



NO ONE DESIRED CONVENTION!

When the Place of Next Meeting Would Not Be Named Candidates Were Scarce.

PRESIDENT FOSS' RINGING WORDS OF WELCOME.

Old Officers Re-elected.—Proceedings Broke Up in Confusion and Turmoil With Wrangle Over Vice President.

The Fourteenth Annual Convention of the Hudson Valley Volunteer Firemen's Association was held in the Opera House, commencing at ten o'clock yesterday morning.

Proceeding the opening of the convention, (Glasgow's) Military Band rendered several delightful selections in various parts of the village, to the delight and pleasure of an immense congregation of people who had gathered to participate in the proceedings of the day.

The formal proceedings were opened by the Rev. S. P. Hammond, who invoked the Divine blessing on the assembly for the blessing of the organization.

Following the invocation, Mayor Foss delivered the address of welcome, saying:

Mr. President, Gentlemen, Delegates of the Hudson River Volunteer Firemen's Association:— It is my pleasant duty at this time to extend to you on behalf of the people of Haverstraw a sincere and cordial welcome to our Village.

It is my pleasant duty at this time to extend to you on behalf of the people of Haverstraw a sincere and cordial welcome to our Village. That we feel honored by your presence, and that you are most heartily welcome to the best and all that our Village affords is best proven by the efforts that have been put forth for weeks by our citizens of both sexes for your entertainment.

Our Village is one of the smallest in the list that has been favored by a visit of your convention and situated as it is so near the great City of New York. We have not until now required large accommodations for visitors. Limited as we are in this respect, we feel nevertheless that your selection of Haverstraw for this great event has been wise from many points of view.

parliamentary rules. We have elected from our County an active fireman to represent us in congress and there have been many firemen who have held as high and even higher offices—may their number be ever on the increase.

Many of the assembly rooms of our fire companies are fitted up with an elegance to rival the finest club-rooms, and I look forward to the day when they shall contain gymnasiums and libraries, which shall be used to develop both the body and the mind.

The adventurous spirit is bred in the bone and its impulses cannot be resisted. It is from the adventurous and patriotic spirits that the ranks of the fire department are recruited, the same spirit which fills the transport with volunteers in the hour of our Country's peril, the spirit which is irresistible, and which takes its possessor to the front ranks of whatever he undertakes. We are proud of our fire department and there's nothing at our disposal which we deem too good for its members.

The Committee on Credentials, who had previously been appointed, reported that they had carefully examined the papers on file with the Secretary and had found them correct, and submitted the roll as prepared by Secretary Coffin of the association as the official roll of delegates and members.

The report of the committee was received and unanimously adopted and the reading of the minutes of the last convention were dispensed with, and the minutes as printed adopted.

a balance in his hands of \$252.78. The proceedings in the convention during the afternoon were full of considerable turmoil and riotous actions on the part of some of the delegates who did not want to permit the more level headed of the delegates to express their opinions regarding the important questions that were up for discussion.

On the recommendation of Secretary Coffin, the reports of the executive committee and membership committee were adopted as read.

The first serious discussion took place over a motion made by a Poughkeepsie delegate who wanted the constitution and by-laws amended to the end that no printing be given an office which was not entitled to use the International Typographical Union label on all printed matter, as there is considerable printing to be done and the larger part of the expense of the association is incurred by printed documents, proceedings, etc. The resolution received a popular ovation.

Delegate Krieger also of Poughkeepsie brought on a storm of objections when he offered a resolution amending the constitution so that in the future the convention and parade would be held on the second Tuesday in October instead of the third Tuesday in June as is now the law. All kinds of resolutions were made to the resolution, but the "mouth of roses" was the favorite motion of meeting for most of the delegates.

For the first time in the history of the association the next meeting place was not designated. No place wanted the convention, and when this fact became apparent all the strife for offices that had existed vanished like a cake of ice under the rays of an August sun, and in consequence President Goldsmith, Secretary Coffin and Treasurer Bieber were unanimously elected, as any candidates who had been named withdrew as their names were mentioned.



THE MAN OF THE HOUR

Mr. Frank A. Flint, the subject of this sketch, is a member of Rescue Hook and Ladder Company, and has worked devotedly and unselfishly for the best interests of the company.

In the daily walks of life he is the energetic and able manager of the Haverstraw Beef Company, the local branch of the Swift Chicago firm, and by his energy and industry has succeeded in making the Haverstraw establishment one of the best paying branches of the Swift Company.

So generously and devotedly did "Charlie" Flint labor for the concert that over \$1,200 was taken in as a result of his efforts. In the getting of well equipped companies he labored just as sincerely. No distance was too long to travel, he gave much of his time and spent his money freely.

To restore the fire and light to opals dip them in sweet oil and let them dry several days. The Mexicans use this means often to beautify the stones, for which their country is noted.

THE LINE OF MARCH.

Will Cover all of the Principal Streets.

PARADE FORMATION

Gives Every One a Chance for a Good Position to View Marching Column.

The formation of the line of march for the firemen's parade, to be held on this afternoon, was one of the most difficult problems with which the committee had to contend.

In order to give the public some idea of the situation that confronted the committee it can be safely asserted the line when formed will be fully 8000 feet in length. The length of some of the streets will therefore furnish an idea as to the difficulty in laying out a line of march that would not only permit the parade to be viewed from the most advantageous points but more important still to "swing" the column so that there would be no interference between portions of the line.

Early in the year, when the committee were in the direst extremity, and it was found that because of the inability to manipulate matters for selfish and personal reasons, by those who should have been the most interested, and it was found not only were the committee to receive none of the promised aid, but their intemperate ignorance and bigotry had apparently resolved to thwart the efforts then in progress for a grand demonstration.

The Japanese cultivate chrysanthemums in 269 varieties of colors. Of these 87 are white, 63 yellow, 31 pink, 20 red, 12 russet and 14 of mixed hues.

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 third division will form on Main street, facing west. The fourth division will form on New Main street, facing east. The fifth division will form on West Broad street, facing east. In each case the column will rest on the south side of the street.

The seventh division will form on Broadway, north of Jefferson, facing south. Each company to be in its proper place in the division to which it is assigned and each division falling into line as the preceding division passes.

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 Hudson avenue, to West Side avenue, to Garnee avenue, to Ramapo road, to John street, Garmerville, to Church, to Mead's Corner road, to Railroad avenue, to West Haverstraw, to Broadway.

The details of a countermarch that is to take place on the return between the railroad bridge at West Haverstraw and Main street, via Broadway, are told in another column.

There may be a slight deviation from this line, but if at all will only affect one or two blocks, as it may be found necessary to swing through Clinton street instead of Jefferson, as now intended.

ODDS AND ENDS.

In Germany there are as few as 1,420 barons.

The average person wears nearly fourteen pounds of clothing.

It will take a small exactly fourteen days and five hours to travel a mile.

Of 1,000 infants nursed by the mother about 300 die; of the same number nursed out, 500 die.

Soldiers in the United States army pronounce it "leftenant," the officer "leftenantant."

The royal arsenal at Woolwich employs about 15,000 workmen and has forty miles of internal railways.

The maintenance of graveyards in the Transvaal costs the British government £24 a year; cemeteries at Suakin £7.

More cases of consumption appear among needlemakers and flaxmakers than among any other class of laborers.

Twelve million pounds worth of leather is required every year to provide boots and shoes for the inhabitants of Great Britain.

The present population of the United States exceeds that of Germany by about 22,000,000 and that of Great Britain by 34,000,000.

The Jewish Year Book estimates that there are in the world about 11,000,000 of that race, more than half being under Russian jurisdiction.

It is a strange fact that injuries to the tongue, whether of man or animal heal more quickly than those of any other part of the system.

The risk of being struck by lightning is five times greater in the country than in cities, and twenty times greater at sea than on the railway.

The Japanese cultivate chrysanthemums in 269 varieties of colors. Of these 87 are white, 63 yellow, 31 pink, 20 red, 12 russet and 14 of mixed hues.

The tramcars in Swedish cities rarely stop for passengers. Men and women there are quite agile and expert in jumping on and off while the cars are in motion.

Cigarette smoking is said by doctors to be especially productive of those white spots on the tongue and the insides of the cheeks which are known as "smoker's patches."

The most remarkable echo in the world is that which comes from the north side of a church in Shipley. It distinctly repeats any sentence not exceeding twenty-one syllables.

The interior of a gold-bearing rock inspected in an Oregon town by means of the Roentgen rays and veins of auriferous metal were plainly visible as if they were on the surface.

The number of newspapers published in this country is 12,852 in the English language, with 741 German, 65 Swedish, 54 Spanish, 51 French, 25 Bohemian, 23 Polish, 25 Italian, 18 Dutch, 18 Hebrew, etc.

A fish in a bottle was captured by a Maryland oysterman, and it seemed to be content with its quarters. Apparently it had entered the bottle under favorable circumstances and found it self unable to wriggle out.

The deepest lake in the world is Lake Baikal, in Siberia. In some parts it is 5,261 feet deep; its length is 397 miles with an area of 15,000 square miles. It is the largest lake in Asia, and the sixth largest in the world.

NEW BANKING FIRM.

Convenience for Rockland County Speculators and Investors.

Messrs. T. H. Leary & Co., Bankers and Stock Brokers, of Nos. 41-43 Wall St., New York, with branch offices at Albany, Kingston, Rondout, Poughkeepsie and Nyack, wish to announce to the public of Haverstraw that they have at Nyack a thoroughly equipped office under the management of Mr. W. B. Young, and in connection with their Wall St. office, by private wires, for the transaction of any business in their line.

Messrs. Leary & Co. are members of the N. Y. Consolidated Stock Exchange and will buy or sell ten shares or more of any stock on the list. They will buy or sell for customers, Bonds, Cotton, Oats, Corn or Wheat, either on margin or for cash.

Mr. Young, the manager of the Nyack office, will be glad to answer any telephone calls for information and to mail market letters to all who may be interested. The telephone call is 95 Nyack.

From the Records.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

From the number who had joined Warren Fire En-

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

From this time on the fire department grew somewhat faster.

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

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

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

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

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

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

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

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

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

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

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

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

MEMBERS ATTACHED TO WARREN ENGINE CO. NO. 1.

Alexander Casterline, George Anderson, Abraham Ver Valen, Samuel F. Respa, William W. Scarby, William W. Oldfield, Phillip Schumacher, Abner Jones, James Glapp, Robert MacMerrell, Howard Van Orden, Samuel Babcock, James Cranston, William Mott, Edward Pye, Garret C. Van Cleef, 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. Bahl, Charles Jones, Belding Barnes, Leonard Stock, Henry Sohl, Noble Jones, Andrew Phillips, John Geist, John C. Jones, Weiant De La Montanya, Michael Stanton.

MEMBERS OF UNION NO. 2.

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

MEMBERS OF RESCUE HOOK AND LADDER NO. 1.

James V. Allison, Loten V. Naeky, Charles G. Gillies, Bradley Keesler, James King, Samuel A. Ver Valen, John Begg, John Felter, Marcus 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, Daniel 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 Fredericks were accepted as members of the department.

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

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

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

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

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

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

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

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

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

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

George Mardorf

Wholesale dealer in

Confectionery.

Goods Warranted

and Delivered.

Haverstraw, N. Y.

Albert F. Hackbarth,

DEALER IN

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AND

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Corner Broadway and

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Dealers in

City Dressed Beef

Mutton and Lamb.

A complete assortment of Heinz's Pickles a specialty.

Broadway, Haverstraw.

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L. D. West,

Manufacturer of

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Main Street,

Haverstraw, N. Y.

William H. Gassling,

THE HARNESS MAKER OF HAVERSTRAW

Broadway,

Haverstraw.

Adam Glassing & Sons Harness Makers.

ADAM GLASSING,

LOUIS F.,

OSCAR A

Broadway, Haverstraw.

Mather's

Business Places:

General Store, LADENTOWN.

Mountain Side Buffet, MT. IVY, LADENTOWN.

Market, HAVERSTRAW.

Market, SLOATSBURGH.

William H. Bauer

DEALER IN

Tobacco, Cigars, Pipes,

And Confectionery.

Schaper's Corner,

BROADWAY.

Rockland County Pharmacy,

J. T. OGLE, Proprietor,

Upper Broadway, Haverstraw, N. Y.

HAVING renovated my my hotel on Railroad Avenue, West Haverstraw I am prepared to receive permanent and transient guests at all times. Meals at all hours. Finest imported and domestic liquors and cigars.

WILLIAM NEVINS, Proprietor.

ORNAMENTAL AND FARM FENCING.

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G. Barbieri, Custom Tailor.

Gent's Furnishing Goods.

Beoadway, Haverstraw, N. Y.

C. G. Appleton,

Photographic Studio

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 active firemen.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

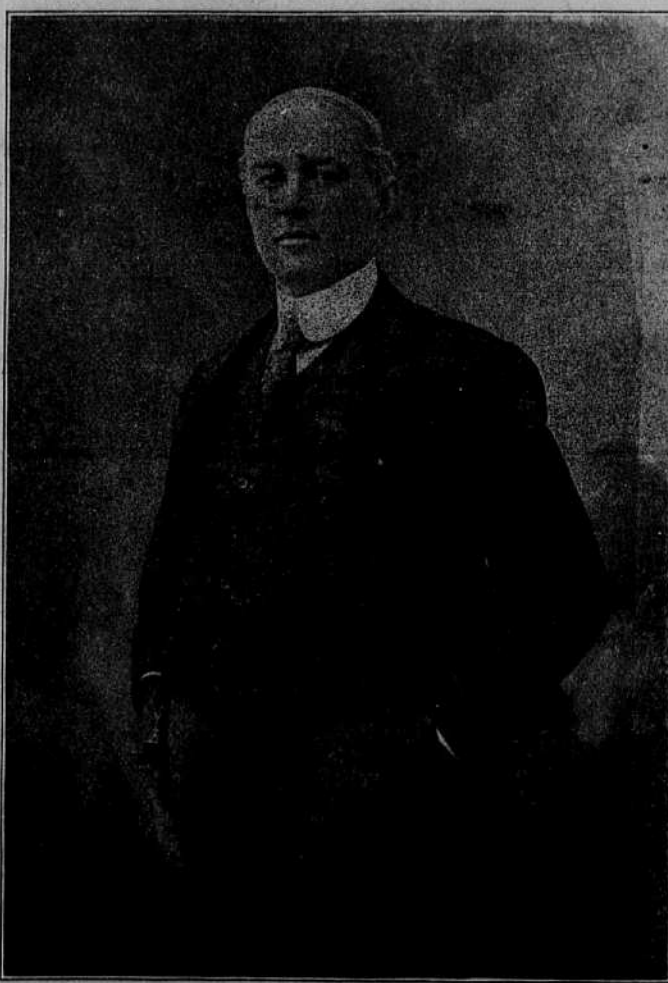
The name of the village having been changed by an act of the Legislature to the "Village of Haverstraw" April 14, 1874, and known as Chapter No. 174, the fire companies held their first election, free from restraint and interference on the part of the Board of Trustees.

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

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

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

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



HAVERSTRAW'S MAYOR

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

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

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

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

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

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

At this meeting Patrick Sliney, Thomas Burns, Michael Kelly, Thomas Schocacy, Timothy Gaffney, James Fox and 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 DeNoyelles claim for the steam fire engine was intense. A request to reimburse Mr. Lane for the \$250.00 was signed by thirty-one of the leading citizens and tax-payers of the village, and was presented to the trustees.

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

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

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

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

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

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

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

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

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

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

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

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

MUTUAL HOSE COMPANY.

The first hose company in Haverstraw was Mutual Hose Company.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To have at least four parades each year, namely, three inspections and one dress parade.

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

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

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

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

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

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

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

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

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

Haverstraw, Sept. 23, 1878.

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

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

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

ALONZO BEDELL,

Secretary.

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

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

At a meeting held on the evening of January 6, 1879, two matters of importance to the fire department were considered. One was the settlement of adjustment of difference of opinion that existed between James McAvoy, who was then foreman of Lady Warren Engine Company and the Board of Engineers, and the other was the election of Alonzo Wheeler as a member of Rescue Hook & Ladder Company.

At the meeting of the Board of Trustees on March 3, 1879, Daniel Peters, Patrick J. Hogan, John Cox, Phillip A. Fox, and John O'Brien, Jr., were accepted as members of Lady Warren Hose Company.

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

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

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

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

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

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

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

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

There was a good deal of rivalry in the department at this time in the fire that occurred on Saturday night, February 27. Tompkins W. Johnson was foreman of Rescue and Nicholas Murphy was foreman of Triumph Hose Company, and a warm argument took place. Tompkins complained to the Board of Trustees at a meeting on February 23, and these charges were referred to the Board of Engineers for investigation, who reported on March 1 that they were unsubstantiated. At this meeting Charles Richards, Coe Gurnee and Charles R. Christie were accepted as members of Triumph Hose Company, and Albert Phillips of Union Engine Company No. 2.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This caused no end of discussion among the firemen, and the feeling against the trustees was in consequence very bitter. Henry F. Dori, 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 Dori 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 Leopold and John Hounz as members of General Warren Engine Company.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



THE FIREMAN'S FRIEND

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

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

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

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

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

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

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

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

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

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

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

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

We pride ourselves, in weighing worth and merit, too much on virtues that we but inherit. Some punctual grandfathers makes us hate delay, and we are proud to keep our oaths and days, but our ancestral follies and abuses we still indulge and make for them excuses. Let him be proud—dared man be proud at— Who stands where all his fathers used to fall, holding their virtues fast and passing on still higher good through his own victories won.—Isaac Ordien Rankin.

KEEPING STEP

"Go away, it's no use, Mab," said Prisey Cartwright to her sister. The thing has been settled ages ago, so far as I am concerned. Hush up, now!—rush up!" "Ages ago," Mab echoed, refusing to "hush up"—"I believe it must be ages ago. Well, if you persist in this unreasonable course—" "I don't persist any more than you. Look at how you did with Tom Vanduren." "That was a long time ago. I didn't do it for an example, either. And you said at the time you wouldn't do as much for me. Then you went and did the very same thing after all." "Don't care," Prisey said, doggedly. "I will not marry off and leave you for my 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 us buy a parrot or something, Prisey." "The front doorbell rang while the two young women were discussing their mutual affairs in their own room on the second floor. Just as Mab's brilliant suggestion for the purchase of a parrot had thrown both the sisters into a fit of laughter, the servant girl of the boarding house appeared at their door with a square envelope addressed to Mab. "The boy says he's to wait for an answer." "Here, Prisey," said Mab, as soon as she had glanced at the signature, "this must be for you. It's addressed to me—Yes—no—wait a minute." "Then she read to herself: "My dear Miss Mab: Do you intend going out this evening? If not, will you see me at 8:30? I have something to say to you of the greatest importance—to myself, at least. JULIUS CLEMENT." "Here, Prisey, read this," and Mab handed the letter to her sister. "What do you think he means?" Then she heard, speaking gently, to avoid being added by the servant girl, who was waiting at the door, "Do you think he got us mixed up?" "As Prisey read the note her blue eyes opened in amazement, but she only said: "You're keeping Jane waiting, Mab." 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 a child might stare at an older sister. Prisey was her elder by a year—who has met with a calamity and perplexed by her coolness under it. Prisey went on with her occupation, which happened to be pulling feathers from an old hat to re-arrange them on a new one. These two orphan girls had been alone 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? Why shouldn't he?" "Was I right, Prisey?" "Perfectly right, ma'am." At the appointed hour Mr. Clement rang the bell and asked for Miss Mab Cartwright. "Did you say Miss Mabel?" Jane asked. "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 greatest importance to say to me?" Mab asked 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. "Because 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 Jersey's—to me, I mean." Mab only fixed her dark eyes on him and when he hesitated said "Go on." "Well, I want to know if—if you think—that is, if I have your sympathy." "Julius Clement had a fine mustache which curled with boldness and grace, and which he always stroked and pulled thoughtfully. On this occasion he was in both, and he acted accordingly. "Do you need a great deal of sympathy?" Mab asked him. "I don't know whether I ought to say I do," Clement answered. He had already worn out his first embarrassment and was beginning to warm to his subject. "Perhaps I ought to consider myself fortunate rather." "Oh, may I ask—" "Of course you may. I suppose you know what answer I got?" "Well, no." "Just so," she laughed nervously. "But then I found out something—I think." "What did you find out?" "If your sister said 'No,' it was because she wasn't because—and not because she wants always to be with you, just as you are? There! Am I right?" Mab had a way of tightening her lips which Prisey called "shutting up herself all to herself." She went through this process now.

"We were talking of buying a parrot," she said very seriously, after a little pause. "A parrot? What for?" "For one amusement and consolation." Clement laughed at this, and so heartily that Mab began to wonder. "Tell me, seriously," Clement said, "isn't it something to know that somebody cares for you—even if it is—?" "Mr. Vanduren, to see Miss Mabel Cartwright," Jane interrupted, opening the door at this point in the interview. "Mr. Vanduren!" Mab exclaimed, not concealing 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 those parts. "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 protest it would be impossible to describe Vanduren'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 something which Mab felt perfectly unnecessary to take for assent. Accordingly, Mab left the room and the two men stood face to face. "You seem amused, Clement," said Vanduren, breaking the silence. "Well, why should I?" Clement answered. "What did I tell you to-day? Of course you didn't tell me you would be here so soon—very first evening, you know." "I didn't think it necessary to advise you of all my movements beforehand," said Vanduren, coldly, while he stood before the mantle-piece critically examining 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. "We have no time to lose," Clement went on, speaking hurriedly. "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 told you I was coming. Now you want me 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 argument. I only want to make a straight forward business proposition to you. If I get out of this will you promise to propose to Miss Mab this very night? Yes or no?" "Well, I'll be—shot!" Vanduren exclaimed in an undertone. "Yes, I know," said Clement. "It does seem a queer and quaint idea, but there'll be time for explanation later. Yes or no?" "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," Clement whispered to him, as the skirts came nearer the door of the sitting room. "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 again soon. She was very glad to hear of your return." "The rest, for ten or fifteen minutes, 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 together 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 yesterday." "At last, after some hesitation, Prisey 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 fortnight, hours of my defeat at the Jersey'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 hope for me?" "In the latter case, mercifully end my suspense by an early answer." "JULIUS CLEMENT." "I wonder what he means by 'something,'" Prisey remarked as Mab handed 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 things, does Mr. Clement. Came here last night to ask for my sympathy, eh? Forgot to mention that Tom Vanduren was in town. My dear Prisey, that man knew very well that Tom was coming here last night. It was a plan to force Tom Vanduren's hand. If I thought Tom was as clever—" "But as it is?" Prisey interrupted, putting 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 parrot," said Prisey. And the two sisters wrote two little notes that evening. Mab's note was to Vanduren and he 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 suitors kept step admirably a few weeks later, to the time of the wedding march.—Providence Telegram.

OUR WEEKLY SERMON

Our Leader and Rearguard. The Lord will go before you, and the God of Israel will be your rearguard.—Isaiah, 63, 12. There is somewhere the story of a crystal stream whose waters flow forever over rocks, made red by 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 its fulfillment in our Memorial Day, for each year and each patriotic 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 jolly to our shores from over the seas who do not know the matches 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 this silent army, whose lives still speak to us of sacrifice and triumph. We come not to look for scars and wounds. At nature in the springtime hastens to heal the blemishes of winter, so gentle time has covered the scars of our soldiers, and there rises over all the glory of living leadership, for "the Lord will go before you, and the God of Israel will be your rearguard." The man who examines the blade of grass will see the plan of God written there. The man who studies the history of the past will see the divine plan 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 over all. "How then, will the Lord go before you? Not in visible form, surely, for that would discredit man's mission. 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 feet. 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 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 by His treasures. Now, these are all the leadings of the Lord, though they seem so natural. The Lord will go before you then; not in His dazzling form of majesty nor by a voice from the clouds of 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. To go 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. Yes, He goes before us even in His death of 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 rearguard." There are dark deeds in the past of almost every nation, which we would fain forget—which, if unforgotten, 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 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 life, in a source of infinite knowledge and ability. See how well the Puritans guarded their past by taking care of the present. See how William Penn left 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, following these days in which we live, we must be in the present 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 upon our shores you must add a little to your knowledge and influence to balance the scales toward the right. For every man who is a source of trouble, such as have been committed in the last few days in Russia you must increase your righteousness as much as possible. For the doubting, the faltering and the discouraged we need men of strong faith who will work out joyfully the great decrees of Providence. Columbus once asked his friend Delius, "Why do you seem always smiling?" To this the other replied, "Because no one can take my God from me." We rejoice in this our quiet confidence 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 the 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 rearguard." JOHN LLOYD LEE, D. D., Pastor, Westminster Presbyterian Church, New York City.

SPRINKLING SPARROWS.

That little pest, the English sparrow becomes an amusing companion when he knows you. You can not help admiring his pluck. He is up to any old game and will fight a sawmill or street car just as willingly as he tackles a gnat. 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. 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 Argentine over her and lain out in the sun for a few hours. The result was a pink and tan print, and not tattoo at all. Ever since the night of the reception the beauty has been laid away in pucilities.

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 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 wheat would have to be heavy and levied for a long term of years before Canada could multiply her wheat production fivefold.

Building operations in Philadelphia involving \$12,000,000 are tied up because 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 jumped 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 married.

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.

Three 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 housekeeper. 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 MISTAKE.

It Was Made by a Profuse Frenchman to His Leave-taking. A citizen of France who has an inveterate habit of confounding everything which is said to him, and has been endeavoring to acquire a knowledge of our vernacular, was about leaving 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 himself the unpleasant duty now devolving upon him, that of bidding "ze folks" Good-by. After shaking his fellow-boarders cordially by the hand, and wishing them, with incessant bowing, "ze verree best success in ze virl," 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, he commenced his speech: "Ah! madame, I'm going to leave you. You have been verree amiable to me, madame; I will never forget you for zat. If in my cuntry 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: "Well, I must go, you know in zeese life, it is full of pain an' trouble. If I got adopted ze virl vich Lamartine made in his poesie, ze zure should be no more pain. Adieu, madame, adieu! perhaps forever." Thereupon the Frenchman was making his exit, when he was suddenly called back by his landlady, who inter-estingly inquired: "Why, Mr. C—, you have forgotten your latch-key." Mr. C— appeared amazed, apparently not understanding his interrogator. "Yes," continued Mrs. M—, "you know it is the rule for all boarders to give me their latch-keys." "Oh, madame!" interrupted the Frenchman with enthusiasm, "I will give you not one—not one, but zousandz!" and applying the key to the door, he sprang towards Mrs. M—, and embracing her tightly in his arms, kissed her most heroically. The frightened 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 of the bank? He—Not completely, but I lost my balance.

A Meek-Looking Stranger. A story is told in the India Rubber World of a meek-looking stranger, with a distinctly ministerial air, who applied for permission to look over a large rubber factory. 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 old to come from the densest ignorance. Finally, when the grinding-room was reached, he lingered a little, and asked, in a hesitating way: "Couldn't I have a specimen of that curious stuff for my cabinet?" "Certainly," replied the superintendent, although it was a compound the secret of which was worth thousands of dollars; certainly, cut off as much as you wish."

With eager step the visitor approached the roll of gum, took out his knife, wet the blade in his mouth, and— "Stop right where you are!" said the superintendent, laying a heavy hand upon the stranger; "you are a fraud and a thief. You didn't learn in a profession, that a dry knife won't cut rubber."

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 dollars 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—recreation?" "Recreation! Why, sir, the years of activity are your work-days, and life is a day. You must begin toiling in its early morning and toil till into its afternoon. Never mind the noonday meal! A crust and a promise will do. Gather in the harvest. Toil! Skimp! Deny! And toil on, until the darkness comes and every member of your family is fast asleep." "But, father, what is the reward of all this suffering self-denial?" "Reward? Think of the supreme joy of sitting in life's gloaming and telling your children and grandchildren about it."—Cleveland Plain Dealer.

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

A Good Reason. She—I wonder why it is that women 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 Sittings.

NEW YORK FASHIONS

THE TUB GOWN NECESSARY TO HOT WEATHER COMFORT.

The C-zee for Lace and Embroideries. Cilli 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 and emerge from it unharmed and as good as new. "Tub gowns" in plentiful supply should form part of every woman's summer wardrobe. Rightly made they are serviceable, sensible, andish garments. Tub gowns, which used to be only the linens and glugghams and heavier cotton stuffs, are now fashioned from nearly every conceivable fabric on which scissors and needle can ply. White lawns, India linsens, 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. White lawns, India linsens, 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." The athletic woman, the society woman, the business woman, the tidy housekeeper, each and all, are dependent for trim freshness in warm weather on some forms of this multifarious tub gown.

Lace and Embroidery Craze.

The summer's craze for lace and embroideries has brought about unexpected developments in the pattern robes. The shops are full of patterns which seem to need only a stitch or two to convert them into the most elaborate of gowns. Thin wools, linen and mercerized fabrics, and the sheerer batistes, muslins and organdies vie with each other in beauty of design and wealth of ornamentation. Real as well as imitation lace, hand as well as machine embroideries are used. The patterns thus run the whole gamut of prices. And yet, so artistic is the brain which planned them, that even the simplest possesses a distinction too often lacking in the work of a home dressmaker.

In the pattern skirts the lace is inserted the length of the seams, or panellike down the front, or it simulates a founce effect ten inches or so above the hem. In other designs it forms the short hip yoke. In the waists and blouses the pattern furnishes bands of lace insertion, collar and cuff pieces, and fancy yokes and vests. Although a particular style may thus be suggested, ample opportunity is allowed for the display of personal taste. In this way monotony is avoided, and the woman who prefers to follow her own exclusive designs will find that the robe patterns will fit in readily with her purposes.

Embroidered Flannel Blouse.

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

About Belts.

Quite the proper caper this summer is to have belts to match the pique stocks that adorn the shirt waists. Sets of stock, cuffs and belt can be bought, and they are extremely pretty for linen and pongee gowns. Odd belts 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 fringe ends. A great many are shown with buckles of gun metal in twisted wire designs. A bewildering display of pique and canvas belts is to be seen.

Bordered Materials.

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

Things the Well-Bred Girl Never Does

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

THE SHIRT-WAIST

She never apologizes for working for a living. She never airs family grievances nor domestic upheavals. She never occupies the center of the floor discussing her own affairs 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 fabrics were never more enticing, and Dame Fashion has set the seal of her approval upon innumerable forms of decoration. It requires either a well-lined purse or a cast-iron will to parade the length of a smart waist establishment this spring, for the array of waists, prefixed by that misleading title "shirt," is too alluring to be withstood by the average woman. As the season advances, the heavier 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 medallions.

Two striking examples of this principle are shown in butcher's linen. One of the Geisha waist, showing a front composed almost entirely of drawn work, the other in the Forsythe waist with squares of cluny lace. The Geisha waist is built on the simplest of shirt-waist patterns, with titched straps covering the shoulder seam. The sleeves show the bishop effect, falling over a finely-tucked cuff. 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 chest to a point within two inches of the center, then turns squarely and



FANCY WAIST.

runs down the front of the waist to the belt line. This band of drawn work is two inches wide, and is outlined on either side by a narrow strip of drawn work, scarcely more elaborate than hemstitching. A simply stitched pleat down the center is finished with four large pearl buttons, and the soft crush collar of linen is finished with a narrow band of open work. This drawn work cannot be set into the fabric, but the threads must be drawn in the piece from which the waist is cut. This necessitates the utmost care in cutting the pattern, which should be fitted perfectly and the seams marked before the threads are drawn otherwise the bands of drawn work may not run straight.

The Forsythe waist is much more "dressy," and is adapted to afternoon wear. It is of butcher's linen, inset with large squares of cluny lace. These stand on the axis instead of on the side of the blouse front, starting at the shoulder seams. As the waist opens in the back, this arrangement of the lace gives the front effect of two squares of linen filling in the space between the lace. The linen squares are embroidered in the center with a conventionalized daisy, which is surrounded by French knots. French knots also finish the underarm pieces and the back. The sleeves porch 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 the lace squares but the elaborate lace decorations are more satisfactory in pure white or the natural tint.

The Damask Stitch.

A new vogue for the hemming of table linen is the French hem, or the "damask stitch." It differs slightly from other hemming in the way in which it is sewed. The hems are turned the same as for an ordinary hem, then folded back and sewed with an over-and-over stitch.

If done properly in this manner, when the article is laundered, scarcely a stitch is visible. The hems are made as narrow as possible for napkins and for table cloths. They should be from a quarter to half an inch wide. Only the finest grade of linen should be used if possible. It lasts longer, and if carefully done, improves in appearance after laundering.

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

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

Bonnett's ideas met with the strongest opposition from his own company, Rescue Hook & Ladder Company, and from Lady Warren Engine Company. In the latter case they were rather angry with Bonnett for his attempts to sell the engine, and which so much sentiment lingered, and further, for his efforts to have the engine house built above the church. In the engineers' report to the trustees on February 21, 1889, Chief Bonnett significantly says: "Triumph Hose Company, with thirty-three members, General Warren with a company of thirty-seven members in first class order, one hook and ladder truck fully equipped with twenty-four members, not in very good standing, and Lady Warren Company with twenty-seven members, but without a 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 the house for Lady Warren Company.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This was the first election for department officers under the law providing for a delegate system of election. The combination was made by Rescue Hook & Ladder Relief and Triumph Companies. This combination only held good for one year, for while Mr. Lynch was again elected in 1899, with the other gentlemen as his associates, a new combination consisting of Lady Warren Hose Company, General Warren and Relief, members were formed in 1900. This combination and Relief, members for chief engineer, with Law-elected Messrs. John F. Meyer as first and second assistants, Mannion and Phillip Brown as first and second assistants, respectively. This same combination practically continued 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 OF LINE.

How the Grand Parade Will Be Made Up.

IMPOSING PAGEANT.

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

THE COLOR OF THE UNIFORMS.

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

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

FOURTH DIVISION.

Ex-Chief John A. Miller, in Command.
Flockton's 6th Artillery Band.
20 Pieces.
Centennial Hose Co. No. 4, Peekskill, N. Y.
Frank De Revere, foreman.
74 Men.
Hose Carriage.
Uniforms, Light Tan.
Chelsea Hook and Ladder Co., Nyack, N. Y.
St. Andrew's Fire and Drum Corps.
23 Pieces.
New City Steam Engine Co., No. 1.
Edward C. Buchenan, foreman.
36 Men.
Uniforms, Buff Tan Shoes.
Steam Fire Engine.
Poughkeepsie Drum Corps.
25 Pieces.
Orange Hose Co., Walden N. Y.
Henry Williams, foreman.
31 Men.
Uniforms, Orange.
Hose Carriage.
Murray's Brass Band.
16 Pieces.
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 Ladder Co., No. 1, Kingston, N. Y.
William S. Elting, foreman.
48 Men.
Uniforms, Blue.
Hose Carriage.
Collins' Newburgh City Band.
20 Pieces.
Brewster Hook and Ladder Co., No. — Newburgh, N. Y.
John H. Cooney, foreman.
70 Men.
Uniforms, Light Drab.
Hook and Ladder Truck.
State Line Cornet Band.
18 Pieces.
Empire Engine Co., Piermont, N. Y.
John H. Leitner, Foreman.
30 Men.
Uniforms, Blue.
Steam Fire Engine.
Myers' New York Band.
16 Pieces.
Noyes Dobbs Ferry Band.
16 Pieces.
Livingston Hose Co., No. 1, Dobbs Ferry, N. Y.
P. J. Gillispie, foreman.
30 Men.
Uniforms, Blue.
Hose Carriage.
Walden Concert Band.
20 Pieces.
Colonel Bradley Hose Co., No. 2, Walden, N. Y.
Jacob S. Walker, foreman.
35 Men.
Uniforms, Blue.
Hose and Patrol Wagon.
Montgomery Band.
20 Pieces.
Fearles Hook and Ladder Co., Walden, N. Y.
Thomas Maloney, foreman.
41 Men.
Uniforms, Buff.
Hook and Ladder Truck.

SIXTH DIVISION.

Ex-Chief Henry F. Dorl in Command.
Second Regiment Band.
20 Pieces.
Courtland Hook and Ladder Co., No. 1, Peekskill, N. Y.
Clifton E. Forbush, foreman.
80 Men.
Uniforms, Light Brown.
Hook and Ladder Truck.
Stony Point Drum Corps.
25 Pieces.
Wayne Hose Co., Stony Point.
Daniel Phillips, foreman.
30 Men.
Uniforms, Light Tan.
Hose Carriage.
Fifteenth Separate Co. Drum Corps.
10 Pieces.
Niagara Steamer No. 2, Poughkeepsie, N. Y.
F. Meyers, foreman.
30 Men.
Uniforms, Blue.
Byron Drum Corps, 24 Pieces.
Laffin Hose, Saugerties, N. Y.
John McCormick, foreman.
30 Men.
Uniforms, Cadet Blue.
Hose Carriage.
Fair View Drum Corps, 18 pieces.
Volunteer Fire Association, Dumont, N. J.
Jacob Fox, foreman.
18 Men.
Uniforms, Blue Suit, White Pants.
Ogden Hose Co., Dobbs Ferry, N. Y.
Exempt Fire Association, Saugerties.
A. A. Finger, foreman.
20 Men.
Green Uniforms in Carriages.
SEVENTH DIVISION.
Ex-Chief William Bonnet in Command.
Washington Irving Drum Corps, Tarrytown, 40 Pieces.

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

Walden Drum Corps, 23 Pieces.

Rescue Hook and Ladder Co., L. J. Kiernan, Captain.
89 Men.
Uniforms, Buff.
Hook and Ladder Truck.
Highland Falls Band.
20 Pieces.
General Warren Hose Co., No. 2.
Arnold Ewald, foreman.
24 Men.
Hose Carriage.
Uniforms, Blue.
St. Peters Drum Corps.
24 Pieces.
Lady Warren Hose Co., No. 5.
Edward Lyons, foreman.
44 Men.
Uniforms, Blue.
Hose Carriage.
William Bonnet Fire Co.
Joseph Sharkey, foreman.
56 Boys.
Uniforms, Red Shirts and White Bands.
Hand Engine.
West Haverstraw Fire, Drum and Bugle Corps, 33 Pieces.
Relief Hose Co., No. 3.
George H. Topping, foreman.
38 Men.
Uniforms, Blue.
Hose Carriage.
John Jacob Astor Drum Corps,
42 Pieces.
Cosgriff Hose Co., No. 4.
Alonzo Schmolz, foreman.
22 Men.
Uniforms, Blue.
Hose Carriage.

The Judges.

COMPETITIVE DRILL.
ALBINO Bedell, H. N. Wood, Charles Waldron.
FINEST APPEARING COMPANY.
William J. Randolph, Thomas H. Lee, Martin A. Driscoll.
FINEST HOOK AND LADDER.
Alonzo Wheeler, Henry C. VerValen, James H. Morrissey.
FINEST HOSE CARRIAGE.
William L. Tostivan, William McCauley, Alfred J. Carson.
FINEST STEAMER.
Gordon H. Peck, Frank E. Wiles, Talbot C. Dexter.
COMPANY COMING LONGEST DISTANCE.
Everett Fowler, Fred S. Weiant, John Cleary.
COMPANY PARADING LARGEST NUMBER OF MEN.
Jacob E. Conklin, L. O. Markham, George B. Helmlie.
FINEST DECORATED APPARATUS.
H. B. Hargreaves, Samuel V. King, William Freyfogle.
FINEST DECORATED RESIDENCE.
Esler E. Sherwood, John F. Tucker, E. M. Hogan.

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

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

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

Founders and Machinists

Manufacturers of

Brick Machinery

of every description.

MOULDS, BARROWS TRUCKS, ETC.

Grassy Point, N. Y.

Forming the Divisions.

The First Division will form on Broadway, north of Main street, facing north.
The Second Division will form on West street, south of Main, but facing north, the head of the division at the National Bank corner.
The Third Division will form on Main street, facing west, the head of the division flash with the head of the street, the line resting on the south side of the street.
The Fourth Division will form on New Main street, facing east, the head of the division flush with the west side of Broadway, the line of the division forming on the south side of the street.
The Fifth Division will form on West Broad street, facing east, the head of the division resting flush with the west side of Broadway. The line of the division will form on the south side of the street.
The Sixth Division will form on Partition street, resting on Ridge and Union streets, the head of the division on Partition street, just west of Broadway and facing east. The line of the division will form on the north side of Partition street and on the east side of Ridge street.
The Seventh Division will form on Broadway, the head of the division resting just north of the north line of Partition street and facing south, the division resting on the west side of Broadway.

Starting the Parade

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

Moving the Line

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

The Line of March

As the first division moves forward the second will fall in line, each division falling into line after the preceding division as the column moves forward, in numerical order. The line of march will be as follows: Broadway to Jefferson street, to Rockland, to Division, to Wayne, to Broad, to Allison avenue, to Front, to Canal, to West, to South, to Third, to Middle, to Second, to Main, to Clove avenue, to Tor avenue, to Halsion avenue, to West Side avenue, to Gurnee avenue, to Ramapo road, to John street, Garnerville, to Church, to Mead's Corner road, to Railroad avenue, to West Haverstraw, to Broadway.

Resting Places

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

In Case of Fire

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

The Counter-March

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

Go to the Picnic

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

Competitive Drill

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

Who Is Your Druggist?

Why is it that every family has its own particular physician? In speaking of him, one hears, "Our doctor does so and so." It is because they believe that a physician who is familiar with the family traits and characteristics and understands the temperaments, etc., will give better and more satisfactory service than the physician who is a stranger. You may not realize it now, but it gets to be the same with a druggist. If you get in the habit of trading at one drug store, you'll get better and more satisfactory service, better goods and closer prices, than if you trade here and there, a stranger to all. In selecting a drug store to trade at give us a trial. We're in business to make money, therefore it's to our interest to get all the steady patronage we can. If you give us all your trade we'll deserve it. The best service, only, can do this. The best service, you will notice, in making your first purchase.

SENGSTACKEN & HASTINGS,

PHARMACISTS,
STONY POINT, NEW YORK.
ESTABLISHED 1892.

Samuel DeChelfin

DO YOU WANT TO BUY A

Watch

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

BROADWAY where you will find a complete assortment, each piece of which is fully guaranteed.

Rose & Johnson,

Successor to L. P. JONES.

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 Haverstraw, N. Y.
Telephone 44A.
P. O. Box 43.

ALL KINDS FURNISHED BY CARLOAD

IN AFTER YEARS.

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

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

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

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

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

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



The Haverstraw
Fire Department

THERE are but few villages in the State of New York that can boast of a better or more efficient fire department than the Village of Haverstraw, and within the limits of no village in the state of an assessed valuation of two million dollars can a department superior to that in Haverstraw be found. There is hardly a citizen in the village that is not sincerely and genuinely proud of their excellent department, and well may they be. It is a matter of congratulation to the people of the village, who are almost unanimous in their praise and support, and it is needless to say the firemen heartily appreciate this sentiment and lose no opportunity in demonstrating their gratitude.

The high esteem in which the department is held can be readily understood when it is learned that in the last fifteen years the losses from fire have not averaged \$1,000 per year, and if the fires that occurred in the kiln sheds on the brick yards, which were wholly caused by overheated kilns of burning brick, were eliminated, the loss to dwelling and business property within that time would not exceed ten thousand dollars. This is a remarkable condition, and were the facts not corroborated by the statistics in the insurance department would be susceptible to doubt.

The department consists of 215 members divided into five companies. The resources of the department for fighting fires is ample and consists of a modern hook and ladder truck, the ladders of which can be made to reach the top of the highest building in the village, and is also fitted with life saving nets and chemical fire extinguishers that are of a convenient size to be handled from ladders or roofs of buildings, and which have been demonstrated to be of great service when fires occur in the chimneys of a home and where the use of a large volume of water would destroy the furnishings and cause far more damage than would be done by the fire. In addition to these the truck is fitted with a full complement of hooks, ropes, chains and other necessary appliances. The village is the owner of three handsome gray horses that are used to work upon the highways and for public purposes. Two of the horses are known as the "truck team," as their original purchase was brought about by the failure to get a team promptly when the fire alarm would sound. The horses have been quite well educated, and if a fire should now break out in the daytime, no matter at what work they are engaged, the driver hastens to the truck house (the harness in daily use is so adjusted as to be readily taken off), and the team is hitched to the truck. The rapidity with which this is accomplished is found in the fact that the truck is never late. The corporation barn is but a block from the truck house and is readily accessible in the night time.

In addition to the truck the department consists of four hose carriages and an equal number of working carts. The former are used for display and exhibition purposes and the latter for use at fires. Each of the carts contains and carries from five hundred to one thousand feet of hose, and is equipped with axes, crow bars and such implements as are necessary for the successful fighting of fires, and has been recently equipped with modern nozzles and smoke protectors.

A historical description of the fire department from its early formation, from a recorded or authentic source, is incomplete, as in the early days of its history no official record of the proceedings of the engineers were kept, and such as were kept passed with each successful board and were only of the meagrest kind. The department, until about the year 1887, was about the ordinary department of a country village, there then being but two appliances in the department of any real value, the hook and ladder truck and the steam fire engine. The latter had about fallen into decay and misuse, owing to the establishment, a few years prior, of a water system throughout the village, with a pressure of 80 pounds in all parts of the village.

For several years prior to this period the department consisted of the hook and ladder truck, the steam and two hand engines, cisterns having been constructed at several available places throughout the village, but following the introduction of the water system in the village and the friction between firemen and officials matters reached a deplorable condition.

This was a critical period in the history of the department; it had reached a condition that could have been little worse. For the few years just preceding the fire engine company had been making an earnest

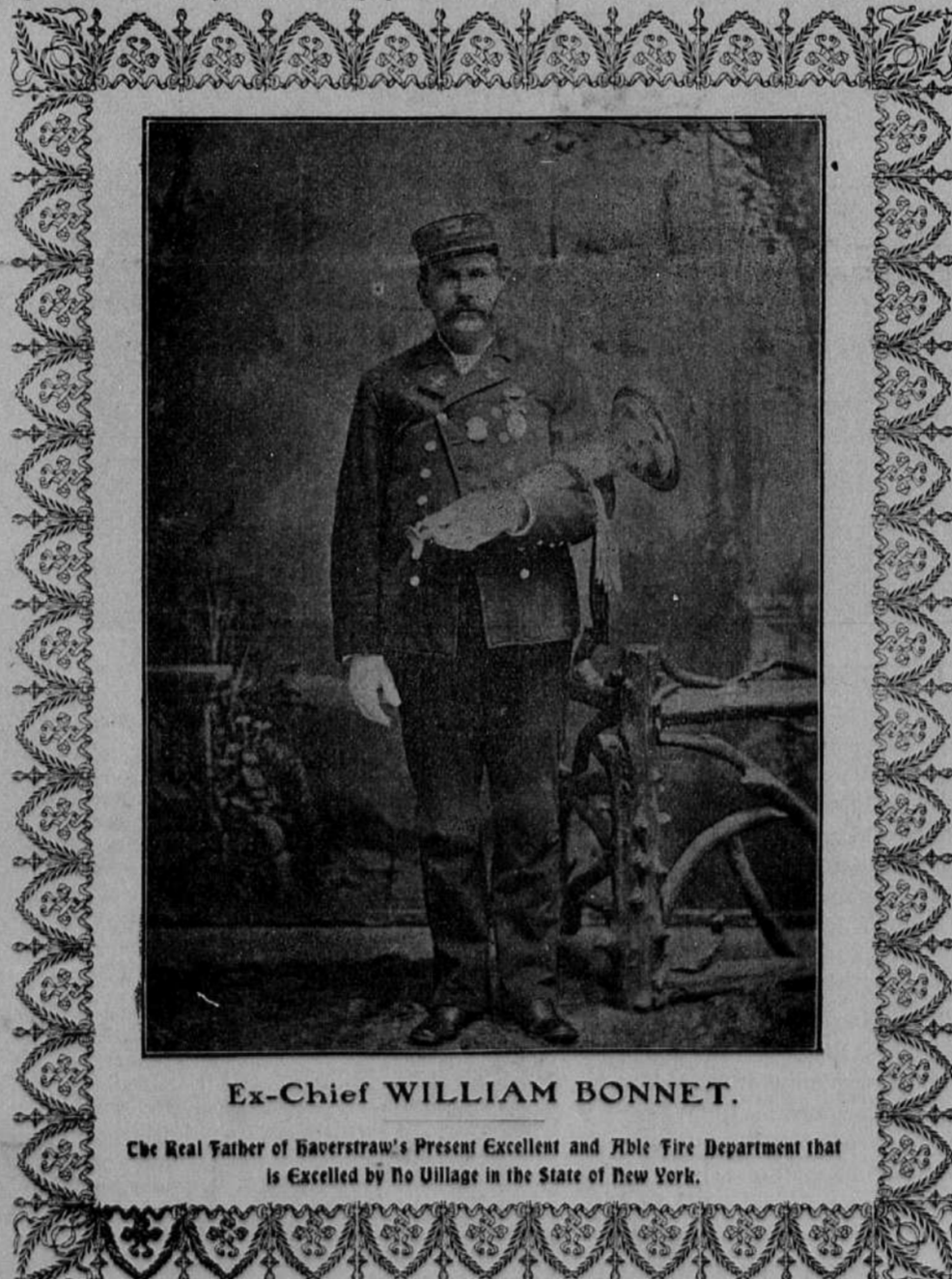
It's Marvelous Development.

A Quarter of a Century's Rapid and Healthy Growth. No Better Fire Fighters Anywhere Than the Haverstraw Ones.

effort to get a new horse and reorganize, but all efforts were met by the then trustees with the bitterest of opposition. This state of affairs was also true as far as Union Engine Company No. 2 was concerned. In addition to this condition of affairs in the treatment of the department by the trustees the department was, so to speak, split wide open by internal dissension and petty quarrels that not only existed between the various companies comprising the department but among the members of the companies. This condition had reached a stage that was deplorable in the spring of that year.

The department had been in fairly good condition during the years preceding 1886. Ex-Mayor Alonzo Bedell was chief of the department in the years 1883-4 and many of the members of the department of to-day will remember the bright 17th day of July in the year 1884 when the "fire lads were on the regular quarterly parade and inspection" and were led to a grand stand that had been hastily constructed in the lot about where the house of Dr. N. B. Bayley now stands, and Chief Thomas F. Clark, calling Mr. Bedell to the stand and in the presence of nearly the entire popula-

During the following three or four years the department deteriorated very rapidly, through causes hardly explainable, as the real cause has never been ascertained and in all probability never will be. During those years the late Richard A. Ver Valen was president of the village, and while sincerely honest was a man of very strong convictions. The department apparatus was sadly out of repair, and at least two of the important companies of the department were without a home or place to hold a meeting. Their demands would have caused the expenditure of a large sum of money, and to this the president was opposed. The firemen importuned for some relief from the existing conditions, but the president at that time was wedded to a water system for the village to be owned and operated by the people, and was deaf to all entreaties. This caused a friction between the authorities and the firemen, and caused a loss of interest by the latter that was disastrous to the department, finally culminating at the village election of 1887 in the members of Union Engine Company No. 2 running "a fireman's ticket," that was only defeated by the bare mar-



Ex-Chief WILLIAM BONNET.

The Real Father of Haverstraw's Present Excellent and Able Fire Department that is Excelled by No Village in the State of New York.

tion of the village presenting him with the beautiful gold badge he is so proud of, telling him that the badge was presented as a token of the high esteem and confidence in which the members of the department held him. Memory is one of the most fickle of our senses, and while the scene then presented is still fresh in the mind of the writer the words have passed from mind, but it is a fact beyond the thought of contradiction that while greater success and higher honor possibly have come to Mr. Bedell in the various positions of honor and trust he has since held in political and social life, and the feeling of success with which he was permeated when the votes of his fellow citizens were counted and he was found to be the victor there to him was never a prouder or happier moment in the many successes that have crowned his life than when he received the badge of "gold and blue" at the hands of his associates. And the former chief, trustee, mayor and solid citizen is still the warm and sincere friend of the firemen.

gin of twelve votes. This action caused widespread comment and discussion. At the firemen's election that year Mr. Henry Rembe was elected chief, but the friction between the members and the authorities had grown to such formidable proportions that Mr. Rembe was unable to keep the department together and intact, the result being that Union Engine Company disbanded, sorely crippling the usefulness of the department. Mr. Rembe was again elected chief in the following year, but so rigid were the lines drawn and so great was the dissension that he declined to accept the position, notwithstanding there had been a material change in the village officers and the sincerest promises of aid and support were made. The department had, at this time, reached the lowest ebb in the history of its organization.

By the change in village officers Mr. R. W. Milburn was elected president and Mr. William Bonnet a member of the Board of Trustees. The village officials were sorely perplexed. A well organized and equipped

Some Happy and Pleasant Memories

fire department was an absolute necessity for the protection and security to life and property in the village. The village was then growing rapidly, and as new houses were being constantly erected it became evident, if reasonable insurance rates were to be obtained the fire department would have to be rejuvenated, rebuilt and conducted on different lines from the past and their fair and reasonable requests acceded to. The situation was serious. The president was popularly known as "Rod" to every one, while Mr. Bonnet was best known as "Billy." Both were enthusiastic members of the department. The situation was gravely discussed on all sides, but no one would have the position, and finally the president and trustees proposed that their associate, Bonnet, should undertake the herculean task of rebuilding the department, and finally prevailed upon him to undertake the task. No one realized the conditions better than did Mr. Bonnet. But with a full confidence in the firemen Mr. Bonnet accepted the position of chief, and with an energy and conviction born of the supremest confidence set to work. It was a difficult task and surrounded with many unpleasant situations; the fire and hand engines had become obsolete, but, notwithstanding this fact, the officials and many of the citizens opposed the disposal of the old-fashioned and almost worthless apparatus, they arguing against the purchase of more modern equipment. Chief Bonnet realized that most of the opposition was due rather to a sentimental feeling of long association than to a sentiment arising from a real knowledge of the facts, and taking full advantage of his official position he laid down a line of reorganization and re-equipment, and successfully carried his campaign of betterment to a victorious ending. Acting in the dual capacity of trustee and chief of the department he began a strenuous fight for the rehabilitation, first working and bending the forces under his command from a war of internecine strife to an army imbued with harmony and filled with but a single thought and purpose, the up-building of the Haverstraw fire department. Rules and regulations were promulgated and enforced; discipline and order came out of chaos and disorder. The member became solidified and harmonious. A new carriage was procured for Triumph Hose Company and that was followed by the erection of the present commodious home of Lady Warren Hose Company on Broadway. A new parade carriage and jumper were procured for General Warren Hose Company, and the old hand engine so long in use by this company was placed in storage. There was still great opposition to the views of the chief, particularly as to the disposal of the steam fire engine, as many of the citizens thought that the steamer should be kept as a reserve in the event of the failure of the water works to furnish an adequate supply of water in case of fire. But Mr. Bonnet was confident in the ability of the water system to furnish an ample supply of water sufficient in case of direst necessity, and enjoying the confidence of his associates on the Board of Trustees he disposed of the steamer, and was successful in having the village purchase a new jumper for Lady Warren Hose Company and a new and more modern truck for Rescue Hook and Ladder Company, and added about 2,000 feet of fabric and rubber hose to the other department equipment.

It was a big happy crowd that gathered in the Chief's billiard room on the night of Oct. 5, 1888, and how "Billy" was astonished when he heard the band parading the town, as the noise of the paraders grew louder and "Mike" Kinsley failed to come back from supper. How the Chief stormed; the crowd getting thicker in the billiard room as the time for Rescue's meeting approached. Finally, "Mike" came in and said: "Boss, you can go." The band had opportunely arrived and "Dick" Oldfield, who was then Foreman, called Chief Bonnet to the chair and the order of business being dispersed with, "Charlie" Sufferin, who had been coached by the committee, proceeded to roast Bonnet. He just blistered him for ten minutes and then uncovering the package, presented the beautiful badge.

The writer of this article was at the time, as the records will show, one of the chief kickers against the "Bonnet scheme," for the sale of the steamer and the up-Broadway site. However, he was in on the deal and knew Bonnet knew nothing of the plot.

To say that the Chief was surprised, is putting it mildly. He blushed like a school girl. He couldn't

have fought back then like he had for the two years previous to save his life.

In the good time that followed, he promised forgiveness to all who had been roasting him. To put the words as near as I can remember, he said: "You suckers have been giving me Hell all the time and didn't mean it."

A few weeks later on Nov. 15, the Board of Trustees presented him with the trumpet he is so proud of. Bonnett knew of this and furnished a wine supper to the "bunch." The banquet and presentation took place in the United States Hotel, General Hedges making the presentation speech, Rodney W. Milburn was Master of Ceremonies, and it is needless to say a good time was enjoyed, and the disturbing elements in the department vanquished.

Since Mr. Bonnet terminated his position as chief, until two years ago, he had been a member of the Board of Trustees and was for three years mayor of the village, and was largely instrumental in bringing the department up to its present high standard in membership and equipment, as Village Street Commissioner he is now bending every energy to have the streets in excellent condition, and is also engaged in organizing a large company of boys for the parade.

During the past few years the department, in addition to the horses and other equipment, has been bettered by the addition of the hand saw and modern hook and ladder truck above referred to and new parade carriages for Lady Warren and Relief hose companies. The village owns four of five houses occupied by the companies comprising the department, and will within all probability, build the fifth house in the near future.

The members of the fire department are a powerful factor in the governmental affairs of the village, and for the last dozen years have been fortunate in having such champions as members of the village government as former Chiefs William Bonnet, Alonzo Bedell and Thomas Lynch, while each of the several companies have at times been represented on the Board of Trustees by competent and enthusiastic members.

It is a traditional fact that the fire department have been political factors in the village since 1874. At the election in that year the firemen elected an entire village ticket with Mr. Alonzo Bedell as their candidate for treasurer, a position he held for fourteen years.

The origin of the department dates back to the burning of a barn in the lower part of the village on the property of George E. DeNoyelles on January 24, 1854.

This event demonstrated the necessity of some sort of an equipped and organized department, in order that the citizens of those days would be better able to guard their homes and property against the ravages of fire. The DeNoyelles fire occurred on a Sunday evening just as the late Dr. A. S. Freeman was about to deliver his sermon. One of the congregation sitting near the door and hearing the alarm became so excited that he arose in his pew and shouted, "We are all on fire!" To tell it as the doctor afterwards described the incident: "There was a sudden vision of coat tails flying out behind and a precipitous retreat of men, women and children, and finding myself standing in the pulpit facing empty seats I concluded to suspend the services with the benediction." Although the good dominie never said so it can be safely assumed that he joined the rest of his congregation in fighting the fire and organizing the first company of the department. So, the day following the DeNoyelles fire striking posters in the biggest type then in vogue were distributed throughout the village. These posters or dodgers read:

"FIRE! FIRE!! FIRE!!!"

"Citizens of Haverstraw, will you meet with us on Saturday evening next, January the twenty-eighth, at the ball-room of the American Hotel, and assist in raising an amount of money sufficient to purchase the necessary apparatus for a hook and ladder company?"

"Signed: James Creney, Samuel Cosgrove, Samson Marks, John Begg, John Felter, C. P. Hoffman, J. D. Bostwick, Jacob Allison, Alfred Hazzard and Robert Smith."

This meeting was largely attended, fully one-half of the male population of the village attending. But owing to the failure to arrange the preliminaries the meeting was adjourned to the evening of February 18, 1854, and the organization perfected of Rescue Hook and Ladder Company No. 1, with the following charter members:

Asbury DeNoyelles	Samuel A. Ver Valen
James King	Harmon Felter
William Felter	John Felter
John Jones	William R. Lane
Daniel C. Springsteen	Edward Felter
John Begg	Isaiah Milburn
J. W. Edwards	William Bodell
John Gains	W. B. McLaren
Theodore Polhemus	George E. DeNoyelles
Edgar Freeman	Lewis S. Whittaker
Edward Peck	Silas G. Mackey
Matthew Rose	Garrett Storms
A. E. Milburn	Fred Glassing
Jackson Rose	Joseph Hazard
Jacob Allison	John P. Jersey
Lewis R. Mackey	Theodore Frederick
Stephen Fields	Abram D. Ver Vele
Matthew Cooper	John Cosgrove
Denton Fowler	Philip Schoonmaker
Bradley Keesler	Matthew Garnea
James Creney	Samson Marks

A meeting of the company was immediately called and the following officers elected: Asbury DeNoyelles, foreman; James Creney, assistant foreman; James King, secretary; J. W. Edwards, treasurer, and Lewis R. Mackey, Steward. A truck was purchased shortly afterwards. Of the charter members but six are still living. They are Samson Marks of Nannet, Bradley Keesler of Stony Point and the Messrs. Denton Fowler, Abram D. Ver Valen, Silas G. Mackey and Harmon Felter of this village.

From 1854 to 1867 the truck was kept in an old shed located where the Methodist church now has its wagon sheds. It was afterwards moved to an old shed in Division street, where it had its home until 1870. Then it was kept for about six months in an old shed on West Broad street, next to John D. Treadway's present stable, and then moved to a long one-story shed on the location of its present home, where it has remained ever since. Up to 1880 the company had had no permanent meeting rooms, holding its meetings here and there, wherever it could hire or beg a room. In 1880 the village erected the building it now occupies. From June, 1863, to April, 1864, no meetings were held on account of inability to get rooms. Its first fire service was on September 5, 1854, at the burning of a barn near Garnerville, where it performed excellent service as a bucket brigade. Up to 1859 it had been an independent company owning its apparatus and accoutrements. In that year the village fire department was formed, and finding itself irretrievably in debt the company transferred everything it owned to the village and the village authorities assuming their debts and fully initiating the company as a member of the fire department. The story as told by the village records appear in another part of this paper. The first chief engineer was

pany in the Hudson Valley Volunteer Firemen's Association, which is composed of all the best companies between Albany and Yonkers and the neighboring counties. Rescue has reached the apex of all that is attainable in the Hudson River Volunteer Firemen's Association through the untiring efforts of its members. The present officers are: Foreman, James A. Goldsmith; Ass't. Foreman, Daniel Springsteen; Captain, L. J. Kierman; First Lieutenant, Thomas Lynch; Second Lieutenant, William Hendershott; Secretary, John Badell; Treasurer, Charles Weiant; Steward, Elbert Benson; Finance Committee, Deronda Call, George Anderson and Elmer Tremper.

ROLL OF MEMBERSHIP.

William Bonnet	John Troup
James A. Goldsmith	Morgan Demarest
Thomas Lynch	Frank Harold
W. H. Jenkins	Fenton Gardner, Jr.
F. M. Schaper	William C. Grant
R. J. Williams	Henry Waldron
Joseph C. Peck	Clarence Gardner
Fred Holt	George A. Leach
W. D. Kennedy	William Uhl
F. J. Waldron	Joseph B. Flynn
John S. Oldfield	Jacob Lefkowitz
Charles Hofer	Charles M. Hilton
John W. Bryner	William H. Springsteen, Jr.
Charles S. Sloat	Clarence Williamson
Allison McGeorge	Frank A. Flint
John T. Badell	William D. Flynn
Charles A. Soper	Frank C. Stevanc
William B. Ganson	Charles D. Archer
George B. Anderson	Fe er Miller
Daniel W. Springsteen	William H. Benson
Deronda Call	DeWitt H. Honse
Joseph H. Badford	William H. Carpenter
Charles W. Bacon	Ambrose Askew
Ira Demarest	John E. Zandol
E. E. Tremper	Wesley Springsteen
William Hendershott	Thomas F. Flynn
Samuel Keigler	Ira M. Hodges, Jr.
Wilson P. Foss	Gustav Vetter



RESCUE'S CELEBRATING AT CATSKILL. AFTER WINNING FIRST PRIZE.

chosen from Rescue in the person of Samuel Ver Valen, and it has since furnished five chiefs. July 7, 1862, on account of internal troubles, the company was reorganized with Alexander Goldsmith as foreman and adopted their first uniform, consisting of blue shirt trimmed with red braid, white belt with red letters "Rescue" on the back, glazed cap and dark breeches. Previous to this time the only portion of a uniform worn was a heavy fire helmet. In the year 1887 the old truck was sold to Grassy Point and a new one purchased. The new one was in service until 1899, when it was traded off and the present one obtained. When its house was built for them the company very handsomely decorated and furnished it, and in 1899 the rooms were redecorated and furnished, the old furniture being sold as relics to the members and new furniture purchased. Just as in the case with all similar organizations the company has had its ups and downs, both financially and in its members, the lowest ebb being reached in 1898, when it had only fifteen members on its roll and made the annual inspection parade with only nine members on the ropes. Since then it has built itself up to its present membership of eighty-seven, one of the largest and best in that crack combination of fire companies. The Hudson Valley Volunteer Firemen's Association. It has furnished from its ranks one assembly man, seven mayors, fourteen aldermen and twenty-seven soldiers during the war of 1861-5. It joined the State Firemen's Association in 1890 and the Hudson Valley Volunteer Firemen's Association in 1899. It has now and holds in its rooms numerous prizes from firemen's tournaments, among which are a handsome fireplace mantle purchased with money won as first prize at the Firemen's Conventions at Peekskill in 1900, two prizes won at the same convention at Peekskill in 1901 and three silver trumpets. It holds the reputation of being one of the finest hook and ladder com-

Leo Hirschfield	Clarence G. Appleton
John F. McCormack	George W. Mitch
Charles A. Engles, Jr.	Samuel DeCheffin
Frank Decker	Dayton Johnson
Charles A. Weiant	William Johnson
John Champau	J. I. Carter
Briggs Buchanan	Bert Benson
William H. Jaycox	John F. Shankey
Batler Burke	Austin Allison
James Wood	Joe Levy
C. Sandusky	I. J. Hannah
Thomas Lyb h	Charles Engles
Bernard Kennedy	Otto Schaper
L. S. Kierman	A. K. Baum
Charles Smith	John McGowan
Webb Rose	George Ryder
Hugh McVey	

GENERAL WARREN HOSE COMPANY, No. 2.

The second company to be formed in Haverstraw and made part of the fire department was the company now known as General Warren Hose Company, No. 2. The work performed at two or three slight fires that had occurred in the village in early years demonstrated the necessity of some sort of an appliance for throwing water on the flames. With the truck there were a dozen leather buckets, but these were insufficient for any real practical use, and in consequence the work of the truck was mostly devoted to the pulling down of adjoining buildings and saving the contents of others. Experience has demonstrated that "bucket brigades," while made up of the most willing hands and hearts, were unable to get the water on a fire in any sufficient quantity, and, as a result, the purchase of a hand engine was strongly agitated, resulting in the organization of "Hand Engine Warren Company, No. 2," on May 15, 1854, with George S. Myers as foreman, E. M. Farrington, William W. Oldfield, H. Ver Vele, Daniel DeNoyelles, S. F. Requa, G. B. Bullis, John August Miller, W. Seashy, George W. Suedeker, George Anderson, H. Sturge, W. Schank, Stephen G. Newman, Samuel Fowler, George Ward, P. Schoonmaker, N. DeGroat, H. Jones, F. Clausing, T. Brennan, Thomas Murphy, Richard Mackey, William H. Ford, John Phillips, James Serat, Michael Flynn and Lou's Whittaker.

The company continued, with incidental changes in membership, and was in a flourishing and prosperous condition up until the year 1880, when it went down hill rapidly. This was caused by a misunderstanding with the Board of Trustees.

This disbandment was in all probability due to an attempt to discipline former Chief John A. Miller, who was an active member of the company. The records of this company had been preserved very carefully, and at the time of the disbandment were in quite a good state of preservation and would have furnished much historical data of the early days of the company. When the disbandment took place Gabriel Piester was secretary. He was instructed by former Chief Miller and 1 others in the department to take charge of the records and protect them, but Mr. Piester, thinking that the mayor was the supreme power in vil-

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J. Chris G. Hupfel Brewing Company's Beers.

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E. P. Vandenberg,

JEWELER

HAHNBLOCK.

lage affairs, subsequently acceded to a demand made by Mr. James Osborne, who was then mayor, and parted with the records. The early history of the company is shown to have been composed of the men whose names appear above. This historical data was gathered by Mr. John A. Miller, and was read by him at the tenth anniversary of the company, held in this village during the summer of 1864, the company having been formerly organized at the Warren House on June 5, 1854, when the following officers were elected:

Foreman, Louis Wamboldt.
Assistant Foreman, Thomas Sanford.
Secretary, Daniel R. Lake.
Treasurer, John C. Cox.
Mr. Sanford resigned his position on August 7, 1854, and was succeeded by Mr. Belding Barnes. The first engine of the company was received by them on September 28, 1854, and the first fire attended by the company at which the engine was operated took place on November 17th of that year.

During the first year of the organization factional quarrels took place, no less than three foremen and as many secretaries and treasurers being elected. Foreman Wamboldt resigned on December 10 and Alexander Castelline was elected to succeed him, Belding Barnes being elected to succeed Castelline.

The first ball ever held by a fire organization was the ball of this company held on Christmas Eve, December 24, 1854. At a fire on the property of John Peck, near the rolling mill on January 10, 1855, the company with the engine attended the fire, but there being no water their efforts were wasted. The second annual ball of the company took place at the United States Hotel on December 25, 1856. At this meeting George S. Meyers was elected foreman and no further meetings were held that year. The company accepted an invitation from Columbia Engine Company, No. 1, of Peekskill and paraded with them at the parade in that place on July 4, 1857, and at the laying of the cornerstone of Wayne Monument, which took place on July 6, 1857, at Stony Point, they attended and participated in the ceremonies and had as music Dodsworth's Band, for which they paid \$120. The company attended the fair of the Rockland County Agricultural Society held at New City on October 14, and on November 14 helped to put out a fire in the barn of George Benson at Benson's Corner. Their third ball was held at the United States Hotel on Thanksgiving evening, November 26, 1857. At the meeting on December 16 George S. Meyers resigned his position as foreman and George W. Bullis was elected in his place. The company attended the fair of the Agricultural Society in New City on September 20, 1858, and gave an exhibition of their ability to throw water, and on the 20th of June, 1859, attended the annual parade of the Sing Sing fire department as the guests of Engine Company No. 3 of that place. Only three meetings were held in the years 1860 and 1861. The company attended a fire at William Call's barn on May 16, 1862, and on June 2, 1862, the officers were elected as follows: John A. Miller, foreman; Ralph Fredericks, assistant foreman; Jacob Fredericks, secretary; William Oldfield, Treasurer.

No meetings were held during that year. On December 7, 1865, the company gave a supper and entertainment to Union Engine Co., No. 2, in Walter Johnson's building, and on the 22 of February, 1866, they gave a target excursion. The company gave a ball in the wigwag on January 1, 1869, at which they cleared \$115.58.

In the summer of 1865, as will be seen by referring to the village records, the trustees bought a new engine with folding brakes on. This engine was received on the 10th of November, 1869, and the name of the company was changed to General Warren Engine Co., No. 1. On the 23 of February, 1870, the company gave a target exhibition and ball on the same evening in John Hall's Washington Hall, at which time the following officers were elected: John A. Miller, foreman; John Hall, Jr., assistant foreman; John Meyers, secretary; Otto Speck, treasurer; Jacob Balzer, steward.

The company arrived in July, 1870, to have an engine contest of all the engines in Rockland County, and procured a handsome trampet for that purpose, but no companies appeared on the date, June 28, 1870, and the trampet remained the property of the company forever after. Prior to this contest, Mr. Miller says the General Warren Company had entered contests in Peekskill and had defeated all the other companies. They had also defeated the Nyaack companies in the contest the year before at the New City Fair. On October 4, the company having accepted an invitation, paraded with Hook and Ladder Co., No. 1, of Peekskill in the parade of the department held at that place, and Wm. Bonnett was elected foreman in place of John A. Miller who had held the office from June 2, 1866 to that time. The company participated in the celebrations held in Garnerville in 1876, and 1878 by the Garnerville Fire Department.

At the meeting of the company held on June 5, Mr. John A. Miller was again elected foreman. During the time he served as Chief, there were several frictions between him and foreman Bonnett. Both were pretty strong-headed and determined men. At the annual parade held in October, 1878, foreman Bonnett had secured from Mrs. W. A. VanHonten a flag that had been presented to the militia company prior to their going to war, and had been brought back to Mrs. VanHonten somewhat worn but still flying. The company had no flag, and it appears neither did the department. When Mr. Miller found the flag in possession of his own company, he ordered it to be taken to the head of the line. Foreman Bonnett got on his dignity at once and demanded that the flag remain with the company, as the company had borrowed it. This resulted in a strong argument and in the company leaving the engine standing where it was on Division street and refusing to parade unless the demands of the Chief were withdrawn.

For a good many years the company enjoyed the reputation of being the champion hand engine company along the river. A fierce rivalry existed between them and the Mazappa Engine Co. of Nyaack. They had defeated the Mazappa company at New City, and in consequence, about 1867, Mr. Miller thinks, a contest took place at Peekskill between the Mazappa Engine Co. and General Warren in which the former was defeated. When the engine was tested at Cosgrove's lumber yard, it was found that a stream of water was forced through the nozzle in one minute and forty-four seconds.

The conflicting conditions continued until the fall of the following year, when matters reached a crisis, and the company was disbanded by the Board of Trustees. Within a few weeks after the disbandment by the trustees, the company was re-organized December 15th, 1881. The name was changed to General Warren Engine Co., No. 2, with the following officers and members: Fred Glassing, foreman; John Bryans, assistant foreman; Joseph Allison, secretary; Chris Myers, treasurer; Jacob Hahn, steward; Fred Mardorf, Chris Spiesinger, Henry Rembe, E. P. Burd, Joseph Dennis, Terrance McGowan, Jacob Siebold, Joseph Smith, George Stark, Henry Hahn, John Lunkenheimer, Jacob Hafele, John S. Kander, Charles Helbig, Wm. Smith, Fred S. Kisser, William Fox and Adolph Goldstein as members.

About the year 1884, the present home of the company on Middle street was built and equipped by the village and the company. The name was changed to General Warren Hose Co., No. 2, in the year 1888. In that year, the trustees bought the handsome parade carriage now in use by the company. The officers then were John Brahan, foreman; Fred Bonnett, assistant foreman; Charles Dinsdorf, secretary and Chris Meyers, treasurer.

The company has always been considered one of the bulwarks of the department, and its membership has been largely made up from the solid and substantial citizens of the village, and it is at this time in a prosperous condition. The present officers and members are: Arnold F. Ewald, foreman; Harry Hirschfeld, assistant foreman; George Mardorf, secretary; Adolph Goldstein, treasurer; Arthur Ellis, steward; William Smith, Joseph Albert, Jacob Hafele, Michael Warschauer, Henry Klish, William Levy, Frederick Mardorf, Louis F. Rembe, Louis Cohn, Henry Hahn, Michael Hoffman, Benjamin Hoffman, Philip Brown, Jr., Hugh Sheridan, T. J. McGowan, Frederick Bauer, Louis Grab, William Coyle and James Allison.

LADY WARREN HOSE COMPANY, No. 5.

The progress that was being made in the various inventions and the growth of the village caused several leading citizens to propose the purchase of a steam fire engine in the year 1869. This proposition was not received favorably, although it was admitted that a mechanical engine of some kind was a growing necessity. But Haverstraw was a provincial town and the expense, estimated at \$3000, was not to be thought of by the conservative element, they counting that the two hand engines then owned by the village were able to afford all the protection necessary.

The late John L. DeNoyelles was then the most powerful factor in village affairs and was considered its most popular citizen. He wielded a facile pen and was possessed of keen wit; he was an ardent advocate of a steam fire engine. A company was formed in July, 1869, with Isaac Buchanan as foreman, John T. Hoey as engineer and among the mem-

bers were Charles Gillies, Edward Bedell, Anton Schmitz, E. G. Felter, Averill Buchanan, Winslow Jersey, Alfred J. Carson and Charles Carson.

Mr. R. A. Ver Valen was the president of the village and Orimal W. Parsons was chief engineer. These gentlemen were ever strongly opposed to the purchase of the steamer. But Mr. DeNoyelles was an enthusiastic advocate, and so confident was he in the success of the movement that he overestimated public opinion, pending the holding of a special election for the purchase of the engine in the following spring. He practically arranged for the purchase of an engine from the city of New York that had become too small for use in the growing metropolis, from a man named Nugent. The engine arrived in due time and a special election was held in the month of May, 1870. The engine was at this time stored in the freight house on the steamboat dock, and would not be received because of the feeling between the partisans over the matter. The election was a surprise to the advocates of the steam engine, the question being hopelessly beaten. It is related that the friends of the movement to have the village equipment bettered by the addition of the steamer made no effort to get out the votes of their friends, it being thought best to let the taxpayers decide, but while the friends of the movement rested on their oars the opposition worked diligently. When the result of the vote was announced, the election being held in the corporation rooms, which were then in the "Osborn building" on Liberty street, Mr. DeNoyelles took the breath of the ultra conservatives by announcing that "the engine had come to stay." This announcement was received with incredulity by many, as they thought the statement was made in the heat of disappointment at the result of the election and would not be sustained, but they were doomed to disappointment for "John Larry" had his fighting blood up and within a day or so went to New York City and paid for the engine out of his private purse. When he returned from the city with a receipted bill for the engine there were still the incredulous ones, who could not imagine that a citizen should be broad, generous and liberal enough to pay three thousand dollars, and dollars that could not be afforded as well as they might, out of his own pocket for the benefit of the village. And the accensation was freely made that an underhand agreement existed between the city and the "village poet," the assertion being freely made that the "engine" would soon go back. But days lengthened into weeks and weeks into months and the prediction was unfulfilled; the engine had come to stay.

It was first kept in a shed or barn on Broad street about where the residence of Mrs. Charles Gillies now stands. There was considerable speculation indulged in as to what "John Larry" was going to do with the "elephant" he had purchased, it now having become a fixed fact in the minds of the people that he was the real owner. In the meantime one or two small fires had broken out in the bottling works of John Hall on West street. At the Hall fires the barns were practically destroyed, but the work of the engine was so great that a new sentiment had arisen and an election resulted in the purchase of the engine.

In the fall of 1870 a parade was held in Sing Sing. Lady Warren was invited and the members decided to accept. Orimal W. Parsons, who was chief and an anti-steamer man, called a parade for the very day of the parade in Sing Sing and refused to allow the steamer to be taken as it had been placed in charge of the department by Mr. DeNoyelles. The company attended the parade in Sing Sing, but the incident, under the circumstances, was taken as an affront to the foreman and the company disbanded.

The company was reorganized February 20, 1871, with James Fleming as foreman and Timothy Hargaden, Patrick W. Redmond, Thomas Reilly, John T. Hoey, John McGovern, John Conley, John O'Brien, Thomas Burke, George Ward, Anton Schmitz, Michael Toppin, Timothy Byrnes, Felix McCabe, Patrick Sliney, Michael Kelley, Thomas Sheridan, John Reilly, Thomas McCauley, James O'Brien, Thomas F. Clark, Thomas Nolan and Patrick Barrett.

The company had a precarious existence for several years. The discussions were many. They had no regular or decent place for the engine for several years until an addition was built to the house occupied by Union Engine Company, No. 2, on Division street. As fast as the membership would lose interest reorganization would take place and new life would be injected. The engine was rebuilt in 1878 and put in first-class condition, and so continued until the establishment of a water system in the village. There was always much grumbling among the membership at the failure of the village to give the company either a home for the engine or a place to meet in. The company was moved around from post to pillar, with no place to lay their heads. A meeting place was provided for them in the rooms over the harness store of Daniel Williams in the United States Hotel buildings, and later in the rear of the corporation rooms in Osborn Hall. After the disbandment of Union Engine Company they were given the rooms formerly occupied by that company in the house on Division street. The company, like the balance of the department, had reached its lowest ebb about the time William Bonnett was elected chief of the department, and was then re-organized as "Lady Warren Hose Company, No. 5," the reorganization taking effect April 5, 1888. This was followed by the erection of the present commodious home of the company on Broadway of this village, the taxpayers having voted the appropriation therefor at the village election in the March preceding. For several months prior to the date of the reorganization a committee, consisting of James Renn, Frank C. Stevanc and Michael McCabe had been at work on the plans for the reorganization. Many new members were elected and plans put in operation, so that hardly had the ink grown cold on the election returns as filed with the Board of Trustees when the movement to get the new house was inaugurated, but an obstacle was met that was more difficult than getting the taxpayers to vote the money. The people living on upper Broadway at and near the intersection of West Side Avenue demanded that the house be built in that section. Many new houses had been erected in the neighborhood, the Sharp and Gurnee properties, now so thickly

settled, had been opened up and fire protection was demanded, and an earnest effort was made to have the new house built at least as far up Broadway as Orchard street. This effort was fiercely combatted by the members of the hose company, and to add to the discomfort a desirable site was not believed to be obtainable on the south side of St. Peter's church. Finally the committee above named secured an option on the lot, afterwards purchased, from Mr. George S. Sherwood. This site was satisfactory to the company but not the people living in the upper end. President Millburn was in favor of the Sherwood lot and sided with the hose company, while Chief Bonnet was a champion of the other. This contention at one time threatened to disrupt matters and undo all the good that the chief had accomplished. But after the next charter election the lot was purchased and the contract awarded to A. J. Carson. So rapidly was the work prosecuted that the cornerstone was laid the first week in June. The day was made a holiday in the village, the firemen turned out, the present chief presided and speeches were made by Mr. A. J. Carson, President Millburn and Chief Bonnet. Irving Brown was to have delivered the address, but an unexpected and important legal engagement prevented his attendance and in his stead former Chief Alonzo Bedell, who then, as now, was a warm favorite with the members of the department, delivered the dedication address.

The building was completed that summer and has since been occupied by the company. The officers of the company at the time of the reorganization were Nicholas Cox, foreman; Philip A. Fox, assistant foreman; James Renn, secretary; John F. Shankey, treasurer; Terrance Brady, steward. Some years later the handsome hose carriage now owned by the company was purchased by the village.

Lady Warren boys are known as "the boys in blue," they having always had as uniform a blue suit, and are considered the best fire fighters in the department and might very properly be charged with living in the house as they are generally first at a fire.

The company have wielded no small influence in not only the political affairs of the village but in the town and county. The membership is made up of young men of the village who enjoy the confidence and respect of all, and in the past fifteen years have enjoyed the distinction of more chiefs from their ranks than all the other companies combined.

The parlors are sumptuously furnished and the company enjoys a reputation for sociability and hospitality that extends from Yonkers to Hudson among the volunteer firemen.

The present officers and members of the company are: Edward Lyons, foreman; Mark O'Brien, assistant foreman; John T. Hoey, Jr., secretary; John Nolan, treasurer; William Rielly, steward; James F. McCabe, representative; James Renn, Thomas Finegan, Philip A. Fox, Michael McCabe, William Curran, Lawrence Cullen, James Finegan, Felix McCabe, Charles D. Reilly, John J. Finegan, James McGovern, John O'Brien, Henry M. Toppin, Bernard J. Fox, Lawrence Manion, Peter A. Reilly, William Tierney, Andrew Donnelly, Jr., George Smith, Hugh Sheridan, Jr., James Tierney, Jr., Patrick McGrath, William Morrison, Patrick Walsh, Michael Holland, William Hurley, John Burket, Thomas Kelley, Thomas Lyons, Jeremiah Cullen, James Reilly, James D. Cahill, Michael Hughes, George Smith and John Fahey.

RELIEF HOSE COMPANY, No. 3.

The efforts of the citizens and property owners in the western and that portion of the village comprising West Side and Gurnee Avenues, Sharp and Spring streets, that had its inception in the attempt in 1888 to have the house of Lady Warren Hose built further up Broadway, was never permitted to die, but was revived and brought to light early in each summer, finally resulting in the spring of 1895 in taking definite form, and finally a hose company was formed, the progressive citizens of the neighborhood finally succeeding in their efforts, and rooms were rented over the store of Fred W. Schaper for a meeting place.

The first meeting, when decisive action was taken, was held on the evening of May 16, 1895, and committees were appointed for the purpose of perfecting an organization, and an adjournment taken until the evening of June 4, 1895, when a permanent organization to be known as Relief Hose Company, No. 3, was perfected with the following officers and members: Eugene Allison, foreman; Edward Bartine, assistant foreman; Jacob Hafele, Jr., secretary; Thomas J. Murray, treasurer and James Gourley, representative on the Board of Engineers. George G. Melvin, John M. Larkin, Joseph Schaper, Joseph Yakel, Geo. Hafele, Alexander Peterson, Grant Abrams, Michael Delaney, William Johnson, William H. Bauer, John H. Myers, Hiram Turner, Martin Bauer, John Gilligan, Theodore McClellan, James Babcock, William Kane, Edward Larkin, Thomas Cochran, Henry Schuchbach, William Turner, William H. Freyfogle, James Donnelly, John Bennett, Michael Reilly, Henry L. Freyfogle, John Towers, Leonard Heckman, John Heckman, Otto S. Schaper, Lincoln Springsteen, James Monahan, John Dugner, George Geise, Charles Conklin, Antonia Belf, Harry C. Vanderbilt and John Spiesinger.

On the very same evening at a meeting of the Board of Trustees, the company was organized was accepted and made a part of the fire department of the Village of Haverstraw. A hose cart with several hundred feet of hose and other equipment was procured for them, and the house now occupied by the company on West Side Avenue, and leased from Mrs. Maria Gourley, fitted up with such appliances as would be serviceable in case of need. About two years after the organization, the village purchased a handsome nickel plated hose or parade carriage that is one of the finest in this part of the state.

Relief Hose at once took, and has always maintained, a prominent part in department matters, and being composed mainly of young men from 21 to 30 years of age, are active workers and the friendly yet sincere rivals of Lady Warren Hose Co. They are seldom late in answering an alarm of fire, and are very popular with the people. There is the warmest friendship between the two companies, and a social function held by Relief's is not complete without the presence of Lady Warren's boys, and vice versa. When any contest has arisen in the department over matters of government or the selection of chief or the officers, these two companies are usually together. In all matters concerning the department they will be

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M. A. Driscoll, Manager.

THE Haverstraw Water Supply Co., supplying the Villages of Haverstraw, West Haverstraw, Garnerville, Stony Point and Grassy Point, Rockland County, New York.

Has a pumping station at Stony Point where the source of the supply is the Minisceongo Brook.

A gravity system at Thiells where the reservoir is located. The source of supply is mountain springs.

The fire pressure runs from 60 lbs. on high points to 125 through the business section of Haverstraw.

This Company has during the past two years, under the supervision of Mr. M. A. Driscoll, made extensive improvements to its plant, consisting of new pumping machinery of the most approved type, an additional pressure reservoir on the mountain at Stony Point, a stone dam, 88 ft. long across the Minisceongo, about three miles of new water mains.

Building the well of reservoir at Thiells, eight feet higher, greatly enlarging its storage capacity. This work necessitated the purchase of about thirty-five additional acres of land.

There are other improvements now under consideration, as it is the desire of the Company to keep ahead of the demands and always have an ample supply of water to meet any emergency.

This Company is progressive and believes that the future of Haverstraw, West Haverstraw and Stony Point is promising. It is intensely interested in all things that tend to improve the territory where their business is located.

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REPAIRING

found working in harmony, and divide the honors in fighting the fiery element.

An effort was made in the last year's election to have the village buy a plot and erect a suitable house for Relief, but much to the regret of almost everyone, the effort was a failure. However, it is believed when the attempt is again made the result will be different, as the defeat was ascribed to the fact that there were too many propositions requiring the spending of public money up for consideration at that time. The belief in the success of the next effort is based on the fact that the margin against the proposition was only seven, while on other questions there were more votes against than for.

The officers and members at the present time are: George Topping, foreman; John Towers, assistant foreman; Fred Riecker, secretary; Walter Bartine, assistant secretary; Clayton Furman, treasurer; Hiram Turner, steward. John Bennett, William Bauers, L. E. Cullen, Michael Delaney, Edward Delaney, George DeWitt, William W. Freyogle, Henry L. Freyogle, James Gurlley, John Gilligan, Jacob Hafele, Jr., Wm. Hafele, George Hafele, Ray Johnson, William Kane, George G. Melvin, John F. Myers, James Monahan, Charles McClellon, Theodore McClellon, Frank Mackey, Ernest Rieker, Henry Schubach, Lincoln Springsteen, Frank Smith, Everett Turner, William Turner, John Towers, Samuel Topping, Chas. Wright, Edgar Garland, Irving Secor and Charles Benson.

TRIUMPH HOSE COMPANY, No. 1.

After the rebuilding of the steamer in 1876, it became apparent that an efficient organized hose company was necessary for the proper care and handling of the large amount of hose now used by the steamer which was so increased in pumping and force power as to make it necessary to take her to some point where there was a large volume of water, as in the rebuilding, the power had been increased two-fold. The subject was considerably discussed, it having been demonstrated on several occasions that the engine company had about all they could do to properly handle the engine and one or two hundred feet of hose at a fire, while not less than five or six hundred feet was required. The discussion of the matter finally reached a conclusion by the establishment of a hose company. Mr. Henry F. Dori, the present efficient Village Clerk, was one of the prime movers in the project, and an organization was perfected on September 11, 1875, Triumph Hose Company, No. 1 being organized with Daniel DeGroat as foreman; John Bartine, assistant foreman; Henry F. Dori, secretary; John I. Cole, Jr., treasurer; Christopher E. Dori, steward. Cyrillus Fredericks, Moses Baum, George B. Weyant, Sylvester Wood, John Fredericks, Robert Bell, Charles Rockwell, William Applegate, Michael Heffernan, William Duryea and Fred Nicholas as charter members.

Shortly after the organization, the village purchased a handsome parade carriage for the company in addition to the "jumper" used for fire purposes.

The hose cart was kept in the rooms on Division street with the steam engine, while the company rented more rooms which they furnished handsomely in the hotel block. This continued until the village bought the property and built the present house of General Warren on Middle street, when the Triumphs were given the house on Middle street formerly occupied by General Warren's boys. This company has had just as many ups and downs, if not more, than the other companies. The membership was largely made up of the well-to-do young men of the village, and were noted for the extravagance of their social functions, and had at times as foreman, Charles W. Bacon, Christopher E. Dori, Nicholas Murphy and John DeNoyelles, the second, Henry F. Dori, E. P. Vandenberg, William Wadsworth, T. Fergus Redmond and other well-known young men.

The company disbanded in June of last year.

COSGRIFF HOSE COMPANY.

A strong rival for a place in the affections of the people now held by Relief and Lady Warren Hose Companies, is the Cosgriff Hose Company, organized on June 24, 1902. This company is made up of active and highly respected young citizens of the community. Many of them were members of the well-known and popular social organization, "The General Warren Outing Club," and were either affiliated with or connected with General Warren Hose Company up until the early part of last year. That time there were sort of two distinct factions in the General Warren organization; one made up of the older and more conservative members who have reached that period in life when comfort and ease are more enjoyable to them than running to fires, participating in tournaments and conducting social affairs. The older men while not very large in majority, by their conservatism and age wielded sufficient influence to control the active operations of the company. This restraint was sort of irksome to the younger members whose spirits and enthusiasm desired occasions for expression. Consequently, when Triumph Hose disbanded, the younger members of the General Warren Hose Company resigned from that company and with a number from the outfit club organized a hose company, and in recognition of the Cosgriff Andrew Cosgriff, called the new organization the Cosgriff Hose Company No. 4. The first set of officers were: Louis F. Rembe, foreman; Michael Kelly, first assistant foreman; Alonzo Schmohl, second assistant foreman; William Mott, secretary; Valentine Rembe, Jr., treasurer; Fred Kistner, janitor; Valentine Rembe, Jr., and John Johnson, Fire Wardens, with the following as members: Louis Grab, Abraham Dias, Benjamin Nelson, Alonzo Schmohl, George Rembe, Thomas Tierney, Theodore Hughes, Theodore Blume, Hubert Blume, Augustus Johnson, Edward Post, William Weber, George Grab, Lawrence Ryan and Wm. Hewitt.

Cosgriff company is recognized as being composed of active, energetic young men, working for the best interests of the community, and have the interest of the department at heart. They enjoy the reputation for the successful management of social affairs equalled by no other social organization in Rockland County. They are in a healthy and prosperous condition, and while not a year old, bid fair to become one of the leading fire companies in the department. Their present and very competent set of officers are: Alonzo Schmohl, foreman; Theodore Hughes, assistant foreman; William Mott, secretary; Valentine Rembe, Jr., treasurer; Fred Kistner, janitor; Valentine Rembe, Jr., and John Johnson, Fire Wardens.

WILLIAM BONNET FIRE CO.

This is the baby company of the department and was organized several weeks ago through the efforts of ex-chief Bonnet who is always doing good.

Its membership consists of the sons of active members of the department who formed for the purpose of participating in the parade. Joseph Shankey is foreman, Brooks Pray, Secretary, and Ray Parkton, treasurer, with the following members: Chas. Oldfield, Charles Keesler, Charles Eagles, John Steves, John Williams, Fred Bedell, Bruce Call, Otto Schmohl, William Bonnet, Tompison Hamblett, Norman Brooks, Victor Shankey, Wm. Cahill, Otto Munroe, Willie Chapman, Raymond Garrison, Nicholas Thompson, Thomas Holt, Fred Riker, Murtha Goldrick, Charles Feeney, Charles Cohn, John Cooke, John Lynch, Fred Goldsmith, Fred Hackbarth, Taylor Soper, Bonnie Demarest, Willie Hughes, Michael Madar, Hill Kennedy, Archie Fox, Wm. Jenkins, Ed. Giedess, James Cullen, Vernon Waldron, Abe Nelson, Isaac Bowers, Y. Trempier, Nelson Perry, Clarence Brown, Thomas Finegan. LeRoy Storius, banner carrier.

LIST OF CHIEF ENGINEERS OF THE HAVERSTRAW FIRE DEP'T.

Samuel A. Ver Valen, 1860.
John R. DeNiko, 1861.
William R. Lane, 1862.
Belding Barnes, 1863-6.
Daniel R. Lake, 1867-9.
O. W. Parsons, 1870-1.
John A. Miller, 1872-3.
James C. Conkila, 1874-7.
Patrick Barrett, 1878-9.
John Brahm, 1880.
William Benson, 1881.
Alonzo Bedell, 1882.
Thomas F. Clark, 1883-4.
Henry F. Dori, 1885.
Henry Rembe, 1886.
Isaac M. Purdy, 1887.
William Bonnet, 1887-90.
Nicholas Murphy, 1891-2.
Nicholas Cox, 1893.
George Martort, 1894-5.
Bernard J. Fox, 1896-7.
Thomas Lynch, 1898-9.
John F. Myers, 1900.
Michael McCabe, 1901-3.

Our Neighbors On the Hill.

Brief Review of Garnerville's Able Fire Fighters.—Credit to Town.—Will Celebrate Twenty-seventh Birthday in Fine Co-day With Sparking Apparatus.

The necessity of some kind of a movable fire engine for protection against fire in the vicinity of the print works after the great fire that almost destroyed the plant, in addition to the powerful steam pumps in the print works, was so apparent that early in 1876 a movement for the acquisition of a steam fire engine took permanent formation. The present handsome steam fire engine was purchased, and later a fire company with twenty-nine charter members was organized June 6, 1876. The engine and company were named the Samuel W. Johnson Steam Fire Engine Company of Garnerville, in honor of Mr. Samuel W. Johnson who was a brother-in-law of Commodore William T. Garner, and a member of the firm of Garner & Co. Mr. Johnson was of historical lineage, being a descendant of Dr. Johnson, the first President of Columbia College. He died on December 20, 1881, from the effects of a gun shot wound in the foot received while out gunning.

At the organization, the following were elected officers: Foreman, John D. Norris; Assistant Foreman, James O'Brien; Treasurer, James H. Taylor; Stewart, Alexander Rachmiel.

The organization as the Garnerville Fire Department took place after the organization of the company, and John E. Hunt was elected First Engineer. There were many palatial and beautiful houses within the boundaries of the village of West Haverstraw, and the owners and citizens of the community were so delighted at the formation of the company that on July 20, 1876, Mr. F. M. Wall on their behalf presented the company with a beautiful silver service. The company's motion home now occupied by the company, fitted with every device for the comfort and pleasure of Johnson's members, was then in the course of construction. The building was completed just a week after the presentation of the trumpet by Mr. Wall on July 27, and the keys of the new engine house delivered to Mr. Hunt and the company given full possession.

The late C. Y. Wemple, then the manager of the Print Works, was a warm friend of the Company, and presented them with the cannon used by the Company. During Mr. Wemple's life time the company visited him on the morning of every July 4th.

C. Y. Wemple besides being one of the active members was always willing to grant any request within reason asked for by the Company, he being a resident of this town until the time of his death.

At the parade of the Haverstraw Fire Department on November 30, 1876, as told in the historical record of the Haverstraw Fire Department, the Garnerville company came to Haverstraw and proudly paraded in the line of march. On December 12, 1876, the S. W. Johnsons tendered the members of the Haverstraw Fire Department and the leading citizens a reception in their new home. The company joined the State Firemen's Association in 1877, Mr. John D. Norris being sent as a delegate. He subsequently became a life member of the state association, and was a popular member of the state organization, being elected to the office of Treasurer at the convention held in Buffalo in 1886. Upon his return home he was warmly received by the members of the Johnson Engine Co., the citizens of Garnerville and a large number from this village.

Mr. Norris was continuously elected foreman from the organization of the company until the year 1885, when Mr. H. B. Hargreaves was elected foreman and re-elected the following year. The foremen who were subsequently elected were: William E. Lunn in 1887 and 1888, William E. Brooks in 1889 and Fred H. Taylor who was elected on June 3, 1890, and served continuously from that time until June 1901, when the present foreman, Robert J. Taylor, was elected. Mr. John E. Hunt from the time of his election as chief in 1875, held that position continuously until his death on January 16, 1901, when Mr. Joseph L. Bailey, the present affable and competent chief, was elected. Mr. Bailey had served as assistant foreman very acceptably for 11 years.

Of the twenty-nine original charter members, eighteen failed to serve full time as prescribed by law governing fire organizations, seven have died, and four of the originals are now living and are still members of the company. They are Messrs. James O'Brien, H. B. Hargreaves, James Girling and Thomas Hester. Since the organization of the company, one hundred and two persons have been elected as active members. There are now on the roll thirty-five active members. Some have moved away, some have died and others are on the retired list, which contains twenty-eight names. Twenty citizens of the vicinity have been elected as honorary members. Twelve of them have died, seven moved to other scenes of activity and one still remains on the list.

The company enjoys a well earned and large sustained reputation of always being ready and quick to respond when duty calls them. Since the formation of the company, there has been no serious fire with which to contend. However, if such an unfortunate event demanded their services, the response would be prompt and the services the best that brains and muscle can render.

The company's fire fighting apparatus is the best that is manufactured. In addition to the fire engine that is in perfect condition of repair at all times, the apparatus is equipped with twelve hundred feet of hose on a cart in readiness for an emergency.

The activity of the company might be cited by a single instance. At the serious fire that took place in the Henry Hahn barn in this village on June 13, 1887, the company were notified by telephone at 11:55 a. m., and in twenty-eight minutes were pumping water on the burning building. Their prompt response and able assistance were greatly appreciated by the Haverstraw Fire Department, in that the water pressure on that day owing to the drought then prevalent, was extremely light, and until the arrival of the S. W. Johnson En-

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large affairs, subsequently acceded to a demand made by Mr. James Osborne, who was then mayor, and parted with the records. The early history of the company is shown to have been composed of the men whose names appear above. This historical data was gathered by Mr. John A. Miller, and was read by him at the tenth anniversary of the company, held in this village during the summer of 1864, the company having been formerly organized at the Warren House on June 5, 1854, when the following officers were elected:

Foreman, Louis Wamboldt.
Assistant Foreman, Thomas Sanford.
Secretary, Daniel R. Lake.
Treasurer, John C. Coe.

Mr. Sanford resigned his position on August 7, 1854, and was succeeded by Mr. Belding Barnes. The first engine of the company was received by them on September 28, 1854, and the first fire attended by the company at which the engine was operated took place on November 17th of that year.

During the first year of the organization factional quarrels took place, no less than three foremen and as many secretaries and treasurers being elected. Foreman Wamboldt resigned on December 10 and Alexander Casterline was elected to succeed him, Belding Barnes being elected to succeed Casterline.

The first ball ever held by a fire organization was the ball of this company held on Christmas Eve, December 24, 1854. At a fire on the property of John Peck, near the rolling mill on January 10, 1855, the company with the engine attended the fire, but there being no water their efforts were wasted. The second annual ball of the company took place at the United States Hotel on December 25, 1856. At this meeting George S. Meyers was elected foreman and no further meetings were held that year. The company accepted an invitation from Columbia Engine Company, No. 1, of Peekskill, and paraded with them at the cornerstone of Wayne Monument, which took place on July 5, 1857, at Stony Point, they attended and participated in the ceremonies and had as music Dodsworth's Band, for which they paid \$120. The company attended the fair of the Rockland County Agricultural Society held at New City on October 14, and on November 14 helped to put out a fire in the barn of George Benson at Benson's Corner. Their third ball was held at the United States Hotel on Thanksgiving evening, November 26, 1857. At the meeting on December 10 George S. Meyers resigned his position as foreman and George W. Ballis was elected in his place. The company attended the fair of the Agricultural Society in New City on September 30, 1858, and gave an exhibition of their ability to throw water, and on the 8th of June, 1859, attended the annual parade of the Sing Sing fire department as the guests of Engine Company No. 3 of that place. Only three meetings were held in the years 1860 and 1861. The company attended a fire at William Call's barn on May 16, 1863, and on June 2, 1863, the officers were elected as follows: John A. Miller, foreman; Ralph Frederick, assistant foreman; Jacob Frederick, secretary; William Oldfield, Treasurer.

No meetings were held during that year, on December 7, 1865, the company gave a supper and entertainment to Union Engine Co., No. 2, in Walter Johnson's building, and on the 22 of February, 1866, they gave a target excursion. The company gave a ball in the wigwam on January 1, 1869, at which they cleared \$115.58.

In the summer of 1865, as will be seen by referring to the village records, the trustees brought a new engine with folding brakes on. This engine was received on the 10th of November, 1869, and the name of the company was changed to General Warren Engine Co., No. 1. On the 22 of February, 1870, the company gave a target exhibition and ball on the same evening in John Hall's Washington Hall, at which time the following officers were elected: John A. Miller, foreman; John Hall, Jr., assistant foreman; John Meyers, secretary; Otto Speck, treasurer; Jacob Balzer, steward.

The company arranged in July, 1870, to have an engine contest of all the engines in Rockland County, and procured a handsome trumpet for that purpose, but no companies appeared on the date, June 28, 1870, and the trumpet remained the property of the company forever after. Prior to this contest, Mr. Miller says the General Warren Company had entered contests in Peekskill and had defeated all the other companies. They had also defeated the Nyack companies in the contest the year before at the New City Fair. On October 4, the company having accepted an invitation, paraded with Hook and Ladder Co., No. 1, of Peekskill in the parade of the village held at that place, and Wm. Bonnett was elected foreman in place of John A. Miller who had held the office from June 2, 1866 to that time. The company participated in the celebrations held in Garnerville in 1876, and 1878 by the Garnerville Fire Department.

At the meeting of the company held on June 5, Mr. John A. Miller was again elected foreman. During the time he served as Chief, there were several frictions between him and foreman Bonnett. Both were pretty strong-headed and determined men. At the annual parade held in October, 1878, foreman Bonnett had secured from Mrs. W. A. VanHouten a flag that had been presented to the militia company prior to their going to war, and had been brought back to Mrs. VanHouten somewhat worn but still flying. The company had no flag, and it appears neither did the department. When Mr. Miller found the flag in possession of his own company, he ordered it to be taken to the head of the line. Foreman Bonnett got on his dignity at once and demanded that the flag remain with the company, as the company had borrowed it. This resulted in a strong argument and in the company leaving the engine standing where it was on Division street and refusing to parade unless the demands of the Chief were withdrawn.

For a good many years the company enjoyed the reputation of being the champion hand engine company along the river. A fierce rivalry existed between them and the Mazappa Engine Co. of Nyack. They had defeated the Mazappa company at New City, and in consequence, about 1867, Mr. Miller thinks, a contest took place at Peekskill between the Mazappa Engine Co. and General Warren in which the former were defeated. When the engine was tested at Casgriff's lumber yard, it was found that a stream of water was forced through the nozzle in one minute and forty-four seconds.

The conflicting conditions continued until the fall of the following year, when matters reached a crisis, and the company was disbanded by the Board of Trustees. Within a few weeks after the disbandment by the trustees, the company was re-organized December 15th, 1881. The name was changed to General Warren Engine Co., No. 2, with the following officers and members: Fred Glasgow, foreman; John Brahan, assistant foreman; Joseph Albert, secretary; Chris Myers, treasurer; Jacob Hahn, steward; Fred Mardorf, Chris Spisinger, Henry Rembe, E. P. Burd, Joseph Dennis, Terrance McGowan, Jacob Siebold, Joseph Smith, George Stark, Henry Hahn, John Lankneimer, Jacob Hafele, John S. Kazder, Charles Holbig, Wm. Smith, Fred S. Kisser, William Fox and Adolph Goldstein as members.

About the year 1884, the present home of the company on Middle street was built and equipped by the village and the company. The name was changed to General Warren Hose Co., No. 2, in the year 1888. In that year, the trustees bought the handsome parade carriage now in use by the company. The officers then were John Brahan, foreman; Fred Bonnett, assistant foreman; Charles Dinsdorf, secretary and Chris Meyers, treasurer.

The company has always been considered one of the best works of the department, and its membership has been largely made up from the solid and substantial citizens of the village, and it is at this time in a prosperous condition. The present officers and members are: Arnold P. Ewald, foreman; Harry Hirschfeld, assistant foreman; George Mardorf, secretary; Adolph Goldstein, treasurer; Arthur Ellis, steward; William Smith, Joseph Albert, Jacob Hafele, Michael Warschauer, Henry Klich, William Levy, Frederick Mardorf, Louis F. Rembe, Louis John, Henry Hahn, Michael Hoffman, Benjamin Hoffman, Philip Brown, Jr., Hugh Sheridan, T. J. McGowan, Frederick Bauer, Louis Grab, William Coyle and James Allison.

LADY WARREN HOSE COMPANY, No. 5.

The progress that was being made in the various inventions and the growth of the village caused several leading citizens to propose the purchase of a steam fire engine in the year 1869. This proposition was not received favorably, although it was admitted that a mechanical engine of some kind was a growing necessity. But Haverstraw was a provincial town and the expense, estimated at \$3000, was not to be thought of by the conservative element, they contending that the two hand engines then owned by the village were able to afford all the protection necessary.

The late John L. DeNoyelles was then the most powerful factor in village affairs and was considered its most popular citizen. He wielded a facile pen and was possessed of keen wit; he was an ardent advocate of a steam fire engine. A company was formed in July, 1869, with Isaac Buchanan as foreman, John T. Hoey as engineer and among the mem-

bers were Charles Gillies, Edward Bedell, Anton Schmitz, E. G. Felter, Averill Buchanan, Winslow Jersey, Alfred J. Carson and Charles Carson.

Mr. R. A. Ver Valen was the president of the village and Orinmal W. Parsons was chief engineer. These gentlemen were ever strongly opposed to the purchase of the steamer. But Mr. DeNoyelles was an enthusiastic advocate, and so confident was he in the success of the movement that he overestimated public opinion, pending the holding of a special election for the purchase of the engine in the following spring. He practically arranged for the purchase of an engine from the city of New York that had become too small for use in the growing metropolis, from a man named Nugent. The engine arrived in due time and a special election was held in the month of May, 1870. The engine was at this time stored in the freight house on the steamboat dock, and would not be received because of the feeling between the partisans over the matter. The election was a surprise to the advocates of the steam engine, the question being hopelessly beaten. It is related that the friends of the movement to have the village equipment bettered by the addition of the steamer made no effort to get out the votes of their friends, it being thought best to let the taxpayers decide, but while the friends of the movement rested on their oars the opposition worked diligently. When the result of the vote was announced, the election being held in the corporation rooms, which were then in the "Osborn building" on Liberty street, Mr. DeNoyelles took the breath of the ultra conservatives by announcing that "the engine had come to stay."

This announcement was received with incredulity by many, as they thought the statement was made in the heat of disappointment at the result of the election and would not be sustained, but they were doomed to disappointment for "John Larry" had his fighting blood up and within a day or so went to New York City and paid for the engine out of his private purse. When he returned from the city with a receipted bill for the engine there were still the incredulous ones, who could not imagine that a citizen should be broad, generous and liberal enough to pay three thousand dollars, and dollars that could not be afforded as well as they might, out of his own pocket for the benefit of the village. And the accusation was freely made that an underhand agreement existed between the city and the "village poet," the assertion being freely made that the "engine" would soon go back. But days lengthened into weeks and weeks into months and the prediction was unfulfilled; the engine had come to stay.

It was first kept in a shed or barn on Broad street about where the residence of Mrs. Charles Gillies now stands. There was considerable speculation indulged in as to what "John Larry" was going to do with the "elephant" he had purchased, it now having become a fixed fact in the minds of the people that he was the real owner. In the meantime one or two small fires had broken out in the bottling works of John Hall on West street. At the Hall fires the barns were practically destroyed, but the work of the engine was so great that a new sentiment had arisen and an election resulted in the purchase of the engine.

In the fall of 1870 a parade was held in Sing Sing. Lady Warren was invited and the members decided to accept. Orinmal W. Parsons, who was chief and an anti-steamer man, called a parade for the very day of the parade in Sing Sing and refused to allow the steamer to be taken as it had been placed in charge of the department by Mr. DeNoyelles. The company attended the parade in Sing Sing, but the incident, under the circumstances, was taken as an affront to the foreman and the company disbanded.

The company was reorganized February 20, 1871, with James Fleming as foreman and Timothy Hargaden, Patrick W. Redmond, Thomas Reilly, John T. Hoey, John McGovern, John Conley, John O'Brien, Thomas Burke, George Ward, Anton Schmitz, Michael Toppin, Timothy Byrnes, Felix McCabe, Patrick Sliney, Michael Kelley, Thomas Sheridan, John Reilly, Thomas McCauley, James O'Brien, Thomas F. Clark, Thomas Nolan and Patrick Barrett.

The company had a precarious existence for several years. The discussions were many. They had no regular or decent place for the engine for several years until an addition was built to the house occupied by Union Engine Company, No. 2, on Division street. As fast as the membership would lose interest reorganization would take place and new life would be injected. The engine was rebuilt in 1878 and put in first-class condition, and so continued until the establishment of a water system in the village. There was always much grumbling among the membership at the failure of the village to give the company either a home for the engine or a place to meet in. The company was moved around from post to pillar, with no place to lay their heads. A meeting place was provided for them in the rooms over the harness store of Daniel Williams in the United States Hotel buildings, and later in the rear of the corporation rooms in Osborn Hall. After the disbandment of Union Engine Company they were given the rooms formerly occupied by that company in the house on Division street. The company, like the balance of the department, had reached its lowest ebb about the time William Bonnett was elected chief of the department, and was then re-organized as "Lady Warren Hose Company, No. 5," the reorganization taking effect April 5, 1888. This was followed by the erection of the present commodious home of the company on Broadway of this village, the taxpayers having voted the appropriation therefor at the village election in the March preceding. For several months prior to the date of the reorganization a committee, consisting of James Renn, Frank C. Stevanc and Michael McCabe had been at work on the plans for the reorganization. Many new members were elected and plans put in operation, so that hardly had the ink grown cold on the election returns as filed with the Board of Trustees when the movement to get the new house was inaugurated, but an obstacle was met that was more difficult than getting the taxpayers to vote the money. The people living on upper Broadway at and near the intersection of West Side avenue demanded that the house be built in that section. Many new houses had been erected in the neighborhood, the Sharp and Gurnee properties, now so thickly

settled, had been opened up and fire protection was demanded, and an earnest effort was made to have the new house built at least as far up Broadway as Orchard street. This effort was fiercely combatted by the members of the hose company, and to add to the discomfort a desirable site was not believed to be obtainable on the south side of St. Peter's church. Finally the committee above named secured an option on the lot, afterwards purchased, from Mr. George S. Sherwood. This site was satisfactory to the company but not the people living in the upper end. President Milburn was in favor of the Sherwood lot and sided with the hose company, while Chief Bonnet was a champion of the other. This contention at one time threatened to disrupt matters and undo all the good that the chief had accomplished. But after the next charter election the lot was purchased and the contract awarded to A. J. Carson. So rapidly was the work prosecuted that the cornerstone was laid the first week in June. The day was made a holiday in the village, the firemen turned out, the present chief presided and speeches were made by Mr. A. J. Carson, President Milburn and Chief Bonnet. Irving Brown was to have delivered the address, but an unexpected and important legal engagement prevented his attendance and in his stead former Chief Alonzo Bedell, who then, as now, was a warm favorite with the members of the department, delivered the dedication address.

The building was completed that summer and has since been occupied by the company. The officers of the company at the time of the reorganization were Nicholas Cox, foreman; Philip A. Fox, assistant foreman; James Renn, secretary; John F. Shankey, treasurer; Terrance Brady, steward. Some years later the handsome hose carriage now owned by the company was purchased by the village.

Lady Warren boys are known as "the boys in blue," they having always had as uniform a blue suit, and are considered the best fire fighters in the department and might very properly be charged with living in the house as they are generally first at a fire.

The company have wielded no small influence in not only the political affairs of the village but in the town and county. The membership is made up of young men of the village who enjoy the confidence and respect of all, and in the past fifteen years have enjoyed the distinction of more chiefs from their ranks than all the other companies combined.

The parlors are sumptuously furnished and the company enjoys a reputation for sociability and hospitality that extends from Yonkers to Hudson among the volunteer firemen.

The present officers and members of the company are: Edward Lyons, foreman; Mark O'Brien, assistant foreman; John T. Hoey, Jr., secretary; John Nolan, treasurer; William Reilly, steward; James F. McCabe, representative; James Renn, Thomas Finegan, Philip A. Fox, Michael McCabe, William Curran, Lawrence Cullen, James Finegan, Felix McCabe, Charles D. Reilly, John J. Finegan, James McGovern, John O'Brien, Henry M. Toppin, Bernard J. Fox, Lawrence Manion, Peter A. Reilly, William Tierney, Andrew Donnelly, Jr., George Smith, Hugh Sheridan, Jr., James Tierney, Jr., Patrick McGrath, William Morrison, Patrick Walsh, Michael Holland, William Hurley, John Burket, Thomas Kelley, Thomas Lyons, Jeremiah Cullen, James Reilly, James D. Cahill, Michael Hughes, George Smith and John Fahey.

RELIEF HOSE COMPANY, No. 3.

The efforts of the citizens and property owners in the western and that portion of the village comprising West Side and Gurnee Avenues, Sharp and Spring streets, that had its inception in the attempt in 1888 to have the house of Lady Warren Hose built further up Broadway, was never permitted to die, but was revived and brought to light early in each summer, finally resulting in the spring of 1895 in taking definite form, and finally a hose company was formed, the progressive citizens of the neighborhood finally succeeding in their efforts, and rooms were rented over the store of Fred W. Schaper for a meeting place.

The first meeting, when decisive action was taken, was held on the evening of May 16, 1895, and committees were appointed for the purpose of perfecting an organization, and an adjournment taken until the evening of June 4, 1895, when a permanent organization to be known as Relief Hose Company, No. 3, was perfected with the following officers and members: Eugene Allison, foreman; Edward Bartine, assistant foreman; Jacob Hafele, Jr., secretary; Thomas J. Murray, treasurer and James Goutley, representative on the Board of Engineers. George G. Melvin, John M. Larkin, Joseph Schaper, Joseph Yakel, Geo. Hafele, Alexander Peterson, Grant Abrams, Michael Delaney, William Johnson, William H. Bauer, John H. Myers, Hiram Turner, Martin Bauer, John Gilligan, Theodore McClellan, James Babcock, William Kane, Edward Larkin, Thomas Cochran, Henry Schuchbach, William Turner, William H. Freyfogle, James Donnelly, John Bennett, Michael Reilly, Henry L. Freyfogle, John Towers, Leonard Heckman, John Heckman, Otto S. Schaper, Lincoln Springsteen, James Monahan, John Dagner, George Geise, Charles Conklin, Antonia Belf, Harry C. Vanderbilt and John Spisinger.

On the very same evening at a meeting of the Board of Trustees, the company as organized was accepted and made a part of the fire department of the Village of Haverstraw. A hose cart with several hundred feet of hose and other equipment was procured for them, and the house now occupied by the company on West Side Avenue, and leased from Mrs. Maria Goutley, fitted up with such appliances as would be serviceable in case of need. About two years after the organization, the village purchased a handsome nickel plated hose or parade carriage that is one of the finest in this part of the state.

Relief Hose at once took, and has always maintained, a prominent part in department matters, and being composed mainly of young men from 21 to 30 years of age, are active workers and the friendly yet sincere rivals of Lady Warren Hose Co. They are seldom late in answering an alarm of fire, and are very popular with the people. There is the warmest friendship between the two companies, and a social function held by Relief's is not complete without the presence of Lady Warren's boys, and vice versa. When any contest has arisen in the department over matters of government or the selection of chief or the officers, these two companies are usually together. In all matters concerning the department they will be

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Haverstraw Water Supply Co.

M. A. Driscoll, Manager.

THE Haverstraw Water Supply Co., supplying the Villages of Haverstraw, West Haverstraw, Garnerville, Stony Point and Grassy Point, Rockland County, New York.

Has a pumping station at Stony Point where the source of the supply is the Minisicongo Brook.

A gravity system at Thiells where the reservoir is located. The source of supply is mountain springs.

The fire pressure runs from 60 lbs. on high points to 125 through the business section of Haverstraw.

This Company has during the past two years, under the supervision of Mr. M. A. Driscoll, made extensive improvements to its plant, consisting of new pumping machinery of the most approved type, an additional pressure reservoir on the mountain at Stony Point, a stone dam, 88 ft. long across the Minisicongo, about three miles of new water mains, Building the well of reservoir at Thiells, eight feet higher, greatly enlarging its storage capacity. This work necessitated the purchase of about thirty-five additional acres of land.

There are other improvements now under consideration, as it is the desire of the Company to keep ahead of the demands and always have an ample supply of water to meet any emergency.

This Company is progressive and believes that the future of Haverstraw, West Haverstraw and Stony Point is promising. It is intensely interested in all things that tend to improve the territory where their business is located.

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Allison & Wood,
Manufacturers of the
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People's Bank Building,
HAVERSTRAW, N. Y. promptly attended to.

BOOTS and
SHOES.

REPAIRING

found working in harmony, and divide the honors in fighting the fiery element.

An effort was made in the last year's election to have the village buy a plot and erect a suitable house for Relief, but much to the regret of almost everyone, the effort was a failure. However, it is believed when the attempt is again made the result will be different, as the defeat was ascribed to the fact that there were too many propositions requiring the spending of public money up for consideration at that time. The belief in the success of the next effort is based on the fact that the margin against the proposition was only seven, while on other questions there were more votes against than for.

The officers and members at the present time are: George Topping, foreman; John Towers, assistant foreman; Fred Riecker, secretary; Walter Bartine, assistant secretary; Clayton Furman, treasurer; Hiram Turner, steward. John Bennett William Bauers, L. E. Cullen, Michael Delaney, Edward Delaney, George DeWitt, William W. Freyfogle, Henry L. Freyfogle, James G. Gourley, John Gilligan, Jacob Hafele, Jr., Wm. Hafele, George Hafele, Ray Johnson, William Kane, George G. Melvin, John F. Myers, James Monohan, Charles McClennon, Theodore McClennon, Frank Mackey, Ernest Rieker, Henry Schubach, Lincoln Springsteen, Frank Smith, Everett Turner, William Turner, John Towers, Samuel Topping, Chas. Wright, Edgar Garland, Irving Secor and Charles Benson.

TRIUMPH HOSE COMPANY, No. 1.

After the rebuilding of the steamer in 1876, it became apparent that an efficient and organized hose company was necessary for the proper care and handling of the large amount of hose now used by the steamer which was so increased in pumping and force power as to make it necessary to take her to some point where there was a large volume of water, as in the rebuilding, the power had been increased two-fold. The subject was considerably discussed, it having been demonstrated on several occasions that the engine company had about all they could do to properly handle the engine and one or two hundred feet of hose at a fire, while not less than five or six hundred feet was required. The discussion of the matter finally reached a conclusion by the establishment of a hose company. Mr. Henry F. Dori, the present efficient Village Clerk, was one of the prime movers in the project, and an organization was perfected on September 11, 1873, Triumph Hose Company, No. 1 being organized with Daniel DeGroat as foreman; John Barinhart, assistant foreman; Henry F. Dori, secretary; John I. Cole, Jr., treasurer; Christopher E. Dori, steward. Cyrillus Fredericks, Moses Baum, George B. Weyant, Sylvester Wood, John Fredericks, Robert Bell, Charles Rockwell, William Applegate, Michael Heffernan, William Duryea and Fred Nicholas as charter members.

Shortly after the organization, the village purchased a handsome parade carriage for the company in addition to the "jumper" used for fire purposes.

The hose cart was kept in the rooms on Division street with the steam engine, while the company rented more rooms which they furnished handsomely in the hotel block. This continued until the village bought the property and built the present house of General Warren on Middle street, when the Triumphs were given the house on Middle street formerly occupied by General Warren's boys. This company has had just as many ups and downs, if not more, than the other companies. The membership was largely made up of the well-to-do young men of the village, and were noted for the extravagance of their social functions, and had at times as foreman, Charles W. Bacon, Christopher E. Dori, Nicholas Murphy and John DeNovelles, the second. Henry F. Dori, E. P. Vandenberg, William Wadsworth, T. Fergus Redmond and other well-known young men.

The company disbanded in June of last year.

COSSGRIF HOSE COMPANY.

A strong rival for a place in the affections of the people now held by Relief and Ladv Warren Hose Companies, is the Cosgriff Hose Company, organized on June 24, 1902. This company is made up of active and highly respected young citizens of the community. Many of them were members of the well-known and popular social organization, "The General Warren Outing Club," and were either affiliated with or connected with General Warren Hose Company up until the early part of last year. That time there were sort of two distinct factions in the General Warren organization; one made up of the older and more conservative members who have reached that period in life when comfort and ease are more enjoyable to them than running to fires, participating in tournaments and conducting social affairs. The older men while not very large in majority, by their conservatism and age wielded sufficient influence to control the active operations of the company. This restraint was sort of irksome to the younger members whose spirits and enthusiasm desired occasions for expression. Consequently, when Triumph Hose disbanded, the younger members of the General Warren Hose Company resigned from that company and with a number from the outing club organized a hose company, and in recognition of Captain Andrew Cosgriff, called the new organization the Cosgriff Hose Company No. 4. The first set of officers were: Louis F. Rembe, foreman; Michael Kelly, first assistant foreman; Alonzo Schmohl, second assistant foreman; William Mott, secretary; Valentine Rembe, Jr., treasurer; Fred Kistner, janitor; Valentine Rembe, Jr., and John Johnson, Fire Wardens, with the following as members: Louis Grab, Abraham Dias, Benjamin Nelson, Alonzo Schmohl, George Rembe, Thomas Tierney, Theodore Hughes, Theodore Blume, Hubert Blume, Augustus Johnson, Edward Post, William Weber, George Grab, Lawrence Ryan and Wm. Ewitt.

Cosgriff company is recognized as being composed of active, energetic young men, working for the best interests of the community, and have the interest of the department at heart. They enjoy the reputation for the successful management of social affairs equalled by no other social organization in Rockland County. They are in a healthy and prosperous condition, and while not a year old, bid fair to become one of the leading fire companies in the department. Their present and very competent set of officers are: Alonzo Schmohl, foreman; Theodore Hughes, assistant foreman; William Mott, secretary; Valentine Rembe, Jr., treasurer; Fred Kistner, janitor; Valentine Rembe, Jr., and John Johnson, Fire Wardens.

WILLIAM BONNET FIRE CO.

This is the baby company of the department and was organized several weeks ago through the efforts of ex-chief Bonnet who is always doing good.

Its membership consists of the sons of active members of the department who formed for the purpose of participating in the parade. Joseph Shankey is foreman, Brooks Pray, Secretary, and Ray Parkton, treasurer, with the following members: Chas. Oldfield, Charles Kessler, Charles Engles, John Steez, John Williams, Fred Bedell, Bruce Call, Otto Schnell, William Bonnet, Thompson Hancock, Norman Brooks, Victor Shankey, Wm. Cahill, Otto Munro, Willie Chapman, Raymond Garrison, Nicholas Tampon, Thomas Holt, Fred Riker, Murtha Goldrick, Charles Feeney, Charles Cohn, John Cooke, John Lynch, Fred Goldsmith, Fred Hackbarth, Taylor Soper, Bennie Demarest, Willie Hughes, Michael Madar, Hill Kennedy, Archie Fox, Wm. Jenkins, Ed. Giedes, James Cullen, Vernon Waldron, Abe Nelson, Isaac Bowers, V. Tromper, Nelson Perry, Clarence Brown, Thomas Finegan. LeRoy Storms, banner carrier.

LIST OF CHIEF ENGINEERS OF THE HAVERSTRAW FIRE DEPT.

Samuel A. Ver Valen, 1860.	Thomas F. Clark, 1888-4.
John B. DeNike, 1861.	Henry F. Dori, 1888.
William R. Lane, 1862.	Henry Rembe, 1888.
Edling Barnes, 1863-6.	Isaac M. Purdy, 1887.
Daniel R. Lake, 1867-9.	William Bonnett, 1887-90.
O. W. Parsons, 1870-1.	Nicholas Murphy, 1891-2.
John A. Miller, 1872-3.	Nicholas Cox, 1893.
James C. Conkha, 1874-7.	George Mardorf, 1894-5.
Patrick Barrett, 1878-9.	Bernard J. Fox, 1896-7.
John Brahu, 1880.	Thomas Lynch, 1898-9.
William Bonnet, 1881.	John F. Myers, 1900.
Alonzo Bedell, 1882.	Michael McCabe, 1901-2-3.

Our Neighbors On the Hill.

Brief Review of Garnerville's Able Fire Fighters.—Credit to Town.—Will Celebrate Twenty-seventh Birthday in Fine Co-day With Sparking Apparatus.

The necessity of some kind of a movable fire engine for protection against fire in the vicinity of the print works after the great fire that almost destroyed the plant, in addition to the powerful steam pumps in the print works, was so apparent that early in 1876 a movement for the acquisition of a steam fire engine took permanent formation. The present handsome steam fire engine was purchased, and later a fire company with twenty-nine charter members was organized June 6, 1876. The engine and company were named the Samuel W. Johnson Steam Fire Engine Company of Garnerville, in honor of Mr. Samuel W. Johnson who was a brother-in-law of Commodore William T. Garner, and a member of the firm of Garner & Co. Mr. Johnson was of historical lineage, being a descendant of Dr. Johnson, the first President of Columbia College. He died on December 30, 1881, from the effects of a gun shot wound in the foot received while out gunning.

At the organization, the following were elected officers: Foreman, John D. Norris; Assistant Foreman, James O'Brien; Treasurer, James H. Taylor; Stewart, Alexander Rachmiel. The organization as the Garnerville Fire Department took place after the organization of the company, and John E. Hunt was elected First Engineer. There were many palatial and beautiful houses within the boundaries of the village of West Haverstraw, and the owners and citizens of the community were so delighted at the formation of the company that on July 20, 1876, Mr. F. M. Wall on their behalf presented the company with a beautiful silver trumpet. The commodious home now occupied by the company, fitted with every device for the comfort and pleasure of Johnson's members, was then in the course of construction. The building was completed just a week after the presentation of the trumpet by Mr. Wall on July 27, and the keys of the new engine house delivered to Mr. Hunt and the company given full possession.

The late C. Y. Wemple, then the manager of the Print Works, was a warm friend of the Company, and presented them with the cannon used by the Company. During Mr. Wemple's life time the company visited him on the morning of every July 4th.

C. Y. Wemple besides being one of the active members was always willing to grant any request within reason asked for by the Company, he being a resident of this town until the time of his death. At the parade of the Haverstraw Fire Department on November 30, 1876, as told in the historical record of the Haverstraw Fire Department, the Garnerville company came to Haverstraw and proudly paraded in the line of march. On December 12, 1876, the S. W. Johnsons tendered the members of the Haverstraw Fire Department and the leading citizens a reception in their new home. The company joined the State Firemen's Association in 1877, Mr. John D. Norris being sent as a delegate. He subsequently became a life member of the state association, and was a popular member of the state organization, being elected to the office of Treasurer at the convention held in Buffalo in 1886. Upon his return home he was warmly serenaded by the members of the Johnson Engine Co., the citizens of Garnerville and a large number from this village. Mr. Norris was continuously elected foreman from the organization of the company until the year 1885, when Mr. H. B. Hargreaves was elected foreman and re-elected the following year. The foremen who were subsequently elected were: William E. Lunn in 1887 and 1888, William E. Brooks in 1889 and Fred H. Taylor who was elected on June 3, 1890, and served continuously from that time until June 1901, when the present foreman, Robert J. Taylor, was elected. Mr. John E. Hunt from the time of his election as chief in 1875, held that position continuously until his death on January 16, 1901, when Mr. Joseph L. Bailey, the present affable and competent chief, was elected. Mr. Bailey had served as assistant foreman very acceptably for 11 years.

Of the twenty-nine original charter members, fifteen failed to serve full time as prescribed by law governing the organizations, seven have died, and four of the originals are now living and are still members of the company. They are Messrs. James O'Brien, H. B. Hargreaves, James Girling and Thomas Hester. Since the organization of the company, one hundred and two persons have been elected as active members. There are now on the roll thirty-five active members. Some have moved away, some have died and others are on the retired list, which contains twenty-eight names. Twenty citizens of the vicinity have been elected as honorary members. Twelve of them have died, seven moved to other scenes of activity and one still remains on the list.

The company enjoys a well earned and large sustained reputation of always being ready and quick to respond when duty calls them. Since the formation of the company, there has been no serious fire with which to contend. However, if such an unfortunate event demanded their services, the response would be prompt and the services the best that brains and muscle can render. The company's fire fighting apparatus is the best that is manufactured. In addition to the fire engine that is in perfect condition of repair at all times, the apparatus is equipped with twelve hundred feet of hose on a cart in readiness for an emergency.

The activity of the company might be cited by a single instance. At the serious fire that took place in the Henry Hahn barn in this village on June 13, 1887, the company were notified by telephone at 11:55 a. m., and in twenty-eight minutes were pumping water on the burning building. Their prompt response and able assistance were greatly appreciated by the Haverstraw Fire Department, in that the water pressure on that day owing to the drought then prevalent, was extremely light, and until the arrival of the S. W. Johnson En-

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O. E. REXNOLDS, Asst. Cashier.

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The finest Coffee grown.

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Princess Java Blend, 25c.

Special Blend, 20c.

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The Hudson Valley Volunteer Firemen's Association.

From Small Beginnings, has Grown to be a Most Powerful Organization. History of It's Progress. It's Membership Now Embraces Almost Every Company in the Valley of the Hudson.

In the early part of the year 1890 it was rumored that there was in contemplation the formation of an association among the volunteer firemen and fire companies in the counties along the Hudson river.

That there was any foundation for this rumor has never been determined, but the plan created much discussion among those interested in such matters, and in no place was a more lively interest shown than among the firemen of Greene county, where the Greene County Firemen's Association had been successfully organized in 1889.

The feeling was apparent that, in view of the existence of a prosperous state association and the large territory to be covered by the proposed new organization, a combination of the fire companies of two or three adjoining counties would have many more elements of strength for the advancement of the interests of volunteer firemen in those counties.

The Tri-County Firemen's Association

On April 23, 1890, there appeared in the "Firemanic" column of the Catskill Examiner an item from the pen of Mr. George L. Gaynor of Citizens' Hose Company, to whom belongs the credit of first proposing the idea which led to the formation of the Tri-County Association. This item was as follows:

"Wouldn't it be a wise thing for the Greene County Firemen's Association to try and induce Ulster and Columbia counties to join them, under the name of the Firemen's Association of Greene, Columbia and Ulster Counties? If this could be done it would make only a short distance for the companies to travel and there would be between twenty and thirty companies in the association, and instead of inviting outside firemen to compete for prizes in hose racing, drilling, hand engine and hook and ladder contests the association would have enough companies of their own to compete for these prizes. As it is now crack running teams and drilled companies can enter, and, in consequence, the organizations in the association have but little chance of winning. Hudson, Chatham and Kingston are real fire towns and would add great strength to such a project. The annual conventions would be big affairs and without the least doubt very successful."

This was widely copied and commented upon, finally leading to the submission of the project for the consideration of the Executive Committee of the Greene County Firemen's Association at its meeting held on May 7, 1890, when a proposed consolidation with Columbia and Ulster counties was discussed and the secretary instructed to correspond with the companies of the several departments in those counties and get their views in relation to the plan. It will be seen that the idea at that time was to merge the Greene County Firemen's Association in the new organization, but further investigation and consideration led to the belief that it would be more advisable to attempt the formation of an entirely distinct association for the three counties.

The secretary, Mr. Charles A. Nicoll, therefore addressed to every known company in the three counties the following circular letter:

SECRETARY'S OFFICE,
GREENE COUNTY FIREMEN'S ASSOCIATION,
CATSKILL, May 10, 1890.

GENTLEMEN: In the year 1889 the fire companies of our county organized the "Greene County Firemen's Association," the first convention being held in Catskill, July 16, 1889.

The attendance at the convention and the hearty support of citizens in general testify to the interest taken, and the beneficial influence of our association is already apparent.

At a meeting of the Executive Committee held in Cossackie, N. Y., May 8, 1890, it was suggested that a wider influence and still more beneficial results could be obtained by the organization of a firemen's association of the counties of Greene, Ulster, Columbia. The matter received earnest consideration, and I address you under authority of a resolution that all fire companies in Ulster and Columbia be communicated with herein.

Will your company be willing to appoint delegates to a meeting to be held in the near future at which the subject can be discussed?

Such preliminary meeting, of which due notice will be given as time and place, would in no way bind companies sending delegates, but is intended simply for a full and free consideration of the matter and as a means of obtaining united efforts should the idea be favorably received. The plan is so unanimously endorsed by our county companies we cannot but think that Ulster and Columbia county firemen will also be interested.

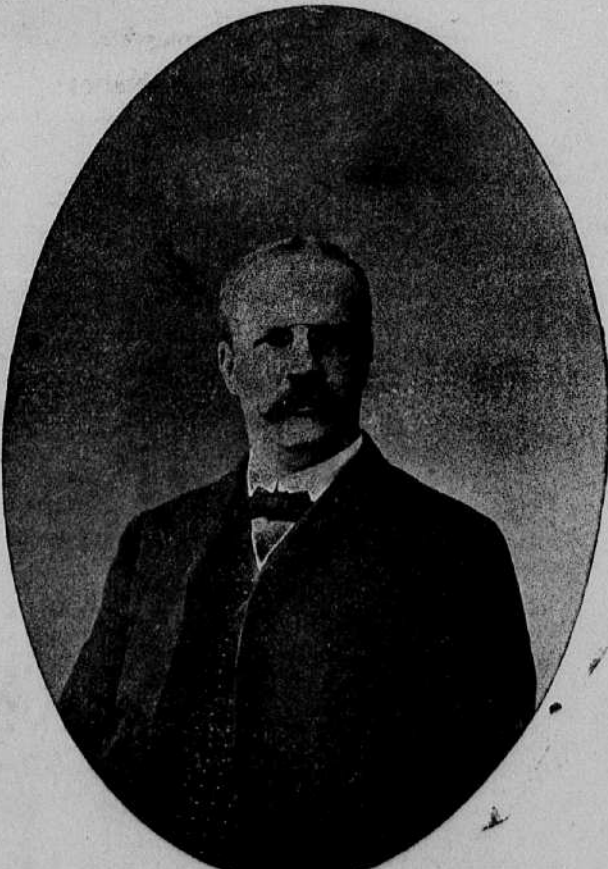
Cannot an organization be speedily perfected and a convention and field day of the Tri-County Association be held this summer?

I would, therefore, submit the matter for your consideration and ask that a reply be granted at an early date.

Yours truly,
CHARLES A. NICOLL, Secretary.

The answers to this letter were so strongly in favor of the idea, that on June 19 Mr. Nicoll as secretary issued a call for each company to send three delegates to a meeting to consider the question, and on July 1, 1890, about sixty firemen, representing twenty-seven of the forty-five companies in the three counties, met in joint convention at Cossackie, N. Y. After a full and free expression of opinions of the plans proposed it was decided to form a Tri-County Firemen's Association—Greene, Ulster and Columbia. A committee, consisting of one member of each company represented, reported a plan of organization, which was adopted and officers were elected to serve until the first annual convention, with the following result:

President—George H. Scott, Cossackie.
Vice-Presidents—Peter P. Zeeh, Kingston; Daniel W. Bugel, Hudson; Mackey Hardwick, Catskill; H. A. Blunt, Chatham; C. G. A. Fisher, Ellenville; William C. Brady, Athens.
Secretary—F. A. Hallenbeck, Hudson.
Treasurer—Dr. Robert Selden, Catskill.
Executive Committee—F. G. Walters, Cairo; T. B. Alcott, Cossackie; George W. Newkirk, Kingston; P.



Secretary, CHARLES G. COFFIN.

Charles G. Coffin, Secretary of the Hudson Valley Volunteer Firemen's Association, was born at Catskill, N. Y., May 15th, 1857. He graduated from St. Stephen's College, Annandale, N. Y., with the degree of B. A., in 1878; from Columbia College Law School with the degree of L. L. B., in 1880. He has been engaged in the fire insurance business since 1885, and is now the manager of the home office for the Co-operative Fire Insurance Company and the Commercial Mutual Fire Insurance Company at Catskill. He became a member of Citizens' Hose Company, of Catskill, in 1887, is still an active member and has held the offices of secretary, first and second assistant foreman, and was foreman in 1893 and again in 1901 and 1902; is now the captain. He is a life member of the State Firemen's Association and has been a member of the Hudson Valley Volunteer Firemen's Association since its organization in 1890, being elected its President in that year at Kingston and again in 1892 at Catskill. He is the present Secretary of the association, having been elected at Newburgh in 1897, and re-elected at Saugerties in 1898; Poughkeepsie in 1899; Poeskill in 1900; Kingston in 1901, and Catskill in 1902. Much of the success that has come to the association is due to the untiring efforts of Mr. Coffin.

H. McGivney, Rondout; Mason I. Crocker, Hudson; A. J. Race, Hudson.

Delegate to State Firemen's Association—Harry Hall, Catskill.

At the first annual convention held in Kingston, N. Y., on October 7, 1890, twenty-three companies were represented by sixty-seven members, the constitution and by-laws were adopted and officers elected and appointed for 1890-1 as follows:

President—Charles G. Coffin, Catskill.
Vice-Presidents—Peter P. Zeeh, Kingston; Peter Lahr, Hudson; Joseph Solomon, Hudson; P. DeWitt Hitchcock, Catskill; J. E. Brown, Jr., Cossackie; William F. Fuller, Ellenville.

Secretary—Frank A. Hallenbeck, Hudson.
Treasurer—Tjerk J. Rifenbary, Kingston.

Executive Committee—R. P. Barker, Catskill; C. J. Brown, Hudson; Peter Welsh, Catskill; P. H. McGivney, Kingston; George Klemmer, Hudson; J. Charles Snyder, Kingston.

Committee on Topics—Everett Fowler, Kingston; Harry Hall, Catskill; George Sleight, Rondout; Theo.

Bradley, Hudson; George W. Newkirk, Kingston.
Auditing Committee—George H. Scott, Cossackie; John C. Shaver, Hudson; Lewis Koltz, Kingston.
Delegate to State Firemen's Association—Dr. Robert Selden, Catskill.

No effort at display was made, but the interest taken in the proceedings of the convention demonstrated the popularity of the association.

Hudson, N. Y., was chosen as the place for holding the second annual convention on October 6, 1891.

The following officers were elected:
President—Tjerk J. Rifenbary, Kingston.
Vice-Presidents—Thomas Leary, Hudson; George H. Scott, Cossackie; H. A. Ohley, Saugerties; William Granger, Hudson; George L. Gaynor, Catskill; Michael J. Rafferty, Kingston.

Secretary—C. J. Brown, Hudson.
Treasurer—William C. Brady, Athens.
Executive Committee—R. P. Barker, Catskill; J. C. Snyder, Kingston; Geo. H. Scott, Cossackie; Daniel W. Bugel, Hudson; Geo. W. Newkirk, Kingston; C. N. Traver, Hudson.

Auditing Committee—George W. Wachmeyer, Ulster; Frank B. Lasher, Columbia; J. Slattery, Greene.
Delegate to State Firemen's Association—John C. Shaver, Hudson.

The parade was the largest and finest seen in this section in recent years, despite the heavy rain storm prevailing during its entire continuance.

Catskill was chosen the place for holding the third annual convention on October 4, 1892. The following officers were elected:

President—Charles G. Coffin, Catskill.
Vice-Presidents—George W. Newkirk, Kingston; Irving Arnsfield, Catskill; George Perry, Hudson; E. J. Lewis, Saugerties; Ralph P. Barker, Catskill; Wm. Geroldsek, Hudson.

Secretary—C. J. Brown, Hudson.
Treasurer—George Wachmeyer, Jr., Rondout.
Executive Committee—George H. Scott, Cossackie; William Winter, Jr., Rondout; Horace P. Dakin, Hudson; William C. Brady, Athens; Henry A. Ohley, Saugerties; Daniel W. Bugel, Hudson.

Auditing Committee—William C. VanAnden, Kingston; Eugene Wolfe, Athens; A. W. Ham, Hudson.
Delegate to State Firemen's Association—George L. Gaynor, Catskill.

Alternate—Dr. Robert Selden, Catskill, who served at Coney Island.

There arose a difference of opinion as to the meaning of the by-laws in reference to amounts of initiation fee and dues required, and after much discussion it was decided that the president should appoint a committee to revise the by-laws and report at the next convention. Harry Hall of Catskill, C. E. Niblett of Hudson and Everett Fowler of Kingston were appointed such committee.

The subject of enlarging the boundaries of the association was also agitated, with the result that a committee composed of J. G. Tubby of Rondout, Dr. Robert Selden of Catskill, H. A. Blunt of Chatham, E. J. Lewis of Saugerties, Eugene Wolfe of Athens and William Granger of Hudson were appointed, with instructions to communicate with the companies located in the various Hudson River counties to obtain their views of the feasibility of forming an association embracing the entire district.

The weather was fine, and in consequence the parade and tournament were successful in the highest degree. The attendance of delegates also was the largest in the history of the association, insuring its permanency beyond all question.

Saugerties was chosen as the place for holding the fourth annual convention on October 3, 1893.

COMPANIES IN THE TRI-COUNTY ASSOCIATION.

Cornell Hose Company,	Kingston
Citizens' Hose Company,	Catskill
Exempt Fire Association,	Hudson
Exempt Fire Association,	Kingston
Exempt Fire Association,	Saugerties
Excelsior Hose Company,	Kingston
Edmonds Hose Company,	Hudson
Evans Hook and Ladder Company,	Hudson

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Ocean Engine Company,
Phoenix Hose Company,
Pioneer Engine Company,
Porter Engine Company,
Rogers Hose Company,
Rapid Hose Company,
Rescue Hook and Ladder Company,
Rescue Hook and Ladder Company,
Snyder Hose Company,
Union Hose Company,
Veterans' Association,
Washington Hook and Ladder Company,
Wilem Steamer Company,
Washington Hose Company,
Weiner Hose Company,
Weber Hose Company,
Wiltwyck Hose Company.

Coxsackie
Coxsackie
Hudson
Kingston
Valatie
Saugerties
Athens
Catskill
Chatham
Hudson
Ellenville
Cairo
Hudson
Kingston
Athens
Kingston
Saugerties
Kingston
Catskill
Saugerties
Catskill
Hudson
Kingston
Kingston
Kingston

The fourth convention of the Hudson Valley Volunteer Association was held in Saugerties October 3, 1893.

The officers there elected were:

President—Daniel Bugel, Hudson.

Secretary—Harry M. C. Vedder, Catskill.

Treasurer—George Wachmeyer, Jr., Kingston.

In March, 1894, Mr. Bugel resigned the office of president, and by election of the Executive committee Mr. Henry A. Ohley of Saugerties was chosen to fill the vacancy until the next convention.

The fifth annual convention was held in Hudson, October 2 and 3, 1894, when there were elected:

President—Henry A. Ohley, Saugerties.

Secretary—Harry M. C. Vedder, Catskill.

Treasurer—George Wachmeyer, Jr., Kingston.

The sixth annual convention was held at Coxsackie October 1 and 2, 1895, when there were elected:

President—Henry A. Ohley, Saugerties.

Secretary—Charles L. McArthur, Hudson.

Treasurer—Engene Wolfe, Athens.

At this convention the time of holding the annual meetings was changed from October to June and an invitation was extended to the firemen of the counties of Dutchess and Orange to enter the organization.

The seventh annual convention was held at Kingston June 16 and 17, 1896, when there were elected:

President—George Wachmeyer, Jr., Kingston.

Secretary—Charles L. McArthur, Hudson.

Treasurer—Engene Wolfe, Athens.

The eighth annual convention was held at Newburgh June 15 and 16, 1897, when there were elected:

President—George Wachmeyer, Jr., Kingston.

Secretary—Charles G. Coffin, Catskill.

Treasurer—Edgar H. Davis, Hudson.

The Hudson Valley Association Formed.

At this convention a revised constitution and by-laws was considered and adopted whereby the territory of the association was extended to include the counties along the Hudson river and the name formally selected, "The Hudson Valley Volunteer Firemen's Association."

The ninth annual convention was held in Saugerties June 21 and 22, 1898, when there were elected:

President—Jonathan Deyo, Newburgh.

Secretary—Charles G. Coffin, Catskill.

Treasurer—Edgar H. Davis, Hudson.

Vice-Presidents—Joseph C. Hurley, Kingston; Wm. E. Thorpe, Catskill; Herbert D. Miller, Hudson; Lewis E. Lansing, Poughkeepsie; Wm. H. Hallock, Newburgh; Thomas Timmons, Peekskill; Patrick Byron, Troy.

The tenth annual convention was held at Poughkeepsie June 20 and 21, 1899, when the following officers were elected and appointed for the year 1899-1900:

President—Jonathan Deyo, Newburgh.

Vice-Presidents—Greene, William B. Townsend, Coxsackie; Westchester, Thomas Timmons, Peekskill; Columbia, George N. Parker, Hudson; Orange, William H. Hallock, Newburgh; Dutchess, Charles B. Stickle, Tivoli; Rensselaer, Patrick Byron, Troy; Rockland, James A. Goldsmith, Haverstraw; Ulster, Joseph C. Hurley, Kingston.

Secretary—Charles G. Coffin, Catskill.

Treasurer—Charles L. Quackenbush, Kingston.

Executive Committee—H. Dwight Laffin, Saugerties; George H. Scott, Coxsackie; Irving L. Nestell, Kingston; Charles S. McArthur, Hudson; Fred L. Bieber, Poughkeepsie; Charles R. Swain, Peekskill.

Auditing Committee—Fred. Stephan, Jr., Kingston; Edgar H. Davis, Hudson; Ernest Hassinger, Saugerties.

Delegate to State Association, 1899—Lewis E. Lansing, Poughkeepsie.

It was at this convention that the Haverstraw Fire Department first began to take an interest in the Hudson Valley Volunteer Firemen's Association. The Haverstraw department had just been augmented by a new and modern truck and Rescue Hook and Ladder Company, with their shining new apparatus, went to Poughkeepsie to carry away the first prize, but owing to an accident in crossing the street car tracks the company was doomed to disappointment.

The eleventh annual convention was held at Peekskill on June 19, 1900. Joseph C. Hurley was elected

president, and George W. Vedder of Columbia county, Patrick Byron of Rensselaer county, Emory E. Briggs of Greene county, Henry A. Ohley of Ulster county, Eben Utter of Westchester county, Charles B. Stickle of Dutchess county, James Goldsmith of Rockland county and William H. Hallock of Orange county, vice-presidents; Charles G. Coffin of Catskill, Secretary; Ernest Hassinger of Saugerties, Treasurer; H. Dwight Laffin of Saugerties, George H. Scott of Coxsackie, Irving L. Nestell of Kingston, Charles L. McArthur of Hudson, Fred S. Bieber of Poughkeepsie and Thomas Timmons of Peekskill as an executive committee; Fred Stephan, Jr., of Kingston, Edgar H. Davis of Hudson and Irving Ronk of Saugerties as an auditing committee. James H. Haight, then chief engineer of the Peekskill fire department, was elected delegate to the state convention.

The convention was prolific of good and was followed by an immense firemen's demonstration that was participated in by many companies.

Rescue Hook and Ladder Company won the prize for the finest appearing company in line.

Stony Point was represented at this convention by Wayne Hose Company.

The twelfth annual convention and parade was held in Kingston on June 18, 1901, and the following officers were elected:

President—Joseph C. Hurley, Kingston.

Vice-Presidents—Jerome E. Browne, Jr., of Greene county, Henry A. Ohley of Ulster county, George H. Topping of Rockland county, James B. Osborne of Dutchess county, Eben Utter of Westchester county, George W. Vedder of Columbia county, Max E. Bastian of Orange county, Patrick Byron of Rensselaer county.

Secretary—Charles G. Coffin, Catskill.

Treasurer—Ernest Hassinger, Saugerties.

Executive Committee—H. Dwight Laffin of Saugerties, George H. Scott of Coxsackie, Irving L. Nestell of Kingston, Peter Lahr of Hudson, Fred S. Bieber of Poughkeepsie, Thomas Timmons of Peekskill.

Auditing Committee—Louis Kolts of Kingston, Edgar H. Davis of Hudson, John L. O'Shea.

Delegate to the State Association—Joseph C. Hurley (alternate).

The parade that took place the day following the convention was a magnificent demonstration and was participated in by fifty-four companies from various sections of the Hudson valley. Haverstraw was represented at this convention by Rescue Hook and Ladder Company and Relief Hose Company, No. 3. Rescue Hook and Ladder was awarded the first prize for the finest hook and ladder truck in line, also the prize for the largest number of men. Citizens Hose of Catskill was awarded the prize for the finest appearing company. The awarding of the prizes at Kingston was the cause of much unfavorable comment and resulted in serious discredit to the association, while, if any mistake had occurred, the error should have been charged to the local committee who had in charge the arrangements governing the parade; nevertheless the association was made to suffer.

This was clearly demonstrated at the thirteenth annual convention held in Catskill on June 17 of last year. One of the disagreeable incidents were the accusations made by the representatives of the Peekskill department. James A. Goldsmith of Haverstraw was elected president, and Messrs. Charles L. Trumper, Richard Hallenbeck, Henry Krieger, Robert Seldon, Henry W. Kohr, Edward M. Hogan, H. Dwight Laffin, Stephen Preston, Jr., and Max E. Bastian, vice-presidents; Charles G. Coffin, Secretary; Fred S. Bieber, Treasurer; and Irving L. Nestell, George H. Topping, George H. Scott, Edgar H. Davis, Louis E. Lansing and Alfred E. Keene as an executive committee.

The parade on the day following was made up of but twenty-four companies, the smallest in a number of years, and as a result of this small attendance on the part of the companies it was openly asserted the reasons were traceable to the results of the Kingston parade. Haverstraw was represented in the parade by Rescue Hook and Ladder Company, who were awarded the prize for the finest appearing company in line, and by Relief Hose Company.

The fourteenth annual convention was held in Haverstraw yesterday and its proceedings are told more fully in another part of this paper.

The association embraces thirteen counties in the Hudson river valley, wherein are located some three hundred fire companies.

There has never been set any high or lofty aim for the association; it has steadily grown from a few companies to one numbering in 1903 ninety-six companies, represented by one delegate each, and one hundred and ninety-eight members, but each year it has been evident that the influence of the association is not only effective for the forming of a bond of personal intimacy among the volunteer firemen of the Hudson valley, but, most important, it has tended greatly to steadily raise the standard of membership and efficiency in its territory. Yearly meetings within the reach of all companies in the Hudson valley, personal friendships among the firemen interested, friendly competition between the organizations represented as to evidences of efficiency and completeness of equipment will certainly raise the standard of the volunteer fire service.

The association is in no sense to be considered a

competitor or rival of the State Firemen's Association. It is a member of that association and has contributed liberally towards the Firemen's Home of Hudson.

Formed for social intercourse, it has become a force in creating a desire among its members for better and more complete equipment, for a higher standard of membership and efficiency of fire service; it has created a lofty ambition among volunteer firemen. Men of energy, of business interests, able and enthusiastic, are deeply interested in volunteer firemanic matters.

It is boldly claimed that in a representative gathering of volunteer firemen of this day and generation can be found those qualities of mind and body which place the young American in the van of the march of civilization and progress.

The volunteer firemen of the state of New York are second to none in the world; and in the valley of the Hudson river are located fire organizations which by faithful, efficient, unselfish and energetic performance of their duty have earned a reputation and attained a standing which entitles them to the consideration and loyal support of their fellow citizens.

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Firemen's Fund of San Francisco, Cal.
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The numerous fires that occurred for years in Grassy Point and Stony Point were followed in 1890 by the purchase of a new hose carriage and hook and ladder truck for the companies in Haverstraw, which the far-seeing citizens of Stony Point to a realization that the pleasant homes that abound in that vicinity needed protection from the fiery destroyer. In consequence of this a fire district was established in 1892 by the Board of Supervisors, which provided for the establishment or laying out of fire districts in unincorporated villages and the fire district of the village of Stony Point was created. At the election in October of that year Messrs. Alfred M. Wiles, Esq., O. Rose, R. J. Allison, Watson Tompkins and Richard B. Marks were elected fire commissioners and not only to the credit of this efficient and competent board but to the credit of the community, they have been re-elected continuously ever since. The intention at first was to provide the district with a hook and ladder apparatus, but this was subsequently abandoned owing to the prospect of securing a better water supply from the Haverstraw Water Co. to supply the district with water.

In consequence arrangements to this end were perfected in 1884. With the introduction of the water system a number of the best element of the young citizenship organized Wayne Hose Company in July, 1884, with the following as members:

Frank E. Wiles, Walter G. Hamilton, John J. Bower, John Treadway, Hamilton M. Neilly, Carl Blume, Harry C. Bulson, Marvin Rose, Fred T. Keesler, Ernest Crum, Thomas Wood, Joseph K. Wiles, Martin Boldt, George Stoll, Louis Ossman, Jr., Archie Rose, Frank Knapp, John F. Anderson, Edward A. Thompson, Thomas B. Hastings, William B. Brooks and David G. Wood.

Frank E. Wiles was the first foreman, being elected in 1884 and again in 1899. Other foremen were:

John F. Anderson, 1895-6.
Carl Blume, 1897-8.
John J. Bower, 1900.
Warren Springsteen, 1901.
Daniel Phillips, 1902-3.
The assistant foremen have been
Walter G. Hamilton, 1894-5.
Daniel Phillips, 1896.
Martin Boldt, 1887.
John J. Bower, 1888.
Buchard Rose, 1890.
Harry C. Bulson, 1903.
John Anderson, 1901.
Jerry Leonard, 1903.
The secretaries have been
T. M. Hastings, 1894.
Joseph K. Wiles, 1895-6.
Matthew Hard, 1897.
H. C. Bulson, 1898.
James Reilly, 1899-1902.
F. E. Wiles, 1903.

Treasurers have been
Frank Knapp, 1894-5.
H. M. Neilly, 1896.
W. G. Hamilton, 1897-1903.
The present hose cart and hose, with the other apparatus owned by the company, were purchased in 1894 from Leonard & McCoy of New York city. In 1897 the present pretty and convenient home of the company on the south side of main street nearly opposite Allison Hall, was built by the Fire Commissioners under the personal supervision of Mr. Watson Tompkins, and this fact in itself, tells more plainly and eloquently than can be told in mere type, that there was nothing left undone in the erection or completion of the building. The new home was luxuriously furnished in September of 1897, when the company took possession. They are proud of their house and apparatus and it is no exaggeration to say that no company in the state of New York, similarly situated, has as beautiful and comfortable a home, or apparatus better equipped than has Wayne Hose company of Stony Point.

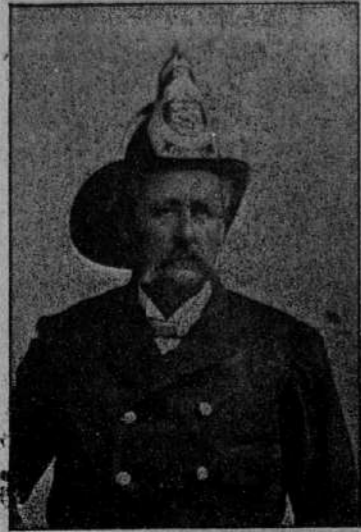
Until 1899 the company were content with the service hose cart but were entitled to something in the shape of a parade carriage more elaborate and in comparison with parade carriages possessed by other companies. Realizing this the fire commissioners in 1899 purchased from Lady Washington Hose Company No. 2 of Yonkers, their beautiful parade carriage. A committee consisting of Frank E. Wiles, Carl Blum and Louis Ossman, Jr., were sent to Yonkers to bring the carriage up. Upon the arrival of the Christmash, the delegation was met by Wayne Hose company and a large portion of the citizens from Stony Point, headed by the Stony Point Drum Corps and the important event was celebrated by a grand parade. Arriving at the house of Wayne Hose company, the carriage was presented to the Fire Commissioners by the delegation from Yonkers. There are of course, more expensive and finer finished carriages owned by Hose companies throughout the state but for durability, usefulness combined with appearance, Wayne Hose carriage has no superior in this section of the state. The company joined the State Firemen's Association on 1889 and participated in the Parade held in Yonkers in that year. In 1900 they joined the Hudson Valley Volunteer Firemen's association and later took part in the parades at Peekskill and Kingston.

There exists a strong bond of friendship between Wayne Hose Company and the Haverstraw and Garnerville fire departments, and it is to be sincerely hoped that as time progresses and Haverstraw expands until it encompasses the streets of Garnerville and Stony Point as a part of the city of Haverstraw Wayne Hose Company will be a member of the Haverstraw fire department.

Two years ago Wayne Hose Company had a large parade that was participated in by the officials of the Haverstraw and Garnerville departments. Socially the members of Wayne Hose Company have no superiors and many pleasant reunions are held. The friendships that are made among the members and the good that

is done by them will live long and be fondly cherished by the citizens of the community. When the convention at Catskill had decided to hold the fourteenth annual meeting in Haverstraw to-day the members of this company took an active interest, and have during the course of the preparations aided the Haverstraw committee in every possible way. Since the organization of Wayne Hose Company they have answered eleven alarms of fire, two to the barn belonging to Brewster J. Allison, another to his ice house, still another to the house of B. J. Allison, Jr., near the railroad bridge, one to the barn belonging to Watson Tompkins, three times to the West Shore railroad freight depot, once to the old school house after its purchase by the late Henry Goetehus, to the fire that practically destroyed the railroad bridge, and to the store of W. F. Hollis.

The following is the roll of present members: Frank E. Wiles, W. G. Hamilton, Edward X. Lewis, S. A. Barros, Frank Leach, George B. Hastings, Jerry Mulhall, Carl Blume, W. Springsteen, H. Hard, William Lawrence, James Clark, W. Dykens, J. Gallagher, Thomas Hannigan, James Reilly, Luke Eisenman, J. Finn, Michael Leonard, Michael Reddy, Jr., William Post, B. A. Leet, Benjamin Olive, Thomas Reilly, James Leonard, Patrick Hannigan, Jas. Dunn, Marvin Rose, John Anderson, George Ward, Daniel Phillips, Jeremiah Leonard.



JOHN H. GREEN,
PRESIDENT OF WEBER HOSE CO., NO. 3,
OF KINGSTON, N. Y.

The subject of this sketch, Mr. John H. Green, is President of Weber Hose Co., of Kingston, N. Y., and was born October 4th, 1837. In 1857 he joined the Fire Department of Philadelphia, Pa., and served in Weccaco Engine Co. No. 19. In 1858 he joined the Fire Department of Kingston, N. Y., and served in Weber Hose Co., who president he now is and has been for the past 10 years. He has served as Assistant Engineer 4 years. He is still an active fireman.

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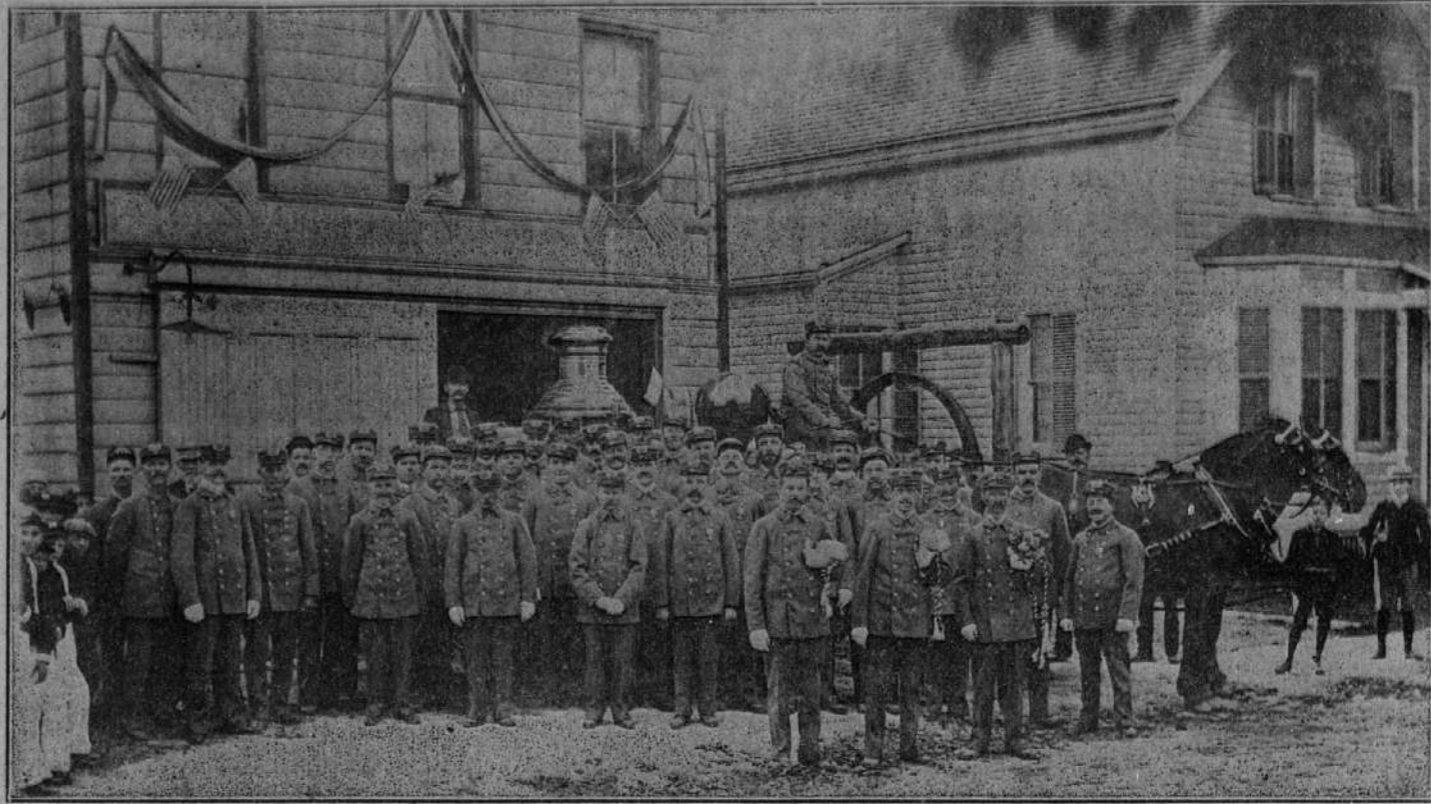
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