfiester, Joseph Pfiester were accepted as members of Warren Engine Co. No. 1.

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 Keesler, John Babcock and Daniel R. Lake were 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 zerious 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 Keesler, Bradford Files were accepted as members of Union Engine Co.

On February 7, 1876, Christian Van Hc'z and Charles Wiesels 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 Beringing 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 assis-

tant and Louis Levessin 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.

to it, if not to rebuild it.

At a meeting held on August 7, James Osborne, William Keesler 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.

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 riaverstraw.

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

The foregoing petition was received by the board, and the following preamble and resolutions adopted: Whereas, is is neccessary and proper that the fire depart-

ment of this village, in order to render it more efficient, ment 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 & 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 Hellberger 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 sack size, for Rescue Hook & Ladder Co., and one spray nozzle for each firs 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 War-ren 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 Levissin 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 Brenett 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 Leviseen who had resigned issen, who had resigned.

issen, 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 to surgicked each of the engines and urged the nurchase of a 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 Zankee as members of General Warren Engine Co., and James McInernee as a member of Resche Hook and Ladder Company. Isaac DeBaum and Abraham Willard having served five years as members of Union Engine Co. No. 2, were

granted exempt cer'ificates. _
The quarrel in Union Engine Co. that fina'ly ended in its The quarrel in Union Engine Co. that had ly ended in its disruption and abandonment, grew during the winter of 1878, and a large number of members were excelled 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 & 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 Reson

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 represen-

tation 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.

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 assignants, Messrs. Barrett, Miller, Benson and Bedell entered earnestly on their duties, and attempted to reconcile the warning factors in the different compales, and also to prevent the disbanding of some of the companies, Mutual Hose Co. snl 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 meetin, 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 tain point from which to develop operations, and in passid: "This alone has created an interest in the department

and caused a number who were about to resign to remail. 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 after noon of May 30, and despite the coming of a sudden an 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 and then ran with their apparatus to the several cist the head of Main stret. Each company laid 400 feet of hose adjusted it and forced the water through the nozzies.

"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

was given, they were forcing water on the fire. In thei port, the Board of Engineers, referring Lady Warren

port, the Board of Engineers, referring Lady Warren 16 Co, said: "We are proud of her, for she has given us a dence than in less than four minutes she can get up a succent quantity of steam and be forcing water on a few further report says: "We next put Rescue Hook & Land Co, through a similar test, starting at the old post-office, is wood building, on an alarm from the same bell. They to their house and then with their track to the Unit States Hotel, where they got two ladders, raised them the upper stoop and members of the company ascended the top with a Babcock fire extinguisher, and started textinguisher in operation in less than four minutes." The extinguisher in operation in less than four minutes." This extinguisher was borrowed for the purpose. Thus you can set that our apparatuses are in good condition, and in excellent condition, and every man in readiness to do his duty when a called upon to do. There are several needed additions bad 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 t extinguishers as in case of necessity, they are of valuable aid to the department.

This communication to the Board of Trust es by the entire Board of Engineers, and was the pen of Alonzo Bedell. At this meeting Samurhomas Faulks, Charles S. Sloat, George W. A Johnson and Charles B. Abrams were accepted

tre, Louis White as a member of General Warren, and ore Dutcher as a member of No. 2.

The second time that the trustees provided music for a firemen'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 edopted 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. Al ison 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 sylendid appearance had the fire department made and so pleased 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 25ult. 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 recoved, that the thanks of this board be hereby extended to the fire companies of our sister villages for the compliment paid our companies of our sister villages for the compliment paid our fire department in honoring them with a visit and in so matefire 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 of September 2, 1878, that the company be disbanded. This recommendation was unanimously adopted. At this This recommendation was unanimously adopted. At this meeting permission was given Rescue Ho k & La'er Company to take their trick 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

tual 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 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 Honor able Board at your last regular meeting: Daniel D. N. De Groat, John Burnhardt, Henry F. Dorl, John I. Cole, Jr., Christopher Dorl, Cyrillus 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,

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 pre-

amble 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 order to constitute any person 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 scribe his name to the regulations and by-laws prescribed by this board for the government of said company. At this meet-ing 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 Garnerville on the afternoon of November 28, 1878, in celebrat on of the arrival of the S. W. Johnson steam fire engine company. At a meeting on December 12, 1878, William H. Mi'ler 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, 1 At a meeting need on the evening of January 6, 1 two matters of importance to the fire department were considered. One was the settlement of adjustment of differences 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, 10/9, Daniel Peters, Patrick J. Hogan, John Cox, Phillip A. aniel Peters, Patrick J. Hogan, John Cox, Phillip A. Fox, ad 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 assis-

At a meeting on June 27, Frank E. Wiles, John Jordan, Is ob Keesler and Frank E. Jersey were accepted as members

of Triumph Hose Company.

At a meeting on July 7, Fred Mardorf, Henry Hahn and Joseph Pflester were accepted as members of General Warren. At a meeting on August 4, on application of Alonzo Bedel', Rodney W. Milburn and William R. Pitts, permission processing the Processing Processing

was given Rescue Hook & Ladder Company to incorporate, and Charies F. Buchanan, Samuel Benjamin and Nicholas Murphy were accepted members of Triumph Hose Company, and Josiah Felter as a member of Rescue Hook & Ladder

At this meeting Mr. Alonzo Bedell tendered his regisna-At this meeting Mr. Alonzo Bedell tendered his regisnation 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 of October 16. Mr. Babcock offered to do the carpenter work for \$539.00.

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 Bennett, J. Bennett Weyan

and John Cleary were accepted as members of Rescue Hook

and Ladder Company.

There was a good deal of rivalry in the department at this time in the fire that occurred on Saturday night, Februthis image in the fire W. Johnson was foreman of Rescue and 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 recerred to the Board of Engineers for investiga-tion, who reported on March 1 that they were unsustained. At this meeting Charles Richards, Coe Gurnee and Charles R. Christie were accepted as members of Triumph Hose Com-pany, 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 Braham chief e gineer, William Benson first assistant, Alonzo Bedell second a sistant, Thomas F. Clark third assistant and Henry F. Dorl fourth assistant.

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

At a meeting of the fire department on Tuesday, March 1. 1881. William Benson was elected Chief. Alonzo Bedell irst assistant. Thomas F. C'ark second assistant, Henry F. horl third assistant and Leonard Stock, Jr., fourth assistant. One of the rows that were frequent occuring between the embers 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 mæing 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 disbundment 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 properly and empowered them to re organize General Warren Engine Company. At this meeting Charles Vandenburgh and Dr. D. F. Wemple were accepted as members of Triumph, and James Dempsey, John Monahan, Hugh Reilly, Henry Horn, John Peters, Patrick Phalen, 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 Braham, assistant foreman, Joseph Albert secretary, Charles Dorl assistant secretary, Christopher Meyers treasurer and Jacob Hahn Stewart, and following members: Frederick Obler, Leonard Stock, Ir. Leonar Jacob Hahn Stewart, and following members: Frederick Ohier, 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 Luckenheimer, Terrance McGowan and George Stock, James Cahill and William Keester was according to the company of Lock Wester Hose. ler were accepted as members of Lady Warren Hose Com-pany; 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, and the content and the Little of tant, 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

cis erns in various sections of the village, and for the raising of money for the erection of the yinage, and for the raising of money for the erection of suitable houses for Union Engine Company and Lady Warren 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

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, Cenry 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

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 retergenize the company and buy a lot and build a house for

ricrganize 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 he'd 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 ad oining 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 usefulne's almost as fast as repairs were made. 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

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

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, ask-ing for the calling of a special election to vote on the proposi-tion to buy a steamer and two thousand feet of hose at a cost tion 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 Warran Hose Company was awarded to Messrs. Carson Brothers.

On February 6, Adolph Goldstein was accepted a member of General Warren No. 1, Thomas Finegan, James Farrell, Michael McCabe, Frank C. Stevanc, 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 \$450 for hose. At a meeting of the fire

Hose Company, and \$450 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

At the May inspection of the department, the inspection of the appara'us disclosed that part of it was in a serious condition. General Warren was reported as needing repacking, Union Engine Company was in fairly good condition, but Lady Warren steamer was out of order and was practi-

cally 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 repetrs as was necessary. This was done and the steamer repairs as was necessary. This was done and the steamer placed in good condition. At a meeting of the trustees on August 7, Matthew Sneider, Ralph Babcock, John Decker, John A. Miller, Jr., Phillip Brown, Jr., and George Glassing, Jr., were accepted as members of Union Engine Company, and James Renn, Patrick Lynch and Edward Coffee as members

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 reommendation 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

an expenditure of \$500.00 on repairs to the steamer. This election resulted as a disappointment to the friends of the fire department, as the proposition was defeated. The defeat of the propsition was probably due to the fact that the pres-ent water system at that time being instituted, and those in favor of the water movement contended that the pressure was sufficient without the aid of an engine.

The necessity of the repairs to the engine was, however, so apparent to the trustees that a contract was made with Mr. Peter Vandenburgh to repair the boiler at a cost of \$360 00. The awarding of this contract after the tax-payers having voted down the proposition to pay for this service, aroused considerable comment and much unpleasant discussion. This resulted in President Richard A. VerValen taking the matter in his own hands and soliciting public subscriptions to enable a prompt payment of the bill of Mr. Vandenburgh. During recent years preceding this time, the fire engine had done considerable excellent services at fires fire engine had done considerable excellent services at fires along the brick yards by the beach, and in consequence the following brick makers made donations for the repairs: U. F. Washburn & Company, \$50.00; B. J. Allison & Co., \$25.00; Diamond Brick Co., \$50.00; Fowler & Washburn, \$25.00; John Oldfield \$25.00; Brockway & Smith, \$25.00, a total of \$225.00. The balance of Mr. Vandenburgh's bill was paid by village funds, and the generous contributions of the above named firms caused suspension of criticism

At the fire department election on March 13, Henry F At the fire department election on March 13, Heary F. Dorl was elected Chief, Henry Rembe first assistant, William R. Pitts second assistant and Patrick Phalen third assistant. Mr. William H. Vanderbilt, who was a member of the disbanded Union Engine Company from the time of the disbandment, had taken care of the engine, and in consequence was given an exempt certificate for his services. It became evident that it would be impossible to organize a company to take the place of Union Engine Company, and in consequence lead warren Engine Company was given the rooms of Union Lady Warren Engine Company was given the rooms of Union Engine Company as a meeting place. The urgent necessity for additional facilities for the fire department and new houses for at least two of the companies, was growing so rapidly that at a meeting of the trustees on October 19, Messrs. Terrance Maguire, William T. Purdy and Dominic Kennedy were appointed a committee to make an investiga-tion of the houses and apparatuses and on their report at a meeting held on November 10, new ladders were ordered pur-chased for Rescue Hook & Ladder, and the whole Board of Trustees appointed a committee to secure the site for the new engine houses.

Just the state of the department at this time can be The resolution of the trustees and the intention to purchase 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,

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 Leopard and John Hounz as members of General Warren Engine

At the village election in March of 1886, Mr. William 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 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

being agliated, 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 Dinan 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 springer. 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 Gleasen & 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 Weiant and Alfred Themans were accepted as members of Rescue Hook & Ladder Company No. 7, and Michael Hoffman, Michael Warshour and Michael Wield as members of General Warren.

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. Kautrustees 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 ch'ef engineer. The trustees thereupon appointed Mr. William Bonnett, and the rejuvenation of the fire department began. Bonnett and the rejuvenation 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 up-building 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 Sturnell Andrew Stein and Frad Cales were accepted as members.

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

At this meeting the trustees also reported the receipt of the new truck and the Babcock fire extinguisher, and re-

ported 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. 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 delin-quents. All were treated alike. Subsequently it was demon-strated 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 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 peer St. Motor's church 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 rustees to sell the Division street property and purchase a lot on upper Broadway.

At a meeting of the fire department on March 21, Wit-

liam 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 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. This 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

The first night parade ever he'd by the department took place on the night of Wednesday, September 12, 1888. Bonnett was then serving his second year as chief engineer, and nett 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 marshalled 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. They too 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, Too much on virtues that we but in-Some punctual grandsire makes us hate

And we are proud to keep our oath and

But our ancestral follies and abuses We still indulge and make for them excuses. Let him be proud-dared man be proud

Who stands where all his fathers used

Holding their virtues fast and passing Still higher good through his own vic-

tories won.
—Isaac Ogden Rankin.

KEEPING STEP"

"Go away; it's no use, Mab," said Prisey Cartwright to her sister. "The hing has been settled ages ago, so far is I am concerned. Hush up, now!-

'Ages ago," Mab echoed, refusing to h up"—"I believe it must be ages Well, if you pers'st in this unreasonable course

I den't persist any more than you. Look at how you did with Tom Van-

That was a long time ago. I didn't lo it for an example, either. And you said at the time you wouldn't do nuch for me. Then you went and did

"Don't care," Prisey said, doggedly, 'I will not marry off and leave you for iny man under the canopy of heaven. Then, my dear, since we cannot get our suitors to keep step, so to speak, we might as well make arrangements for a quiet and dignified maidhood. Let's buy a parrot or something, Prisey.

The front doorbell rang while the two young women were discussing their stual affairs in their own room on the second floor. Just as Mab's brilliant suggestion for the purchase of a par-rot had thrown both the sisters into a fit of laughter, the servant girl of the boarding house appeared at their door th a square envelope addressed to

The boy says he's to wait for an

"Here, Prisey," said Mab, as soon as she had glanced at the signature, must be for you. It's addressed to me -Yes-no-wait a minute."

Then she read to herseif: "My dear Do you intend going out this evening? If not, will you see me I have something to say to you of the greatest importance—to my-sclf, at least. JULIUS CLEMENT."

you of the greatest importance—to my-scif, at least. JULIUS CLEMENT."

"Here, Prisey, read this." And Mab handed the letter to her sister. "What do you think he means?" Then she , speaking gently, to avoid being heard by the servant girl, who was waiting at the door, "Do you think he's got us mixed up?"

As Prisey read the note her blue eyes opened in amazement, but she only "You're keeping Jane waiting,

Mab turned suddenly to the door. "Tell the boy, 'Yes,'" she said. "That's all the answer there is."

The door having closed behind the servant there was a silence of some moments between the two sisters. They seemed to take the incident in contrasting ways. The brunette Mab stared, as child might stare at an elder sister --Prisey was her elder by a year-who has met with a calamity and perplex-ed by her coolness under it. Prisey went on with her occupation, which pappened to be pulling feathers from an old hat to lea range tiem on a new one.

These two orphan girls had been a'one together in the world for so long that each expected to understand every inmost feeling of the other by intuition,

'Don't you care?" Mab said at last. "I?" said Prisey, looking up from her feathers for one moment. "What for?

"Was I right, Prisey?" "Perfectly right, chi.d."
At the appointed hour Mr. Clement rang the bell and asked for Miss Mabel

"Did you say Miss Mabel?" Jane

"Yes, Miss Mabel." Jane really felt uncertain as to whether Mr. Clement's memory had not

played him a trick. So you have something of the great importance to say to me?" Mab ed him when she had taken a very

straight chair opposite her visitor. "Er—yes, Miss Mab. I hope you won't hurry me, though. Did I say 'the greatest importance' in that note I sent you? Oh, well——"

To you, I think you said. But I don't want to hurry you. It's very sloppy out of doors, isn't it?"
"Oh, now, don't make fun of me."
"How?" Mab asked innocently. "Be-

cause I asked if it was sloppy? "I might as well come to the point," said Clement. "Look here, Miss Mab,

of course you know what happened last night—at the Jernay's—to me, I Mab only fixed her dark eyes on him

ien he hesitated sair "Go on. Well, I want to know if—if you k—that is, if I have your sympa-Hus Clement had a fine mustache

curled with boldness and grace, which he always stroked and pullhen he was in doubt or in deep ht. On this occasion he was in and he acted accordingly. Do you need a great deal of sym-hy?" Mab asked him.

on't know whether I ought to say ment answered. He had al-

dy worn out his first embarrassme was beginning to warm to his sub-"Perhaps I ought to consider self fortunate rather." 'Oh, may I ask-

urse you may. I suppose you know what answer I got?"

"Well, no."

"Just so." He laughed nervously,
"But then I found out something—! What did you find out?"

"If your sister said 'No.' it was be-ause—it wasn't because—it was beeause she wants always to be just as you are? There! with you, just as you are?

ad a way of tightening her lips risey called "shutting up her-to herself." She went through

"We were talking of buying a parrot," she said very seriously, after a ittie pause.

e pause,
"A parrot? What for?"
"For one amusement and consola-Clement laughed at this id a so heart.

lly that Mab began to wonder.
"Tell me, seriously," Clement said,
"Isn't it something to know that somebody cares for you—even if——'
"Mr. Vanduren to see Miss Mabel Cartwright," Jane interrupted, open-ing the door at this point in the inter-"Mr. Vanduren!" Mab exclaimed, not

oncealing her surprise.
"Oh, I—er—I intended to tell you,"

said Clement. "He arrived in town to-day, you know. You hadn't heard?" There was some embarrassment in the meeting between this young artist and the girl, who, in the language of common report, "had given him the mitten" nearly two years before. Vanduren had taken himself off to Mexico and Central America, alleging an Irresistible longing to sketch nature in

"You quite surprised us," said Mab, as she shook hands with the bearded last arrival, "and very pleasantly. When did you get back? Prisey will be so glad to see you again. Let me go up and tell her you are here."

Without prolixity it would be impossible to describe Vandulen's manner of receiving this suggestion. There was more than mere embarrassment; there was annoyance. Something seemed to have gone wrong. Mab saw this much but was not clear as to what was wrong. Clement smiled a very proper conventional smile and stroked his mustache. Vanduren mumbled some-thing which Mab felt perfectly at liberty to take for assent. Mab left the room and the two men stood face to face.

You seem amused, Clement," said Vanduren, breaking the silence.
"Well, why shou dn't 1?" Clement an-

"What did I tell you to-day? Of course you didn't tell me you would

you know."
"I didn't think it necessary to advise you of all my movements beforehand," said Vanduren, cold'y, while he stood before the mantelpiece critically ex-

amining an applique drapery.

"That's right, Vanduren—quite right.
Now before they come down let me tell you something." Vanduren turned quickly and faced the other man. have no time to lose," C emeut went on, speaking hurriedly. "You may not speaking nurriedly. "You may not know it, but you are my 'god out of the machine"—that's a classic allusion, you know. I'll explain it another time. See here, I knew well enough you'd be here to-night. That was why I to'd you I was coming. Now you want me le get out don't you?" to get out, don't you?"

For answer Vanduren only stared. "Yes, you do. Miss Prisey won't come down."

"How do you know that?" "Never mind. No time now for arguryent. I only want to make a straightforward business proposition to If I get out of this will

promise to propose to Miss Mab this very night? Yes or ro?" "Well. I'll be—shot!" Vanduren exclaimed in an undertone. "Yes, I know," said Clement. does seem a queer and quaint idea, but

there'll be time for explanation later.

A rustle of skirts could be heard on the stairs. "Yes," said Vanduren, making his decision hurriedly, as one who leaps in the dark

"Good for you-for us both," Clem ent whispered to him, as the skirts came nearer the door of the sitting "And tell her to take a day or two to think it over-not to hurry. "I'm so sorry, Mr. Vanduren," said Mab. opening the door, "Prisey has a headache. You are going to be here some time, are you not? In the city?

That's right. She told me to say she hopes you'll come aga'n soon. She was very glad to hear of your return."

The rest, for ten or fifteen minutes, was small talk, about traveling and

was small talk, about traveling and art, Mexico and volcanoes. Then Clement. in conformity with his promise, "got out of that."

Next afternoon the two girls were to-gether again in their room. Prisey was turning over a letter that had come to her through the mail.

"I think you might let me see it," said Mab. "I let you see mine yester-At last, after some hesitation, Pri-

sey without speaking, handed her sister the letter, which read: "You must not Think me over bold if I refuse to take your 'No' for an answer and come back again within a forty-eight hours of my defeat at the Jernay's. Something leads me to the conviction that this is a specially favorable chance for me to 'try again.' Will you reconsider your decision, or is there really no hone for me?

is there really no hope for me?
"In the latter case, mercifully end my suspense by an early answer

"JULIUS CLEMENT." "I wonder what he means by 'some-thin," Prisey remarked as Mab hand-ed her back the letter. Mab was shutting herself up to think.

"I tell you what, Prisey, that man is no fool." Mab paused awhile for further meditation. "Yes," she went on, "it will take a pretty sagacious woman to manage Mr. Clement. He sees into last night to ask for my sympathy, duren was in town. My dear Priss, that man knew very well that Tom was coming here last night. It was a plot to force Tom Vanduren's hand. If

thought Tom was as clever-"
"But as it is?" Prisey interrupted, outting an arm about her younger sister's neck. "As it is? What?"

"Why, Prisey, I think they're keeping step at last. Don't you?" "Then we needn't advertise for a par-And the two sisters wrote two little notes that evening. Mab's note was to Vanduren and it said. "Come and get

your final answer to-morrow at 8 o'clock P. M." Prisey's was longer. But the effect of the two communications was much the same. The two sisters and their two suft-ors kept step admirably a few week's ater, to the time of the wedding march.

-Providence Telegram. What three words did Adam use when he introduced himself to Eve, and which read the same backward and orward? "Madam, I'm Adam."

OURWEEKLYSERMON

Our Leader and Rearquard. The Lord will go before you, and

the God of Israel will be your rear-guard.—Isalah, ili., 12. There is somewhere the story of a crystal stream whose waters flow forever over rocks made red with human blood. And although this stream has flowed on and on for ages, it can not wash away the crimson stain, for a martyr here gave up his life, and his blood remains as an eternal witness to the truth. And men approach this stream, it is said and clasp each other's hands above the blood-stained rocks and renew their vows to heaven.

This strange story has it fulfillment now in our Memorial day, when reli-gion and patriotism clasp hands above the graves of the departed heroes, North and South, and renew their vows to God and man. To-day we place the garlands on the graves of the soldiers who gave their lives for our country, and it is well we do, for there are throngs of people coming seas who do not know the matchless price paid for our liberty and who do not know the rule of this land to be

The Lord will go before you." We bow reverently at the graves of silent army, whose speak to us of sacrifice and triumph We come not to look for scars and wounds. At nature in the springtime ter, so gentle time has covered the sorrows and sins of forty years ago, and there rises over all the glory of divinie leadership, for "the Lord will go before you, and the God of Israel

will be your rear-guard.' The man who examines the blade of there. The man who studies the hisplan unfolding with precision and grace, and will never doubt that God leads the individual and the nation. Thank God, our days of doubt are past, for we have come to know that Christian manhood rises triumphant

"How then, will the Lord go before Not in visible form, surely, for that would discredit God does not come to earth to prepare everything for man-plan path and all -and then lead him as though he had neither sight nor sense. No; God teaches man to use what He has given him. God leads by the preparation of the past. We travel the highways laid out years ago by our forefathers. We enjoy the liberty purchased for us by the patriots of former days. We take up the work prepared for us by those who have finished their journey. We possess the heritage of Christian citizenship, purchased by the blood of fallen heroes. We dig in one mountain because there is in it the precious gold. in another, and find the diamonds, for God attracts us treasures. Now, these all are the leadings of the Lord, though they seem so

natural. not in His cazzling form of majesty nor by a voice of thunder from the sky, but by the beauty of His truth revealed in His word; by His immediate and divine influence, which we often think is of ourselves: by the grandeur of Christian manhood; by the sweetness of forgiveness; by the infinity of His love; by all things good and beautiful which can remind us of our Heavenly Father. He goes before us always if we love Him, unfolding with unseen hands the map of our lives and seeing that we fill in the parts necessary to completeness sacrifice, as the soldiers whom we honor to-day went before us preparing the glorious way. Let us ever follow Him as obedient children, saying:

We go the way our fathers went, The way that leads from Banishment, The King's highway of holiness.

But we are told also that "the God of Israel will be our reward." There are dark deeds in the past of almost every life—deeds which we would fain lorget—which, if unforgiven, will ever cast their shadow across our path. The future does not disturb us much, the present conflicts are soon over, but out of the past come are soon over, but out of the past come the monsters of other days to wound and kill. To know that the everlasting God will be our rearguard, if we will permit Him, and that He will settle all the past, is a source of infinite comfort. To know that God will forgive the past if we will permit Him, so that it will never come up in judgment to condemn us, is enough to bring the bloom of youth to the cheek

of old age.

Now, God works by human agency whenever He can. He rearguards us by His power transferred to man. God expects each man to be the providence of his own little sphere up to the limit of his knowledge and ability. See how well the Puritans guarded their past by taking care of the present. See how William Penn lett no enemy in his past to take away his reputation when he was gone. If, then, there is to be a glorious past, in family or in nation, followingn these days in which we live, we must see that the present we live, we must see that the present is full of the means of defence. We must see that we have a surplus of confidence in men and of faith in God to make up for the man who has none For every ignorant man who lands up-on our shores you must add a little to your knowledge and influence to bal-ance the scales toward the right. For every murder or other awful crime such as have been committed in the last few days in Russia you must increase your righteousness as much as possible. For the doubting, that falteringn and the discouraged need men of strong faith who work out joyfully the great decrees of Providence. Columbanus once asket Providence. Columbanus once asked his friend Delcolus, "Why are you always smiling?" To this the other replied, "Because no one can take my

We rejoice in this our quiet con fidence in God, which secures to us a settled past and a glorious future. We are glad to hear to day this voice which in the incident of the text was spoken to God's people when in slavery in Babylon, "Do not hurry, take your time, do your work well; you are safe, for the Lord will go before you and the God of Israel will be your rear energy."

JOHN LLOYD LEE, D. D., Pastor astor Westminster Presbyterian Church, New York city. SPRINKLING SPARROWS.

That little pest, the English sparrow becomes an amusing companion wher 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. An old friend who has a lawn makes great sport of a covey of sparrows who have learned that he has a supply of water for them on hot dry days. A good thirst so emboldens them that they will stand a drenching If the hose is aimed straight at them they will scatter in all directions, but if the stream of water is thrown high in air and allowed to come down in spray they imagine it is rain and will revel in it for minutes at a time. They shake with delight, spreading out their wings to catch the more. They have now become so well acquainted with the old gentleman and are so friendly that the moment he picks up the hose they fly to the lawn and sit on the grass expectantly.

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. The men slyly crowded around to admire and inspect, while as for the women-well they were shocked. The bodice was none too high, and Hebe herself could not have beaten the form. It was evident that an artist had done the tattooing, for it was the most delicate tracery, resembling the lace that our proud families hold as heirlooms. It finally developed that the young woman had placed a bit of grand mother's precious Argentian over her and lain out in the sun for a few hours. The result was a pink and tar print, and not tattoo at all. Ever since Mr. the night of the reception the beauty

has been laid away in poultices. 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. Most of them belong to farmers in New Jersey, Long Island, Connecticut and the nearby counties in New York state. Instead of being practically idle much of the fall, winter and early spring, they have earned big wages for their owners. Furthermore, the demand for good horses among the contractors has boomed prices tremendously. Whereas, a few years ago an ordinary ploy horse went begging at \$100. I have known many to sell recently as high of the bank? as \$220. It seems to be good times all over the country for the farmer."

American wheat-growers need not worry over Joseph Chamberlain's project for taking away their British market. Canada's ambition to be called "the granary of Great Britain" rests on very slim foundations. The total value of her supply of wheat to the mother country is less than \$17,000,000 a year, while the United States annually sends England about \$72,500,000 worth of the staple grain. The tax on reached, he lingered a little, and askwheat would have to be heavy and

Building operations in Philadelphia of dollars; "certainly; cut off as much involving \$12,000,000 are tied up be as you wish." cause of the carpenters' strike in that city. The costliness of our business and labor wars is a subject upon which there is need of general enlightenment.

While smoking a cigar a man lumped from the Brooklyn bridge before the police could stop him. The brand of cigars must have been the same that politicians give out in the hope that they will make men desperate enough to vote for them.

If marriage is their object the twenty Chicago men who formed a matrimonial club went at it backward. They should have formed a brotherhood sworn by terrible oaths never to marry and they would have been

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.

The German Kaiser dearly loves Americans, but he is said to be expelling American correspondents "in the public interest." The public interest is Publicity. The disclaimer of the report from

Shanghai that we have been stealing

British naval gunners is the fact that we have better ones of our own. Two Colorado editors exchanged thirteen shots without hurting each other. Marksmanship in the West is

not what it used to be.

An Indiana man shot himself because he couldn't hire a good house keeper. He might have avoided trouble by getting married.

married don't carry a sign. shooter picks off the enemy. The moral is that if you want to get picked off by the girls as a sharp

A FATAL MISTAEZ.

It Was Made by a Profuse I rene'iman to

His Leave-Inking. citizen of France who has an inveterate habit of confounding every thing which is said to him, and has been endeavoring to acquire a knowl edge of our vernacular, was about leav-ing his boarding house for a more comfortable quarter. All the little mysteries of his wardrobe, including his last nether garment and umbrella, had been packed up, when he bethought to him self the unpleasant duty now devolving upon him, that of bidding "ze folks" good-by. After shaking his fellow-boarders cor-

dially by the hand, and wishing them, with incessant bowing, "ze verree best success in ze viri," and "ze benediction du chief." he retired in search of his "dear landlady," to give her also his blessing. He met her at the staircase, and advancing, hat in hand, with a thousand scrapes, commenced his speech: "Ah! madame, I'm going to leave you. You have been verree amiable to me, madame; I will nevere forget you for zat. If in my countree I would ask zer Government to give you a pension, madame." The good lady put down her head and blushed modestly, while our Frenchman proceeded: "Vell, I must go; you know in zeese life, it is full of pain an' trouble. If Got adopted ze virl vich Lamartine made in his poesie, zen zure should be no more pain. Adieu, madame, adieub! perhaps forever."

Thereupon the Frenchman was making his exit, when he was suddenly called back by his landlady, who interestedly inquired: "Why, Mr. C—, you estedly inquired: "Why, Mr. C—, you have forgotten your latch-key." Mr. C—— appeared amazed, apparently not understanding his interrogator. continued Mrs. M—, "you know it is the rule for all boarders to give me their latch-keys." "Oh, madame!" in-terrupted the Frenchman with enthuslasm, "I vill give you not one-not one but zouzands!" and applying the action to the word, he sprang towards Mrs. M—, and embracing her tightly in his arms, kissed her most heroically. The affrightened Mrs. M—, recovering herself, at length, cried out: "The key! Mr. C—, the key!" Frenchy, looking confused, confounded, ejaculates with heavy sighs: "Oh, madame! I zot you ax me for one kees, an' I give it to you. Vat a fatale mistake!"—Scottish American.



she-Were you upset by the failure He-Not completely, but I lost my

A story is told in the India Rubber Vorld of a meek-looking stranger, with a distinctly ministerial air, who applied for permission to look over a large rubber factory. He knew nothing at all about the rubber business, he said, and, after a little hesitation, he was admitted. The superintendent showed him about in person, and the man's questions and comments seemed to come from the densest ignorance. Finally, when the grinding-room was ed, in a hesitating way:

levied for a long term of years before
Canada could multiply her wheat production fivefold.

"Couldn't I have a specimen of that curious stuff for my cabinet?"
"Certainly," replied the superintendent, although it was a compound the home dressmaker. ecret of which was worth thousan

With eager step the visitor approached the roll of gum, took out his knife, wet the blade in his mouth, and superintendent, laying a heavy hand upon the stranger; "you are a fraud and a thief. You didn't learn in a oulpit that a dry knife won't cut rub-

So saying, he showed the impostor to the door, and the secret was still safe.

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!'' Youth—But, father, what shall I get of life at that rate? "Get? Do you suppose life is a mere playtime to pander to material and carnal appetites? Nay; your young and strong years are the proper years for toil, for drudgery, for saving."

"But, father, I would read; I would study; I would be enlightened, and as a concomitant must have exercise re 'Recreation! Why, sir, the years of activity are your workday at is a day. You must begin to line, in its early morning and toll far into its afternoon. Never mind the noonday meal! A crust and a promise will do.

in the harvest. Toil! Skimp! Deny!
And toil on until the darkness comes
and the old limbs are failing—"
"But, father, what is the reward of all this suffering self-denial? of sitting in life's gloaming and telling your children and grandchildren abou it."—Cleveland Plain Dealer.

In the Coming Time,
First New Woman — That Mrs
Umphry is horribly lacking in man-

Second New Woman-What's thi First New Woman-I saw her in a street car the other day when a num-ber of gentlemen entered, and she never offered to give up her seat to them —Chicago Record.

She-I wonder why it is that womer

are not as great poets as men are?

He—That's an easy one. The muse is a woman, and it takes a man to manage her .- Texas Siftings.

NEW YORK FASHIONS

THE TUB GOWN NECESSARY TO HOT WEATHER COMFORT.

The Craze for Lace and Embroideries . . Still Growing.

In summer the society woman comes very near being a philosopher. With a dim recollection of the Diogenes of her school days, she declares that nothing but a tub is necessary for her comfort provided an accomplished laundress stands beside the tub while pretty summer gowns go into it daily parade the length of a smart waist esand emerge from it unharmed and as good as new. "Tub gowns" in plentiful supply should form part of every woman's summer wardrobe. Rightiy made they are serviceable, sensible, modish garments.

Tub gowns, which used to be only the linens and ginghams and heavier cotton stuffs, are now fashinoned from nearly every conceivable fabric on which scissors and needle can ply.

White lawns,, India linens, dainty dimities and organdies, French muslins, batistes, China silks-the names might run on over a whole dry-goods catalogue, listing innumerable pretty materials for tub gowns.



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

Lace d Embroidery Craze.

The summer's craze for lace and with each other in beauty of design collar of linen is finished with a narand wealth of ornamentation. Real as row band of open work. machine embroideries are used. The the fabric, but the threads must be patterns thus run the whole gamut of drawn in the piece from which the prices. And yett, so artistic is the waist is cut. This necessitates the utbrain which planned them, that even | most care in cutting the pattern, which the simplest possesses a distinction should be fitted perfectly and the too often lacking in the work of a seams marked before the threads are

In the pattern skirts the lace is inserted the length of the seams, or panellike down the frontt, or it simuabove the hem. In other designs to forms the short hip yoke.

In the waists and blouses the tern furnishes bands of lace insertion, collar and cuff pieces, and fancy yokes and vests. Although a particular style may thus be suggested, ample oppor tunityis allowed for the display of peravoided, and the woman who prefers in readily with her purposes.

Embroidered Flannel Blouse.

Nowadays, when embroidery is tha 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 for linen and pongee gowns. Odd belts decorations are more satisfactory in are shown made of fine white threads so closely woven as to be almost elastic. Some of them are fastened with white enamel buckles, while others have a Mexican saddle knot and fring ed ends. A great many are shown with buckles of gun metal in twisted wire designs. A bewildering displat of pique and canvas belts is to be seen

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 shoul der piece or jockey of lace at the tor of the sleeve, which produces a sloping shoulder effect.

Things the Well-Bred Girl Never Docs She never asks personal questions. She takes her gowns, her hats, her successes as a matter of course

She never apologizes for working for

Miving. She never airs family grievances nor

Iomestic upheavals. She never occupies the centur of the floor discussion her own affaris and forcing others to listen to his opinions.

The Shirt Waist.

To the girl of dainty tastes the temptations of the shirt-waist are endless. Wash fibrics 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 ablishment this smpring, for the array of waists, prefixed by that misleading litle "shirt," is too alluring to be withstood by the average woman.

wash fabrics gave way to lawn, embroidery to lace, tailored stocks to collarless effects. When butchers, linen or madras is employed, it is rendered more summery by the introduction of open work or masses of lace medalions. Two striking examples of this

As the season advances, the heavier

principle are shown in butcher's linen. One of the Geisha waist, showing a front composed almost entirely or frawn work, the other in the Forsythe waist with squares of cluny lace.

The Geisha waist is built on the simplest of shirt-waist patterns, with stitched straps covering the shoulder team. The sleeves show the bishop affect, falling over a finely-tucked cuft. The drawn work, which shows the Mexican diamond-shaped figure, starts in the arms' eye and runs parallel with the straps on the shoulder across the thest to a point within two inches or the center, then turns squarely and



FANCY WAIST. embroideries has brought about unex- runs down the front of the waist to the pected developments in the pattern belt line. This band of drawn work is robes. The shops are full of patterns two inches wide, and is outlined on which seem to need only a stitch or other side by a narrow strip of drawn two to convert them into the most work, scarcely more elaborate than elaborate of gowns. Thin wools, linen hemstitching. A simply stitched pleat and mercerized fabrics, and the sheer- down the center is finished with four er batistes, muslins and organdies vio large pearl buttons, and the soft crush

well as imitation lace, hand as well as This drawn work cannot be set into drawn otherwise the bands of drav-

The Forsythe waist is much more "dressy," and is adapted to afternoon lates a flounce effect ten inches or so 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 sonal taste. In this way monotony is embroidered in the center with a conventionalized daisy, which is surroundto follow her own exclusive designs ed by French knots. French knots will find that the robe patterns will fit also finish the underarm pieces and the back. The sleeves pouch heavily around the cuff, and are finished with the French knots and three squares of the lace on each sleeve. The cuff shows a narrow insertion in the same pattern as the squares, with a beading of French knots on either side. The same insertion and the French knots

form the crush collar. 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 bought, and they are extremely pretty the lace squares but the elaborate lace

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 coths. They should be from a quarter to half an inch

Inly 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 suffi

cient to meet every emergency.

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

Bonnett's ideas met with the strongest opposition from his own company, Rescue Hook & Ladder Company, and from Lady Warren Eagine Company. In the latter case they were rather angry with Bonnett for his attempts to sell the engine, ar and which so much sentiment lingered, and further, for his efforts to have the engine house built above the church. In the engineers' capacity to the trustees or Each the church. In the engineers' report to the trustees on February 21, 1889, Chief Bonnett significantly says: "Triumph ruary 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 house 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

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 \$2,00.00 was submitted at the annual village election on March 7, 1889.

At the annual meeting of the fire department held on March 9, William Bornett was according to the fire department held on March 9.

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 Fire department matters were at a rever neat. Indicases F. Clark, John Braham and Frederick Kieeser 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 Mardorf, R. W. Milburn, H. M. Purdy, Charles Reynolds and

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. This 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 provides coverage was done to be present. ent 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 the 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,

At a meeting on December 3, 1889, William Curran, Pat-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 The Patrick Patr

In the report of Chief Bonnett, made to the trustees on February 11, 1890, it was shown that 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 mo-tion 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 vinlage

It was also resolved on motion of Trustee Thomas F. Clark that \$1,000 be apropriated 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. Laceb Helde first existent Nicholas Murphy second.

Chief, Jacob Hafele first assistant Nicholas Murphy second assistant and Thomas Finegan third assistant.

chief, Jacob Hatele 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 Vandenburgh 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.

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 Sprinsteen, James Renn and Jacob Hafele as assistant engineers.

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

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

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.

tants, 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 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 elected Messrs. John F. Meyer for chief engineer, with Lawrence Mannion and Phillip Brown as first and second assistants, respectively. This same combination practically conelection for the fire department officers in 1901. Michael McCabe was elected Chief, with Phillips Brown, 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

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 Car-

riage Assistants, Philip Brown, Jr., and George G. Melvin. Former Chiefs of Haverstraw Depart-

ment.

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 Fife Corps. 20 Pieces.

Fire Patrol, No. 1, Mt. Vernon, N. Y. Walter Flandrau, captain. Mt. Vernon, N. Y., Military Band, 25 Pieces.

Engine Co., No. 3, Mt. Vernon, N. Y. Brewster Hook and Ladder Co., No. -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 Vatley. 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, Fife 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. 22 Pieces. Milton Blinker, 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 Fife and Drum Corps 23 Pieces. New City Steam Engine Co., No. 1. Edward C. Buchenau, foreman.

> Uniforms, Buff Tan Shoes. Steam Fire Engine. Poughkeepsie Drum Corps. 25 Pieces.

36 Men.

Orange Hose Co., Walden N. Y. Henry Williams, foreman. 31 Men. Uniforms, Orange. Hose Carriage.

Murray's Brass Band. 16 Pieces. Irvington Fire Association, Irvington, 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 Lad ler Co., No. 1, Kingston, N. Y. William S. Elting, foreman. 48 Men. Uniforms, Blue.

Hose Carriage. Collins' Newburgh City Band. 20 Pieces

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. 50 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. 36 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.

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, NY. F. Meyers. foreman 30 Men. Uniforms, Blue.

Byron Drum Corps, 24 Pieces. Laffin Hose, Sangerties, N. Y. John McCormick, foreman 30 Men. Uniforms, Cadet Blue.

Hose Carriage Fair View Drum Corps, 18 pieces. Volunteer Fire Association, Jacob Fox, foreman

18 Men. Uniforms, Blue Suit, White Pants Ogden Hose Co., Dobbs Ferry, N. Y. Exempt Fire Association, Sa igerties.

A. A. Finger, foreman.
20 Men.
Green Uniforms in Carriages.
SEVENTH DIVISION.
Ex-Chief William Bonnet in Command
Washington Irving Drum Corps, Tarrytown, 4) Pieces.

S. W. Johason Steam Fire Engine Co., No. 1.

Garnerville, N. Y. Robert J. Taylor, foreman 35 Men. Uniforms, Blue

Steamer. Walden Drum Corps, 22 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 Fife, 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 Schmohl, foreman.

22 Men. Uniforms, Blue. Hose Carriage.

The Judges. COMPETITIVE DRILL. Albuzo 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. Morrissev. 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. Helmle.

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.

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Watch

ment, each piece of which is fully guar-

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 flush 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 with the west side of Broadway, the line of the division forming on the south side of the street.

The Fifth Division will

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 o' 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

Starting the Parade

It is expected that each commander of a company will have the members of his companing 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

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 Hadson avenue, to West Side avenue, to Garnee 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. 6, 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 phy-sician? 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 character-istics and understands the

istics and understands the temperaments, etc., will give better and more setisfactory 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 ing at one drug store, you'll get better and more satis-

get bettër and more satis-tory 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. deserve it.

The best service, only, can do this.

The best service, you will notice, in making your first SENGSTACKEN & HASTINGS,

PHARMACISTS.

NEW YORK.

STONY POINT,

or any other article of jewewelry at the lowest possible price? If so, call at the store of SAMUEL DECHELFIN, on

BROADWAY where you will find a complete assortJohnson,

Successor to L. P. IONES. Builders' hardware.

Nails, Locks, Hinges, Bolts,

Pure Mixed Paints.

Brushes, Rope, Twine] and General Hardware.

32 Broadway.

JAMES CALL Boarding House.

Well lighted and ventilated rooms. All the comforts of a home. Delightful location.

Cor. Broad and Rockland Streets.

COAL. COAL. E. R. Knapp,

West Kaverstraw, n. Y. Telephone 44A. P. O. Box 43.

> ALL KINDS FURNISHED BY CARLOAD

Mrs. Callender was "at home:" is love wearied you. So you taught which mean that anybody who had a claim to be considered anybody had puzzle out the meaning alone." either arrived or would put in an appearance before the afternoon was over Randai Siscey was standing at the door of the music room feeling unut.

The words fell clear and cold from her lipe. She raised her eyes to his as she ended, and he gazed down into their gray-blue depths with a whole world of renorms in his own.

from his weary, handsome face. musical perces you to "Stophanie" is it indeed you?" " neved, taight you not?"

sorry for yourself," she imighed, iffiing her grey-blue eyes to his.
"I was bores to extinction," he al-

lowed amin's back at her. lowed smithing back at her.
"Indeed." he pondered reflectively.
"It all depends how one looks at it.

cartain of hearing really good music. Perhaps you are hard to please."

She shet a keen scrutinising glance at him from under the hig block hat.

that fellow, now, who is singing some heathanish jarges "It is a Italian serenade," she inter-

with a ripple of laughter, as

Dutch for all the same of meaning he convers. Do you sing Stephanie?"
"You, indeed. I am gring to sing for Mrs. Callander presently." "It is so long since I heard you,"

Randel Stary west on framily. "Do you remained the same as a second offer to draw the play and sing to us believe these same are very litwhite you used to play and sing to us sould offer so drag me here to-day."
"What a drappointment!" days how long ago it seems! Is it been," he answered. "Since I've had four or two years! Where have you the pleasure of meeting you again."

That's very sweet of you!"

"Stephanie, you den't know how

"Dran't you know where I was-" she

"But you thought it best not to go his lassitude had vanished, and all he and see for yourself," she put in, with remembered was that she was Stephanic not not perhaps the Stephania he had

"I mesers you " he began eagerly, but she held up one hand eachorisative-

Bush! please don't explain; there's no need: I quite understand all that you meant me to see you understand." "What do you mean?" inquired Rus-

pare in ellence a silence that made it. Bue you make at all me Staphania, ir vaguely uncomfortable.

"I was young and foelish," she saft! Spendily, spenking in a caim, meatter "Heanone I den't wish it," she rejoin-tene, "and at the time I did not set buildy. of fhot tene, "and at the same portantly plain to undecestand what was perfectly plain to "he you wish, of course" number and afterwards. It was entremely dense "perhaps I deserve the rebuke, but I've always thought of you as Stephalica and the future must it be blice

of me, I seemit."

"You are appealing 'n enigmen," he prijoined a trifle brusquely and awk-wardly. "I wish you'd be a little more

I've always themgat of you as Stephanie. For the future must it be bliss Cuaves, then?"

But apparently she did not hear. The

Phere was a ponce during which the thoughts of each had flown back to that past he had conjured up. When and than she followed Mr. Callender the apoke again the tings of mockery into the same room. Stacy watched was still in her voice and she did not

Much can happen in that time and much has happened. You are changed, by those five years. They, and

sor instance. You have grown visibly older by these five years. They, and other things, have set their mask upon you."

He was vegoely incompatible. This was not the Stephanic he had known in "those old days"—and yet how sweet and altogether decirable she seemed!

"Yea." she went on, "you were different then, or clee a glasmour lay over you that I was too infatuated to see through. Remember how I werehoped your beauty, how I believed you to be all that was grand and noble"—the laughing mokery in her tones made him wince—"so painfully resubbel and foolish of me, was it not? You told me a fortune lay in my volus—do you." A pretty, fresh volce of average "A pretty, fresh volce of average. mis a fortune lay in my vedes do you recollect, and you were inclined to rave quality!" O, blind fool he was, not to over by little sketches of character, but have known! So much for the keen still, when I was left alone in the penetration on which he had prided world, so sink or swim as best I might, himself. An eager crowd surrounded you refrained from holding out a help-her when she ended her song, and Ranhand to me, when a word from you who had already won your way in the life was fereriably anxious to speak to literary world, might have saved me many a forker, heartbroken hour, and

"I didn't know!" broke in Stacy fell vaguely annoyed with him.

We believe me, I knew nothing Mrs. Callender was standing near. engerly. Believe me. I knew nothing or I would have helped you. I would have done anything for you, Stepha"Who is that it

"But yourself pointed out my capabil- "Where?"
Ities of which I was ignorant."
"There

"Yes, yes, I know," he protested.
"One says what one can to encourage. me suppose you would do more than

suppose your words had no meaningmore than the other things you seen you?"

He was silent. That doed past was sividity before him.

"You told me a great many things, which, doubtless, you have forgotten. It isn't everybody who has such an inconveniently good memory as I," she

preceded. "You made love, you passer le temps. It was amusing. I've no doubt, to you; and, of course, my two openly expressed admiration and child-

The words fell clear and cold from

door of the music room feeling unutterably bored at the whole thing. A mandolin band had just finished a serenale and some one began to sing. He sat down includely, wendering why apon earth he had left his violate exactly drug him with her to was a heastly crush. Then suddenly he bearen conscious that he was not so as a heastly crush. Then suddenly he bearen conscious that he was not so as a manufacture of the property of the property of the sum of the property of the prope

and then in glad carporate he rose raid, event vales, "you might have tempers and borotom gone mustcal person you told me I pos-

"It is indeed," she returned. "I have been washing you for the last 10 minutes, seeing as Burry for you."
"Why?" he school, taking the waster things; and you had a pretty fresh voice sout by bar ches. "O wall you looked so intensely would have been the use of putting out our literary and musical glants? Did you aspire to be a brillant authorsus, like the celebrated Mrs. Vavamour, for

don't you know. For instance, Mrs. odd smile. I was very ambittone Caltender assally has a lot of celebrin those days; I am still. I should like to be greater even than Mrs. Vavas-

He smiled indulgently at her remark. "Porhaps I am. I confees I don't see the pleasure of staring at people see the pleasure of staring at people to be went on reflectively. "I don't know that I am greatly impressed know that I am greatly impressed with her work. It leaves a good deal to be desired."

'Mrs. Verseour le a woman la a "But you are fond of musis?" she thousand," he averred.
"Indeed!" lifting her sychrows in po-

Yes," he agreed, "sometimes. But lite surprise.

Yes," he agreed, "sometimes some lite surprise.

"Yes," he affirmed positively. "A woman who small pertray the depth of feeling, the breath of character, the passion and possey that she does, in a woman whom it would be a liberal education to know! A woman who has "You don't know this Mrs. Vavas-

our?" she inquired, still intent upon the group opposite. "Not," he returned briefly. "Not yet,

could effer so drag me here to-day."
"What a drappointment!"
"Not so much as it might have

gind I am to see you once more. I may call and see you

He best forward in his engerness. All nie; not, perhaps, the Stephanie he had loved in the eld days, but infinitely searer, with a subtler indefinite charm insidious than mere physical beauty; a woman whom he felt he could love with all the strength of his heart and bosin. He waited for her reply. It same at last in her musical, well-modu

please. "Why may I not?" he pleaded.

She shrusped her shoulders with a broken up, and like. Callender came toward them. Stephanic rose hastily "Are you ready for me," she asked.

> her disappear through the door. What a fool he had been to let Stephanie Curren pass out of his life in those past days. He had not behaved well; he has it now, if he had not realized it before. She had loved him then—her

"A pretty, fresh voice of average quality!" O, blind fool he was, not to dal Stacy could not reach her just then her and explain things.

A tail, fair man was bending over with open admiration and Stacy

"Who is that follow talking to Miss

You didn't know!" she schood. Craven?" she inquired.

"There," he returned, "by the plane -don't you see? "She. That isn't Miss Craven she was a year ago, but now she is Mrs. Vavasour, the authorses, and that is her ausband. Archie Vavasour. He

royal road to success either in writing brought her one and gave her genius or singing. Stephanie." "O, are you going already? Well, if you must good by. So giad to have

> And Randal Stacy went home, with the words of Stephanie Vavasour's song ringing in his ears:
>
> We twain may not remeasure.
>
> The ways that left us twain.
>
> Home Nates.

ON HIS OFFICIAL LIGHTY.

He Read the Boy a Highly Moral Lecture Wien a Chicago M an Wants Comfort Cost and Then Warned Him Off.

was waiting for the postoffice at

demanded the jankor.
"I wante to speak wid yo"."
"Who is yo"?"

'To' know who I is. To' is dan er-"Oh! yo' is her brudder Sam. Weal what ye' want?"

"Kin yo' lend me ten cente?"
"On what grounds, mh?" "On de grounds dat yo' is gwine fo

"They, down ye know nuffin 'test' boys' yellowagen' shouled the jarvice, as he maked his broom over his shoulder. "M3 the conductor been amongs to ro'm sixta his source." "Never mand his broom over his shoulder. My bein' supposed to yo'm slater Evangeline on a private afteen, an' my standin hash capsecondin' de United States Gur' mother window, took a dewspaper out they have found it out for themselves. In the proper three handred thousand peop's nother window, took a dewspaper out of the process and the process of the process and the process of am two emirals different contestashuna As yo'r facher brudder-in-law I'd like to obleage yo', but as a representative or dis per ment I donn know ye' from

ffer ladyship dropped languidly inte as arm shar that stood near the writing sable, and after much hesitation proceed ed to may: "I have come to ask your ad-

"Fairing upon your friendahlp and ex-

"No! shan no! "No!" she exclaimed sobbing as if her heart would break. "Still you were both quise happy until a very short times ago. And the Barest loves you beyond measure. He—"
"Tes, I know; but it is all over with her stick, while the grandmother ap-

Perhaps a difference of opinion or piled the poulties. a misunderstanding that may be eastly his mouth. emedied?"
"Yh, no! A sheem separates us-s

yewning chasm."
Another shower of teams.

What is B?" "Nevertheless, M I am to be of any

"I'd rather apply for a diverce!"

"It is dreadful." "What is it? You have not told me "You've got it of yet, and before I can help you I must know the cause of all this distress and Rehorbeth Herald."

"Then I will tell you," she faltered out as she rose from her seat and whispered something 'nto the physician's ear.
"What is R? I did not hear; more distinctly, it you please."

She repeated the words.
"Your husband?—once more, please Baroness: you say your husband-well?"
A smile played round the doctor's lips "Ah! he sneres! And that makes you

gulf that separates you?" "Oh! but if you only knew how horris

"How long has this been going on?" "And you have never noticed it he

Never, never!"

"No that is to my, he won't believe me when I tell him; he simply laughs is me when I tell him; he simply laughs in the indebtedness of the human race to my face. Can't you give me a prescrip my intellectual endeavors." tion doctor ?" "A prescription? Why, madam, sner stone."

ing is not a disease; on the contrary, 1 a sum of redust health, but I a an bad ast man and a usimaran, you how the habit is to be cured."
"Oh! do tall me, doctor!"

mortals, doctor! A thousand thanks!"
After shaking hands with his fair vis-

Hor, the physician maw her to the door and then called into the waiting room "The next patient, please."
A few days after our phenived the following letter:

Dear Doctor-You have restored my heartfelt thanks. To be sure, my wife, now and then is very loth to abandon her accuse mend attitude when sleeping.

She complains, as she did before, of starting up suddienly in the night and tessing about for hours, without getting any rest. Still, I comfort her with the any rest. Still, I somfort her with the prospect that she will get used to it is sore and demanded the quarter. "Well, time. The main thing is—she has gives any smoring! Yours faithfully, "Kurt, Haron von Leasberg."

"Eurt, Haron von Leasberg."

The manager of a Boston theatre has added so his establishment a Gatling gun, which is to figure prominently in a new play how on the boards of that prominently in a prominently in a prominently in a possible of that beautiful American girl from Colorado it is a military who went to Klesingen to see Hismarck. place of amusement. and in one of the acts there is a drama, and in one of the acts there is a basile occurs in which a struggle occurs for the peasession of this gun. Two hundred rounds of blank cartridges are actually to be fired every evening. The effect must be startling to the unfor two and a fall with the country of the great man, she one day summoned up courage, walked straight up to him, and said: "Durchlaucht, I am going to Colorado to-day; may I skake hands authence.

No Rank Pavoritism.

When we do go into politica," said there he kiesed has on the mouth as tenderly and affectionately as any lover. And yet, remarks Dr. Stefansson, some people try to make out that Bismarch.

"Wouldn't a fair duke do just as well people try to make out that Bismarch is blind to a woman's charms — Westmin-chicago Tribune

Little Boy-Tommy Wing's mother he swful good and kind to him.
himmes-What has say done that he is thoughtful? Little Boy-Let him have measing just

MONEY NO OBJECT.

Doesn't Count. The Chicago man who had gone on a I was waiting for the postoffice at Huntsville to open in the morning and meanwhile talking a bit to the confored fanitor, who was sweeping and dusting when a negro boy, about 15 years old came along and halted, and beckoned the fanitor to stop aside. The old mass looked at him sharply, but did not comply "Bay, yo'l' called the young man. There was no reply to this, and after a nomuce he again called:
"Say, yo'l"
"Boy, what yo' wants wid me?" sterm by demanded the fanitor.
"I wants to speak wid yo'."

The Chicago man who had gone on a business trip had started home again. He land been compelled to run through was nomewhat overheated. The temperature of, the long car was over 100 degree, and shill elimbing. He stood to open the window. It was one of those windows not built for opening purposes, and didn't open. He tried another window, with the same result. The third window stuck equally tight, and he raised his foot and kicked a large hole through the plate glass. through the plate glass.

The condustor heard the crash and same running into the car.

"Who broke that window?" he de-

manded, threateningly.
"I did," said the man.
"Well, sir, I'm strati it will cost yes

five dollars."
"Here it is," said the other, handing I haven't change for that," maid "Never mand the shange," mid the

reading as if nothing had happened.

Family discipline is still maintained ing upon his dignity. emach 'yo' to home dust!" Detrok in some American families, as of course, it ought to be in all. A small boy sot silver, and was at first the cheaper of a cliver in his foot, and his mother ex- the two metals. a eliver in his foot, and his monae pressed her intention of putting a poul- A man seldom forgives an injury on the con the wound. The boy with the til after he bas availed himself of an opportunity to get even the falseho d natural foolishness which is bound up in the heart of a child, objected to the "Yes, you will," said both mother and

grandmother firmly. The majority was two to one against him, and at bedtime the poultice was ready.

The patient was not ready. On the brought down by it.

Paroness, you may rest secured that contrary, he restered so atoutly that a Covetness, like a can I will advise you to the best of my switch was brought into requisition. It was arranged that the grandmother "Oh certainly; yet I-I-you have me the set of the politice with the grandmother about dapply the politice, while the mether, with uplifted stick, was to stand by the bestid. The boy was told that if he "opened his mouth" he that if he "opened his mouth" he would receive something that would keep him quiet.

The hot poulties touched his foot and

'Once more the little wellow opened with brains.

But the uplifted switch awed him into from the savings banks. rilence.
In a minute more the poultice was

firmly in place and the boy was tucked in bed. There, now," said the mether. old aliver will be drawn out, and Eddie's

"Wh-a-t! A diverse, and only mer-ried three menths? That would be dreadful!"

Toot will be all well.

The mother and grandmother were moving triumphantly away when a shrill voice piped out from under the bed-You've got it on the wrong foot,"-

some means the joke became clear to

Not Enough Adventure.

salior when I'm growed up, after all Little Dos- Why not Little Dick-I talked to an old man to-day who had been a salior for fifty

years and never been shipwrecked en a

second, sir, "My friend," he said, in that deeply confidential ione, "you don't know who A man should know when to laugh

or smile in company. It shows much more stupidity to be grave at a good That's gospal truth," replied the pething than merry at a bad one. destrian who was in a hurry.

"And I recken you don't care much," the mendicant went on, quickening his pace to keep up with his victim.

The fatigue felt after exertion is now usually attributed to the presence in the muccles and blood of the chemical products that result from action.

"You've struck it again."

"Well. I'm the inventor of a machine that's going to sevolution se modern industry, and I've written a book that'll improve medern civilization anywhere from one hundred to

"Do you expect to hear often from your husband?" "Yes; he said he'd write, and I made him promise to give where from one bundred to five hun-dred per cent." "I haven't any capital to invest."

"I don't want to sell any of it. But I want to save you money. Some day you er your heirs'll be called on to subserve he for a monument to me acknowledging the indeltedness of the human race to his letters to some other man to mak?"
"Our landlady ought to get a pen-sion after this erue, war is over." "Why?" "She has some more than CARSON & anybody I know at the day, a men to en-

"Well, I'll help pay for your tombing a very determined assault upon the South. Their unsalaried preachers go in couples, and as far as possible live "Ah, there's the point; both as a mod-

as you could decemily subscribe."

"I'd give it."

"I'm sure you would. But my proposition is that you withhald the dollar through the house, and was found briten in the naid give me fifty cents now. There is a limit to the work that can the result."

"You have made me the happing of the cortain, would be as little

A meteoric stone weighing four tons fell on a warehouse in Flume, Aus, r.a. and set it on fire. This stone crashed through the house, and was found buried in the cellar.

That's a discount of fifty per cent for cash—which in my estimation, is almost it on fire. This stone crashed through the house, and was found buried in the cellar.

There is a limit to the work that can be got out of a human body or a human mighty liberal."

There is this difference between the

been let out of his bicycle in front of his very shop. Naturally he took it up so the nearest bicycle store and asked tached to the wings. There is a macredness in tears. They

the year, and pays him a stated aum prompely attended to. During the last seven years he has secured five divorces for her.

Do You Smoke?

Chas. Benson

"Smoker's Emporium."

He handles 33 different grades erstraw by straightforward, hon

PIPES s most complete. assortment of

Musical Instruments, Pocket Knives,

and various other other articles

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

Truth is always new if spoken by those we love

The Western wool growers are hold-ing stocks for higher prices. Chicago, it is said, spends sareally for beer tweaty-flares sailion dellars. A Banger man thinks working be-tween means is killing him.

When life's good to gold, twe's end is grief. Never waste snything not even ad-

Character cannot be bought for less than a life. "I like your impudence," as a pretty girl said when her lover kissed har.

If somebody would only pull the sled up hill for un life would be one long delightful silde. Some husbands never think of tell-

Over three hundred thousand peop's n Massachuseits are dependent upon the cotton mills for their living.

He must be a person of very insig-nificant standing who is always stand-

Gold was known much earlier than

faunts in the seven primitive colors and all their comb ned comb nations. Some bables are brought up on the

Coverness, like a candle ill-made, E. W. HEWITT smothers the splendor of a happy for "What is your definition of opti-mism?" "It is a determination to en-

joy life whether you do or not." The Union Worse of San Francisco has sent an agent to Russia relative to contracts for Russian warships.

"There's nothing like leather!" is an old saying and a true one. It is the sole The man who gets drunk without

suffering injury is not over-bardened The Canadian government's reduc-tion of interest has caused withdrawals

Russia has established the lowest rates known on the Siberian railroad, to encourage emigrat on. A man who, in talking to a lady, lays his hand upon her showner, may be thought too touching in h a remarks.

A 'Hartford woman gathered eleven four-leaved and twenty-five five-leavest clovers in her yaid in a few minutes,

Hungry Tourist—"Waiter, two eggs, please! Boil them four minutes." Waiter—"Yes, sir; he leady in half a

The fatigue felt after exertion is now

The Mormons are reported as mak-

monument in contempt. But it'll be off the land, forced on me. A dollar would be as libtle as you could decantly subscribe."

(1) A meteorie fell on a war

A Lewiston barber was surprised one angels of the stage and the heavenly day last week to find that the air had angels: The latter have wings atangels: The latter have wings at-tached to them; the former are at-

them to blow it up. Now, the truth was this bicycle dealer wanted his hear cut, and didn't, want to pay for it, so he went down and let the air out of the wheel when the owner wasn't looking. "Till blow it up for a hair cut," said ha. "All right, come down," said the barber. They are the massages of overwhelming grief, of deep con. rition, and of unspeakable love.

A Topeka lady engages a lawyer by the year, and pays him a stated aum for attending to all her legal work. During the last seven years he has no

The

cheap, trashy stuff handled by unscrupulous dealers.

He also handles a full line of

In addition, he carries a full betides nearly everything in the scortment of Toy and Notion line that you can

"He Will Treat You Right." Main Street, Mardorf Building.

Electric Wiring Bell. Work.

Morrissey & Co.

GRASSY POINT, N. Y

Brick, Coal and Wood.

Groceries, Provisions.

Still at the Old Stand and Head Over Ears

Decorator.

HAVERSTRAW.

BICYCLE REPAIRING.

Main Street.

CHAS. HOFER,

AND

Painter

FURMAN

Masons

and

Builders.

Clarence Smith

Stationer. on the BEST is what the people

SMITH has acquired the title of being THE Stationer of Havof choice Cigars, besides nearly every brand of tobacco on the market.

His line of the second of tobacco on the best goods procurable, and giving his customers the benefit in price. He also handles a full line of

Wall Papers,

think of, and

in Business

Chomas Finnegan

Prospect

Railroad Hvenue West Kaverstraw

Don't Walk!

West Broad St.

take a trolley.

are the best