

NATIONAL Fireman's Journal

DEVOTED TO THE INTERESTS OF THE FIREMEN OF THE COUNTRY

SICKELS DEL. F.M. REYNOLDS

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The Fire Last Night.

BY FLETA FORRESTER.

Ding! dong!
Ding! dong!
The alarm flashed over the wire:
The quick horses sprang
To their places, and—clang!
The steamers rolled off to the fire.

Fire! fire!
Fire! fire!
The heavens grew red with its light;
The sparks sifted down
O'er the slumbering town,
Asleep in the dead of the night.

Bright! light!
Bright! light!
The people they waked; they came
And some of them thought
That the world had caught,
When they saw that leaping flame.

Hiss! hiss!
Hiss! hiss!
The steamers they all worked hard
Till the flames grew slim,
And the sky grew dim,
As the fire and the water warred.

Ding! dong!
Ding! dong!
Came at last the signal toll,
And the people said,
By their change in tread,
"The fire is now under control!"

Out! out!
And they wheeled about;
The last faint gleam was dead;
And from smoke and damp;
With a hurrying tramp,
The world rolled back to bed.

—Companion.

OLD VOLUNTEERS.

EIGHTEEN YEARS AGO.

THE LAST TRIENNIAL PARADE OF THE NEW YORK VOLUNTEERS.

There are hundreds of old fire vamps not only in the city of New York, but throughout the United States, who look back with no ordinary degree of pride to the palmy days of the Volunteers. Notwithstanding the ups and downs that they passed through while in active service, there were many pleasant re-unions, the recollections of which cannot but recall old friends, many of whom have

"gone to that bourne from whence no traveler returns," while others are scattered over various sections of our country. We have therefore concluded to recall those many interesting events, some of which will appear in each number of the JOURNAL.

Among the rank and file of the old Department could be found statesmen, judges, bankers, and merchants; in fact, no Department in the world ever had so many prominent citizens. Thirty years ago one would have been looked upon as of little or no account if he did not belong to a Fire Company, and it was a pride to have hanging upon one's walls one of those neat little Fire certificates, executed by that veteran Fireman, Samuel Maverick. A Fireman's life, while it was then attended with many arduous duties, embraced many pleasant events, which are still fresh in the memory of hundreds of New Yorkers. Could the walls of old Tammany Hall (now the *Sun* building), the Apollo, or City Assembly Rooms, speak, they could "many a tail unfold" of such re-unions. All that now remains of the old Department is the mammoth silk banner, which hangs up in an old, dingy looking glass case, on the top floor of Fireman's Hall. It was the gift of the city, the presentation taking place on the occasion of the last triennial parade, over eighteen years ago, October 17, 1859. The gift was made, in front of the City Hall, while the parade outdid any thing of the kind ever known in New York before. Full seven thousand men were in line, and such a display of fancy carriages, engines, and trucks was never witnessed. Full one hundred and fifty companies constituted the procession, the men all uniformed in red shirts. As early as six A. M. companies were out receiving guests from other cities; the banner presentation taking place at nine o'clock, in the presence of several companies and the officers of the Department, the Mayor, and Common Council. Among those that took part were such men as David Milliken, of Hose 40, and President of the Department; A. F. Ockenhausen, the great

sugar merchant; Albert J. Delatour, of Wall Street; ex-Mayor Wm. H. Wickham, of Hook and Ladder 15; old Uncle Dave Theall (deceased); Robert McGinnis, now of the Building Bureau; James Baremore, Fire Commissioner; Tom Lawrance (deceased); John R. Platt, the glass merchant; ex-President Henry Wilson, of the Board of Fire Commissioners; the present Fire Commissioner, John J. Gorman; Robert C. Brown, Engine 8; Alonzo and Daniel Slote, Commissioner Edward Bronnell; R. P. H. Able, of Engine 28; Ralph Trembley; John Gillehan; President V. C. King, of the present department, and of old 23 Hose; John Carland; Henry A. Burr; William Haw, Jr.; Sam Thomson; ex-Chief Engineers, Uziah W. Wenman, Alfred Carson, and James Gulick; Judge A. A. Philips, of Engine 40 (deceased); ex-Comptroller Matthew T. Brennan, of Engine 21, and his brother, Owen Brennan; ex-Sheriff Wm. Conner; ex-Coroner Robert Gamble, of Hook and Ladder 16; Samuel Conover, now President of the Produce Bank, then Foreman of Hose 38; A. P. Moriarity, the painter; John Creighton, and many others of note that we might name had we the space. Mayor Tiemann presented the banner, which was duly received by David Milliken. Harry Howard, Hook and Ladder 11, having been selected to carry the banner throughout the parade.

After the presentation, Columbia Engine 15 escorted the banner company to the line of march on Fifth Avenue. As it passed the companies a perfect ovation greeted it. In size it was the largest ever presented on the street, being full twenty feet in height, and requiring eight men to carry it. The veteran Harry Howard was then Chief Engineer; John H. Cregier and John Baulch, the latter now Chief Engineer of the Fire Department at Fortress Monroe, acting as chief aids. There were eleven Divisions, the First being under command of ex-Chief Engineer John Decker, which was composed of the following companies; Massachusetts Hook and Ladder, of Charles ton, Mass.; Nepture Hose, of Newburg

Union Hose, of Philadelphia; Hook and Ladder 2, of Brooklyn; American Engine Co., of Newark; Damper Engine 4, of Hartford; Eagle Hose, 1, of Paterson; Reingold Hose, of Newburg; Engine 8, of Boston; Engine 1, of Roxbury, Mass., Hook and Ladder 2, of Newark; Hose 40, of Philadelphia; Engine 2, of Roxbury and David Crockett Hook and Ladder, of Newark.

The second Division was in charge of Engineer Peter V. Cornnell, in which was the ex-Chief Engineers, the exempts, the Commissioners, and the new Banner. Engineer Elisha Kingsland commanded the third Division, and Wm. T. Mawby the fourth. Engineer Timothy L. West led the fifth; and Engineer Edward Jacobs the sixth. Phoenix Hose, 22, made a very neat appearance in this division, commanded by Col. W. R. W. Chambers. Engineer Joseph Rush marshalled the seventh. Ex-Alderman John Brice the eight, Daniel Donovan the ninth, little Billy Hackett the tenth, and Stephen Mitchell the eleventh. Among those that paraded new apparatuses were Engines 2, 10, and 28, the latter costing over \$2,000; also Hose 10, 11, 19, 42, 50, 51, and 58; and Hook and Ladder 8. Most every apparatus was repainted and overhauled, it being estimated that not less than \$50,000 was expended for this purpose alone. Fifty bands of music were in line, some of the apparatuses being drawn by Adams Express horses. Among those who paraded were Police Commissioners Samuel E. Edmonston, of Engine 53, now of Hoboken, and Foreman Arnot Spence, Frank Raymond, Engine 47; Fire Commissioners Joseph R. Perley, Engine 44; Chief of Battalion Gilbert J. Orr, of Engine 42; Michael Shaunessy, Foreman Engine 39; the renowned bell ringer, George Beven, Engine 38; Charles Miller, and Andrew Holley, of Engine 34; ex-Alderman Peter Master-son, Engine 33; the noted restaurateur, C. Delmonico, of Engine 30; Chief Engineer of the present Fire Department. Eli Bates, of old Engine 29; John W. Pettegrew, the wealthy contractor, of Engine 28; Geo. Henderson, Engine 24, James McCullough Engine 21; ex-Coroner John Wildey, Engine 11; Assemblyman James Hayes, Engine 9; James M. MacGregor, of Engine 8; Lewis Hopps Hose, 1; James E. Morris, and the Kirby Brothers, of Hose 7; Billy Spear, Hose 11; Anthony C. D'Oseville and ex-Register John McCool, of Hose 24; A. M. C. Smith, of Hose 29; Superintendent of the Post Office, Anthony Yoeman, and Johnny Craft, of Hose 33; Joseph B. Harriot, Hose 55; Deputy Sheriff Martin J. Keese, Hose 60; Douglass Cairns, Hook and Ladder 1; ex-Assistant Fire Marshall Henry O. Baker, Joseph R. Wheeler, James Decker and Augustus Hamilton, of Hook and Ladder 6; John H. Foreman, Hook and Ladder 9; ex-Assistant Engineer Thomas Sullivan, Hook and Ladder 12; ex-Coroner Robert Gamble, Hook and

Ladder 16; ex-Alderman John T. Henry and George W. Quackenbush the latter now Foreman of Hook and Ladder 13. The streets were lined with people, who came from all parts of the State to see the display; many of the houses were richly decorated, and numerous were the collations that closed the day's enjoyment. This was the last regular parade the Department made; it was the talk for months before it took place, and for months after it occurred. To-day finds a few of the old Volunteers in the present organization—some of them having been in active service for twenty to thirty years looking as lively as ever, and, no doubt, intending to die in harness.

Responsibility of Architects and Builders.

An architect liable to punishment would take pains to calculate his strains, his weights, and the strength of his materials; to study his fire escapes, and other contrivances for the security of life, and zealously to supervise the construction of his piers and arches and ties; and a builder, under the same circumstances, would neither construct nor advise as to the construction of a staging, without far more careful consideration than he seems to bestow under our present happy-go-lucky system, where neither forethought nor caution is encouraged. Yet, it cannot be denied [that such tragedies as the burning of the Brooklyn Theater, of the Southern Hotel at St. Louis, of Hale's piano factory at New York, or the fall of the dome of the Rockford Court House, or of the roof of the New York Post Office, or even of the temporary staging in Blackstone Square, are impossible in Paris, and would be impossible in Brooklyn, St. Louis, New York, Rockford, and Boston, under laws by which the safety of the citizen is secured by the peril of the builder.—*American Architect and Building News.*

State Association.

For the benefit of the Firemen of this State, we publish the general officers of the State Association, which are as follows:

Officers—Prest. John Hodge, Lockport; Vice Prests., R. N. Marvin, Jamestown, and F. M. Pronk, Middletown; Rec. Sec., Frank M. Baker, Owego; Cor. Sec., J. M. Crasper, Hudson; Fin. Sec., L. D. Wilder, Auburn; Treas., R. H. Huntington, Adams.

Ex. Com.—Chairman, O. N. Crane, Canandaigua; Sec., H. W. Mathews, Rochester; Jos. L. Haberstro, Buffalo; Jos. Cameron, Hornellsville; C. B. Jones, Jamestown; S. L. Paddock, Auburn; H. E. Bundy, Oneonta; Almon Boys, Ithaca; C. Burhans, Kingston; R. S. Calkins, Cohoes; J. G. Mitchell, Po'keepsie; E. A. Palmer, Cortland; G. M. Gardinier, Amsterdam; A. C. Butts, Monticello; D. Scannell, Dunkirk.

—A patent fire annihilator, invented by E. L. Abbott, of South Bend, Ind., was tested recently at Albany, N. Y., to the satisfaction of the Fire Commissioners. The invention consists of an eight-tubed nozzle, each tube capable of throwing a stream about one hundred yards.

—The testimony, so far taken by the committee to investigate the origin of the Patent Office fire, indicates very strongly that the fire was the work of an incendiary.

Why Not?

A correspondent, signing himself Dr. Thomas J. Lewis, writing to the *New York Herald*, says:

"I send you for-publication an infallible remedy against large fires: Arrange the fire engines so that the water as it passes through the engine will become impregnated with any one of the following chemical agents: Powdered alum, potash or tungstate of soda (the latter is the best) and the result will be that wherever the water touches it will not rekindle, and cannot be burned by excessive heat. If the Fire Commissioners would adopt my plan it would save millions of money and many lives. As a victim of the great Chicago fire I feel it my duty to give the above to your paper for general circulation."

Complimentary.

Chief Engineer H. Clay Saxton, of the St. Louis Fire Department, received recently, a very flattering compliment from the St. Louis Agricultural and Mechanical Association, for the manner in which the members of the department guarded the building at their late Fair. The President, Julius E. Walsh, concludes his letter to the Chief as follows: "It affords me pleasure to bear testimony to the uniform gentlemanly bearing of your men, and I desire to express to you my conviction that within my experience I have never seen a set of men more thoroughly imbued with a true spirit of duty."

The *Evening Mail*, of this city, an acknowledged authority on insurance topics, prints the most complete Fire Record of any journal in the country. Its daily list embraces the interesting points regarding every fire of any importance that occurs in the country. It is invaluable to insurance men.

The Pittsburg riots will cost the State a good round sum in settlement of losses. According to the estimate of a local paper the claims to be paid are as follows: Railroad company, \$1,500,000; freight destroyed, \$1,000,000; Keystone Hotel Company, \$100,000; elevator, \$150,000; Pullman Car Company, \$80,000; private individuals, \$100,000; total, \$2,930,000.

Our Rochester correspondent speaks in extravagant terms of praise of the Holly Water Works system in use in that city. The *Chicago Times*, on the contrary, speaking of a fire which occurred at Hyde Park, a suburb of that city, says: "Much difficulty was experienced in securing a supply of water. The town of Hyde Park is dependent upon the Holly system, and it was found there was not a sufficient pressure in the pipes to enable a stream to be thrown on the building. Not till 10 o'clock in the forenoon, and when the building was consumed, could a sufficient pressure be brought, and then not till the supply of water for private use in Hyde Park and the town of Lake adjoining had been shut off."

Random Sparks.

—The Albany boys are packing their hydrants with sawdust.

—The Benefit Committee of Philadelphia propose to give a concert.

—The Waterbury, Conn., Fire Department is very much in want of new hose.

—The Albany Department is to have one thousand feet of new hose.

—Engine Company No. 2, of Poughkeepsie, intend giving a ball on Christmas Eve.

—The furniture for the parlor of Hook and Ladder 4, of Hornellsville, N. Y., cost \$3,000.

—The department at Attica, N. Y., has just received a new truck. Its reception brought about a general parade.

—The authorities of Washington, D. C., have presented to the Baltimore Fire Department, through Chief Hennick, a handsomely framed set of resolutions.

—A couple of firemen in Kingston, N. Y., walked around their engine house for nine hours for a bet of a glass of lager.—*Philadelphia Mercury.*

—Ed. Angell, Chairman of the Fire Commissioners of Cleveland, Ohio, has been on a visit to Rochester, N. Y., to inspect that department.

—Hand-in-Hand Engine Company, of Scranton, Pa., has finally been recognized by the city authorities, which has had the effect of starting several new fire companies.

—At a meeting of Fearless Hook and Ladder Company, of Dansville, N. Y., Albert Sauerbeer was elected President, vice Joseph Hoover, and Mat. Cook, Vice-President.

—The temperance fever has reached Newburg, N. Y. Nearly forty members of the Fire Department signed the pledge last week under the preaching of J. T. Doutney, the reformer.

—The Union boys of York, Pa., have sold their hand-engine to the authorities of Philipsburg, Pa., for \$350. This engine was bought in 1855, the year of their organization, and was built in Baltimore City, Md.

—The parade of the Fire Department of Richmond, Va., on the occasion of the late visit of President Hayes to that city was very creditable. Chief Anslie seems to know how to do the thing up in old firemen's style.

—In Cleveland the fire horses do not stand in stalls, but the harness is suspended over the tongue of the truck or steamer as the case may be, and when the alarm strikes the horses take their places at the same time the harness is dropped upon them and fastened by four "snaps."

—Inverary Castle, the country seat of the Duke of Argyle, which was recently partially destroyed by fire, is to be rebuilt at once. The Duke will spend \$100,000 in

restoring it. The insurance on the castle and its contents amounted to \$530,000.

—The city of Cork, Ireland, is discussing the propriety of organizing a fire brigade. A big fire, by which several extensive mills were destroyed, has awakened the denizens of that classic city to the expediency of utilizing modern fire apparatuses and systems.

—The Good Will Fire Company, of Greystown, Penn., after years of rest, has been reorganized with the following officers: President, Emanuel Grey; Vice-President, Marcellus Fried; Secretary, C. A. Boyer; Treasurer, John Miller; Trustees, James Long, J. W. Scheffer and Henry Sleeger.

—The Ladies' Committee, of Readings, Pa., some sixty, meet at the hall of Junior Engine to make arrangements for their fair, which will be held at Keystone Opera House during the week commencing on Dec. 3. Mrs. Capt. F. P. Heller is directress, and, from appearances, it is going to be the largest fair held by any party in the city.

—A new hose company has been organized at Bradford, Pa., to be known as the Johnson Hose No. 1, with the following officers: F. J. Whelan, President; M. Lundergan, Vice-President; J. J. Lane, Foreman; Wm. Gallagher, First Assistant Foreman; J. O'Neil, Second Assistant; L. Cushing, Treasurer; E. J. Carew, Secretary.

—The residents of McKeesport, Pa., are becoming aroused to the necessity of taking steps toward the apprehension of the party or parties who have been making so many attempts to burn their town. The borough Council met on Tuesday evening, and decided to offer a reward of \$500 for the capture of the incendiaries. It was also proposed to raise a subscription among the citizens to increase this amount. This action is forced by the hesitancy of the insurance men to take risks upon property in the borough. It is said that they are much inclined to withdraw from any further insurance there unless something is done to protect the property from fire.

—The following is published of a fire man not one hundred miles away from New York. William Campbell, a gallant member of the Paid Fire Department, was charged by his wife with desertion and refusal to support her. In his defence, William swore that the only apparent ambition of his darling Elizabeth's life was to "break him up." The desire for his blood seemed to run in her family. Having broken a pitcher over his head, she induced her sister to do a similar service with a bottle, whereupon her brother punched his nose. "Why, Judge," exclaimed her injured husband, "if she sees me talking to another woman she knocks smithereens out of me." Notwithstanding his physical afflictions, William was ordered to pay \$4 a week for his wife's support.

—The amount required for the support of the Albany Fire Department for the present fiscal year will not probably exceed \$86,000,

a saving of \$8,000 or \$9,000 over the year 1876, and nearly \$20,000 over the preceding year. The department was never in better condition in all its branches than at the present time. Everything connected with or pertaining to it, is in the most complete and perfect order. Its efficiency is best demonstrated by the record of losses during the past year. There were sixty-two bell alarms, and eighty-one slight fires for which no alarms were sounded. The total losses during the year amounted to only \$77,278 67, and the aggregate insurance on the real and personal property destroyed and damaged was \$371,600.

—According to the New Orleans *Democrat*, they have a habit down South of burning up negro children during the cotton picking season. Last season no less than fourteen negro cabins were burned up, together with some twenty children, whom their parents had locked inside while they were out picking cotton in the fields. The season of burning cabins and children appears to have commenced earlier this year than usual, the second accident of this kind occurred last month on the Cook plantation, in East Feliciana, when two small negro children locked in a cabin, were burned to death. There will certainly be a great many more cases of this kind before the cotton crop is all in. There has not been a year since the war that a dozen of these accidents have not occurred in this State. The loss from locking up negro children and matches in a cabin together is greater even than the loss of servant girls from lighting fires with coal oil cans. There is no known remedy for it, however.

Badge Presentation.

Chief Engineer Hendrick, of New Haven, has just received from Tiffany & Co., the New York jewelers, a gold badge valued at \$50, which is to be presented to the Secretary of the National Fire Engineers, Chief Engineer Henry A. Hills, of Rome, Ga. The badge is of gold, and is mounted with a wreath which encloses an oval panel on which is engraved a steam fire engine. On the traverse side the panel bears the following inscription: "Presented to Henry A. Hills by the National Association of Fire Engineers, 1877." The badge is set with a diamonds at its top, and also has a Masonic emblem at the same place, while at the bottom is an Odd Fellow emblem. The whole badge is suspended on a Magenta silk ribbon, to which it is pinned by a large gold pin and bar, which bears at the top a pair of fire horns, between which a flame is represented to be burning. Taken as a whole the badge is a very beautiful affair, and the one to whom it is to be presented is worthy of it, a favorite who is highly esteemed by all the members of the Chief Engineers' Association. The badge has been forwarded to Chief Hills. The purchase of the badge was left with Chief Hendrick, he being the Treasurer of the Association.

Burning of The City Hall Tower.

We have received a communication from two of the members of the Old Department asking the time of the fire at the City Hall, the destruction of the tower, and the name of the Bell Ringer. In answer to those gentlemen, who it seems have ventured a wager, we would inform them that it is now nearly twenty years since that eventful night. It was at midnight on Tuesday the 17th of August, 1858. Little George Bevens was on duty in the Tower. A large number of fire works had been displayed from the roof that evening, and from the smoldering remnants of discharged rockets and roman candles the roof took fire. Young Tilton and one Smith were visiting Bevens and they discovered the fire. In the telegraph office below sat the venerable telegraph operator Owens, detective Joe Keefe, the Hon. John C. Jacobs then a reporter of the N. Y. *Morning Express*, and Chief Matsell. A member of Engine Co. No 42 discovered the blaze on the roof from Broadway, ran into the telegraph office to give the alarm. Operator Owens hollowed up the speaking trumpet to Bevens, but could get no reply, but in a few seconds the bell rolled in a disconnected alarm so confused that it was an impossibility for the Firemen to tell what district the fire was. Bevens, it seems upon finding that he could not extinguish the flames, ran up into the cupola, and struck off five rounds, when the flames and smoke enveloped him and he was forced to retreat down to where the bell hung; here he found an old piece of iron bar and struck several rounds again, when the flames encircled him again and to escape, he had to slide down the outside on a bar brace to the roof. It was just ten minutes past twelve when Bevens sounded the first alarm.

An immense crowd filled the Park, the burning of the cupola affording a most brilliant sight. The Firemen prevented any damage being done inside the Hall further than the wetting of old public documents stored in the upper lofts.

Reducing Salaries.

A meeting of the Cincinnati Board of Police Commissioners was held on the 25th ult., to consider the question of salaries paid to members of the Fire Department for the year 1878. It appears that the maximum allowed by law for the tax levy for that city is twelve mills on the dollar, and in order to make the Fire Department fund hold out, it was necessary either to reduce salaries of the members, or disband some of the companies. The Fire Department fund for 1878 stands as follows:

Balance in Fund, November 1st.....	\$51,455 23
Salaries and expenses to January 1st.....	30,278 44
Balance in Fund, January 1st.....	\$21,176 79
Levy for 1878.....	162,000 00
Available Fund for 1878.....	\$183,176 79

The Commissioners expressed great reluctance to make the reduction necessary to make this fund hold out, and in submitting to the inevitable, paid a deserved tribute to the efficiency of the department. Chief Megrue was present at the meeting, and stated that while, for the sake of the faithful and deserving men of the force, he regretted that a reduction was necessary, yet

he recognized that the interests of the taxpayers and of the city made the exercise of the most rigid economy necessary, and he believed the Firemen of the city would, as good citizens, cheerfully acquiesce in whatever was deemed for the welfare of all. The following table shows the number of men employed in the department, the rate of pay heretofore received, and the proposed rate for 1878:

Number.....	Stations.	Present salary.....	Proposed salary.....	Total per annum.....
1	Chief Engineer.....	\$3,000	\$3,000	\$3,000
3	Asst. Engineers.....	1,800	1,800	5,400
1	Secretary.....	1,200	1,080	1,080
13	Captains (City).....	1,080	900	11,700
5	Captains (Sub.).....	960	840	4,200
1	Captain (Cum'le).....	960	800	800
1	Capt'n (Mt. Aub.).....	900	800	800
13	Engineers (City).....	1,200	1,000	13,000
5	Engineers (Sub.).....	960	900	4,500
26	Drivers (City).....	960	800	20,800
11	Drivers (Sub.).....	840	720	7,924
26	Pipemen (City).....	880	800	20,800
5	Pipemen (Sub.).....	840	720	3,600
13	2d Eng'rs (City).....	900	800	10,400
6	H. & L. (City).....	960	800	4,800
2	H. & L. (Sub.).....	840	726	1,440
10	Running mem.....	240	216	2,160
1	Asst. Sup't Tel.....	1,520	1,000	1,000
3	Tel. Operators.....	960	900	2,700
1	Cist. & Plug Rep'r (est'd).....	804	750	750
1	Hose Repairer.....	880	800	800
1	Fuel Wag. D'er.....	960	800	800
Total.....				\$122,450

The new schedule went into effect on the 1st of the present month.

Death of a Noted Fireman.

In the early part of October the death of Henry Meiggs took place at Lima, Peru, and the funeral was one of the most impressive ever witnessed in that country. Meiggs was a member of the Lima Fire Company; in fact, was one of the most active men in that department, having always taken a deep interest in its success, while a more benevolent man was seldom found. In a description given of his funeral, we copy the following from an exchange:

The funeral ceremonies were the most impressive ever witnessed in Peru. After the body had been carefully embalmed it was deposited in a superb casket richly ornamented, and this placed in one of the spacious saloons of the mansion, hung with black and silver, and fragrant with the perfume of beautiful tropical flowers. Resting on a velvet covered base the casket was surrounded with lighted candles, and for twelve hours guarded by men from the Lima Fire Company, of which Mr. Meiggs was an honorary member. These Firemen from the first to the last proved their gratitude for the benefits received at the hands of their dead friend.

Mr. Meiggs was formerly a member of the New York Fire Department.

Pay of New York Firemen.

The New York Fire Department is controlled by three Commissioners, who are appointed by the Mayor, by and with the consent of the Board of Aldermen. They hold office for six years, retiring at intervals of two years. The salary of the President of the Board is \$5,500 per annum, and that of the other Commissioners \$3,500 each. The Chief of the Department is paid \$4,700 a year, and his assistant \$3,000. There are ten Chiefs of Battalions, who

receive \$2,500 each; Foremen of companies, \$1,500 each; Assistant Foremen, \$1,300; Engineers, \$1,300; Assistant Engineers, \$1,250; Firemen, \$1,200; Privates, \$800; Hosemen, \$300. Privates and Hosemen are permitted to engage in other employments, but must be on duty with their companies whenever they are called out to a fire. The total number of men in the Department is about seven hundred and fifty, constituting forty-two companies. They are thoroughly drilled in the use of their apparatus, are uniformed, and are noted for their efficiency, courage, coolness, and attention to duty. The New York Fire Department is an institution of which all citizens are justly exceedingly proud.

HAND ENGINE CONTEST.—In response to a challenge from the Protector Engine Company, of Brockton, Mass., to the Butcher Boy Company, of South Braintree, Mass., the two machines met Saturday afternoon, Nov. 3rd, for a friendly trial. The conditions were that each should play a horizontal stream through 200 feet of hose, fifteen minutes each, alternately. The playing was in "with the wind." A large crowd was present, and the utmost good feeling was manifested between the contestants. The best plays were: Protector, 221 feet 1/2 inch; Butcher Boy, 216 feet 10 inches. The latter company, though beaten, feel highly elated at their record, which now places them ahead of the rival machine in their own town. At the conclusion of the trial the victorious Protectors handsomely entertained their visitors with an elaborate supper and a general "good time," the Butcher Boys leaving for home by a special train at 9 o'clock in the evening.

THE VOLUNTEER FUND.—As many of our friends are desirous to know how the Old Volunteer Fund is invested we would state that at the last annual report the Permanent Fund was \$110,000 which is invested as follows:

\$88,400 on Bond and Mortgage; United States Government Bonds, \$2,350; in Manhattan Bank Stock, \$250; Kings County Bonds, \$1,000; New York City, \$7,000, and \$1,000 belonging to Permanent Fund uninvested. We have in addition thereto an Available Fund of \$43,321.17, invested as follows: New York City Stocks, \$20,000; deposit in the Metropolitan Savings Bank, \$20,560.51; Government Bonds, \$1,000, and balance in the Butchers' and Drovers' Bank, \$760.86, making the total amount of assets, \$153,321.17.

We shall allude to this fund more fully hereafter.

HOW TO START A FIRE.—Engineer Murphy, Engine 2, of Cleveland, Ohio, has invented the most ingenious contrivance for the lighting of his engine we have yet seen. It eclipses sulphuric matches and every thing else, and, best of all, is of no expense comparatively. It consists of a continuation of the gas pipe directly under the engine, made to run up through the floor beneath the fire box. A common match is so placed that by pulling a lever it becomes ignited, which fires the gas, throwing a stream of it burning into the shavings. The engine in leaving the house strikes another small lever, turning out the gas completely, thereby saving expense. The amount of gas consumed will not cost ten cents a year, the only expense being the cost of extending the gas pipe to the engine. In this era of economy and frugality Murphy has achieved a success that in his line can't be beaten.

Correspondence.

SAN FRANCISCO.

SAN FRANCISCO, CAL., NOV. 4, 1877.

Editors National Fireman's Journal:

GENTLEMEN: Your prospectus has reached the Firemen of our city, and a general endorsement of your new project meets me at every turn. I need only to say that these are anxiously looking for the arrival of the first number. It has been a general wonder why the Firemen of this country have not long ago had a journal of their own, especially when one recalls the thousands that are scattered throughout the United States. We shall give you our cordial support in this section, and aid in circulating the JOURNAL throughout the upper country. We have rather a selfish feeling here as to our department; that is, outsiders may think so; but we are second to none in the States, and one of the main reasons is that it has at its head one of the old Veteran Firemen of New York city, Chief David Scannel. He has brought it up to so perfect a system, that the city and department could not do without him, and so they have just elected him to the Chief Engineership again. The Board of Fire Commissioners are composed of a body of men unequalled by any Commissioners in the country for experience and knowledge of the working of a department. Among them are Edward Flaherty, ex-Fireman of old 31 Engine, of your city. To give you a more minute idea of our force, I would state that the Board of Fire Commissioners at present consists of William Ford, Gordon E. Sloss, Edward Flaherty, Benard Ordenstein, and Charles Field. The department consists of eleven Steam Fire Engines, seventeen Horse Hose-reels, four Hook and Ladder Carriages and Horses, together with the necessary equipments, ready in active service; and four Steam Fire Engines, two Hose-reels, and two Hook and Ladder Trucks in reserve at the Corporation Yard, the condition of which is as fully kept up to the standard required as that of the apparatus in active service.

The department as now organized is entitled to two hundred and sixty members, sixty-four of whom are permanently engaged, and one hundred and ninety-six men at call.

The officers are David Scannel, Chief Engineer; Matthew Brady, John E. Ross, James Riley, and George W. Corbell, Assistant Engineers; Samuel Rainey, Superintendent of Steam Fire Engines; James Stoddard, his Assistant Superintendent. Engineer Riley and Supt. of Steamers, Samuel Rainey, are the gentlemen who not long ago visited your city. Rainey holds the same position here as our old friend, Gilbert (Gilly) J. Orr does in your Department. We have now one thousand two hundred and eight hydrants throughout the city, an increase of sixty-six over last year. All the Engines and H. and L. Trucks are in excellent working condition, as is also all the appendages connected with them. During the year a Hayes' Fire Escape Truck has been built and placed in service in the house of Hook and Ladder Company No. 2, on Broadway Street. It is proposed to have a Fire Boat, similar in style to your Havemeyer. The Department has but eighteen thousand feet of reliable hose. This is entirely

inadequate to the wants of the city. An abundant supply of water for all emergencies is necessary, but it is just as necessary that good and sufficient means be constantly on hand to make proper use of said water, or the Department is, in a measure, powerless to arrest a large fire.

Experience has demonstrated the fact, that, with an abundant supply of water, as San Francisco now has in the business portion of the city, where fires occur frequently in the upper stories of buildings filled with valuable goods, the danger of damage by water is very great, especially when, as at present, it is necessary to run a line of hose to the upper floors and turn on water, which must of necessity cause more or less damage to goods, furniture, etc., on the lower floors. This could in a great measure be avoided if the city had a chemical engine for such service, which could be used to advantage in nearly all cases, and the danger to stock greatly lessened, if not wholly prevented. The experience of cities where the chemical engines have been fully tested, warrants the assertion that fully three-fourth of all fires are extinguished by the chemical apparatus with scarcely any damage or loss by water.

We have no less than forty-nine cisterns scattered throughout the city, which hold just 3,889,856 gallons. The cost of running our Department last year was \$236,941.11, of which \$155,940.00 were for salaries. In my next I will give you a list of our companies.

"Isco."

AUBURN, N. Y.

AUBURN, NOV. 12, 1877.

Editors National Fireman's Journal:

Having been handed a letter from you to our worthy Chief, Joe H. Morris, he wished me to answer the same, and if agreeable to you to offer correspondence on fire matters from this city. Wishing you success in your new departure, I would inform you that our "department" consists of eight active companies and three reserve, divided into seven hose and one truck company.

Neptune Hose 1 is housed on Market Street; has fifteen men, Byron Witham, foreman. They have a handsome spider for duty, but their building is very poor; still the parlors are fitted up equal to any in the State.

Letchwerth Hose 2 is housed on Ouasco Street; numbers fifteen men, with M. L. Erhart, foreman. Their building is new, and is fitted up in the best of style.

Niagara Hose 3 is situated on Williams Street; numbers fifteen men, with J. McGrail as foreman. It is one of the best working companies in the city; but the house is not of the best pattern.

Cayuga Hose 4 is housed on Franklin Street. It consists of fifteen men; Ed. J. Jewhurst, foreman.

C. N. Ross Hose 5 is a double company, active and reserve, and is named after our State Treasurer. They number forty men. Foreman, George Brill. They have the largest house in the city, situated on Wall Street.

Good Will Hose 6 is a first-class company. Although the newest in the department, they have done a large amount of fire duty. They are housed on Wall Street; have twenty men; foreman, Joe Coughlin.

Exempt Hose 7 is an independent company.

It consists of about ten active members. Allen McKain, foreman. They have a good building, but slightly furnished.

Logan Hook and Ladder 1 is the oldest company but one in the department, having just celebrated its fifty-third anniversary on the 23d of October, 1877. They have thirty men; foreman, William C. Burgers. The building on Market Street, where they are stationed, is a poor one; but the company parlors are the best furnished of any in the city. The company spiders carry about six hundred feet of hose, and weigh near four hundred and eighty pounds, while the truck is heavily laden, and brings down about three thousand six hundred pounds.

Our Engineers' Department is composed of Joe H. Morris, Chief, fourth term; R. B. Stalker, first assistant, second term; D. S. Pearson, second assistant, first term. The boys have been bothered but little with work this year; still we had two small fires quite recently, but no alarms for either. The State championship race of one-half mile, lay two hundred feet hose, and attach pipe, for one hundred dollars and State Belt between Eldridge Hose 6, of Elmira, New York, and Niagara Hose 3, of this city, did not take place on account of the weather. The members of No. 6 were on hand, and were looked after by the Niagaras; but the sport was postponed till next year.

Hook and Ladder 1 have commenced their annual hops in the company rooms, on the second and fourth Thursday in every month. Hose 6 have opened their sociables at the Academy of Music. C. N. Ross Hose 5 are holding reunions in their rooms every other week. The ball of Hose 3, in the Academy of Music, November 12, was a grand success.

"PEN."

ROCHESTER, N. Y.

ROCHESTER, N. Y., NOV. 14, 1877.

Editors National Fireman's Journal:

We are not as notorious in Rochester in fire matters as in other things—political for instance. We do not have fires enough to keep the "boys" awake; but they are very spry on an alarm being sounded. A destructive conflagration here is a thing in the far past; and were we to have a \$100,000 fire, nine days would not be long enough for the "wonder" to subside.

Our department consists of four steam fire engines in active service, if working two or three times a year can be called active, their fenders, a Truck Company, Wheeled Babcock Extinguisher, all embraced in the Paid Department; two volunteer Hose Companies, and the Protectors, the most valuable auxiliary in a Fire Department ever in operation. The whole department is under control of the Executive Board, which is also in charge of the Water Works, telegraph system, etc. The Board has lately adopted new regulations for the department, and they are longer than the Constitution of the United States; sensible in some respects, and in some not. They attempt to abridge the political rights of the employes, and that is a thing that won't work.

We have the best system of water works in the world—through the central part of the city the Holly system, in connection with the Hemlock or gravitating system. The mains throughout the city are long, and there is never a scarcity of water. A fire is "flooded out"

before it has a chance to "spread." The hose boys attach to a hydrant, and there is no use for a steamer. The capacity of the works is almost beyond computation. The water from Hemlock Lake is the purest in the world, and is a specific for all diseases—fire included, if such an expression is pardonable. The largest mains are thirty-six and twenty-four inches in diameter, and nothing less than six inches is used. There are over seven hundred hydrants, and the number is constantly being added to. The Chief Engineer of the department is Sam S. Gibson, and he gives entire satisfaction to all. He is an old Fireman, although a young man.

Wishing for the success of the JOURNAL, with your permission and the acceptance of this introductory letter, you will be kept posted on fire matters here.

Yours,
X. F.

CHARLESTON, S. C.

CHARLESTON, S. C., Nov. 7, 1877.

Editors National Fireman's Journal:

There is but little to say of fire matters here. We have had but few fires in the past year, and the most of them were insignificant.

There have been no changes of late in the organization, and the system is still "volunteer." Our department is a very large one, consisting of twenty-two companies, composed of fourteen steamers, five hand engines, and three hook and ladder trucks; eight of the companies are colored. The engines and trucks are pulled by the men, with two exceptions, where horses are used. The water supply is altogether from wells and tidal drains, yet the department is very effective, doing its work quickly and well.

There is not the *esprit de corps* which existed before the war, and many, both in and out of the department, advocate a paid department, with fewer engines and a better water supply. Our firemen, however, are as gallant as ever—ready and willing at all times.

Most of the steamers are Amoskeags, and nearly all the hose used is rubber—made by "The Gutta Percha and Rubber Manufacturing Co., of New York."

Your JOURNAL will find many readers among our boys, who will be glad to hear of their brother Firemen, and to be kept posted on fire matters.

Wishing you all success, I am,
Yours truly,
AN EX-FIREMAN.

WOODSOCKET, R. I.

WOODSOCKET, R. I., Nov. 12, 1877.

Editors National Fireman's Journal:

The announcement made that a FIREMAN'S JOURNAL had been started in New York for the sole interest of the Firemen throughout the United States, meets with great favor here. I can assure you that you can count on many subscribers in our Department. We wish you every success.

We have just held our annual meeting, which was presided over by Chief Engineer Elliott, a large attendance being present. After the usual routine of business, the election of officers was proceeded with, Nathaniel Elliott being re-elected Chief Engineer; Moses Chandler, 1st Assistant; George Worrall, 2d Assistant; Clin-

ton Puffer, Clerk; George C. Wilder, Treasurer. A discussion on the expenditures elicited the fact that the debt of the last year was reduced \$2,500. It was voted that hereafter the reports of the Engineers and Treasurer be made to October 15th. The steamer house committee was continued. The Engineers were authorized to purchase two hose carriages, not to exceed 1,200 feet of hose, a \$150 extension ladder, and to place a pump in the Croton mill. It was voted to raise by tax not over \$7,500, nor less than \$7,000. George Worrall, Horace Cook, and A. D. Vose were chosen Assessors. The collection of the taxes were let to Henry M. Brown at seven mills on the dollar, and he was elected Collector, the taxes to be collected by March 1st next. The Treasurer was authorized to borrow not over \$5,000, and to renew notes. A. D. Vose was authorized to endorse. The salary of the Engineers is to be the same as last year, \$1,000. The meeting dissolved.

All our apparatuses are in fair condition; but there is a great lack of good hose. We have had no fires of any account for some time past.

"PHIL."

PHILADELPHIA.

PHILADELPHIA, PENN., Nov. 15, 1877.

Editors National Fireman's Journal:

It is almost needless for me to inform you that the announcement that we are to have at last a real FIREMAN'S JOURNAL has quite surprised many here. Your prospectus has been well canvassed, and it is not only cordially endorsed, but be assured that the JOURNAL will receive the hearty support of all the Firemen of our city.

We have but little or no news to send you this week; but be assured we shall keep you posted in all leading events.

*The meeting of the Volunteer Firemen's Association, which was held last week, was largely attended. The Lyle Monument Committee reported that the monument is now at Ivy Hill Cemetery, and will, in the course of a few days, be erected in the ground of the Association, in that cemetery.

The Anniversary Committee reported that they had engaged the National Guards Hall banquet room for the 14th of December, and also issued tickets for the affair, at one dollar each. It is proposed to make this an old-fashioned Firemen's reunion.

There are many reports in circulation that the so-called ring of the City Council intend running the Department to the exclusion of the Fire commissioners. An attempt will be made, it is said, to abolish the Commission. I can only quote from one of our home journals the true feelings expressed about it:

"If they do pass the ordinance, it will be one of the most foolish pieces of business that has occurred for some time. It will ruin the little discipline the Fire Department now possesses, and it would soon become rotten and so demoralized that other steps will be found necessary to be resorted to with the view of bettering the condition that the Councilmen would place the Department in. To be sure, the Councilmen would have more political control over the Firemen, and use them when they want to fix up delegates. Rowan is the bitter enemy to the Board, which he would like to use occasionally. At present the Commissioners are fast losing their power by the action of the Councilmen, who are claiming all the appointments; not only that, but also all the contracts which fall under their

jurisdiction. The adoption of the ordinance will do the Department no good, while its demoralization is sure to follow. The proposed change has caused much anxiety among the insurance people of our city, for they well know what the result will be."

The controversy regarding the awards of contract, by the Fire Commissioners, for gum hose, or patent carbolized hose, has caused some little trouble. It seems that the Commissioners have declined to award the contract, on the ground that the bidders have no legal rights to avail themselves of the patent. No fires of any note.

A move is on foot to consolidate the Fire Department with the police, making them do double duty. One point raised is that twelve men is too large a number for a company; then again a project is also gaining headway to place the control of the Department in the hands of the insurance companies. I cannot give you the full details in this letter, but will in my next.

"MORO."

CAMBRIDGE, MASS.

CAMBRIDGE, Nov. 9, 1877.

Editors National Fireman's Journal:

The prospectus of the NATIONAL FIREMAN'S JOURNAL meets the approval of the Firemen generally, and as the policy marked out will tend to the benefit of Firemen, in that they will be enabled to exchange opinions on topics connected with their several lines of duty, will serve to meet the want long felt by the intelligent Firemen of the country, of a journal devoted to their interests, and in which they can express their views in regard to the management of fires, appliances for the prevention and extinguishment of the same, fire escapes, hose, etc., etc. Trusting your paper may meet with the success it deserves, I will now give you a synopsis of our Department in this city.

The Fire Department of the city of Cambridge consists of a Chief and four Assistant Engineers, five Steam Fire Engines of the Amoskeag pattern, with hose carriages connected with each one, two Hook and Ladder Trucks, and one supply hose carriage, and one relief engine, the whole being supplied with all the modern improvements applicable to the duties required of them.

The several engine stations are considered models in all that pertains to the needs of a first-class Fire Department.

The Department has in use the Gamewell system of Fire Alarm Telegraph, automatic in its workings, with headquarters second to none in the country.

The city has been remarkably free from disastrous conflagrations the present year, mainly owing to the promptness and efficiency of the Department, to which the underwriters will bear ample testimony, and which is the pride of our citizens,

"WARREN."

CHICAGO, ILL.

CHICAGO, Nov. 14, 1877.

Editors National Fireman's Journal:

The Chicago Firemen rejoice, with the rest of mankind, that at last they have a JOURNAL devoted solely to their interests, and wherein they can hold converse with their brother Firemen in all parts of the Union. They have long felt the want of such a paper as you propose to publish,

and when it becomes generally known, you will find the Fire ladders from Maine to Texas, and from the Atlantic to the Pacific, will rally to its support.

I hope I will soon see some spicy letters in your JOURNAL from the pens of those versatile and accomplished writers, "John Doaks" and "Veteran."

I have nothing to write about in regard to fires this week; in fact, we have few of them. Our Firemen are having an easy time of it, nothing to do and big pay, for the very good reason that we have an engine house on nearly every block, and our Marshal is continually crying for more.

Prayers are offered in all our churches on Sabbath mornings that no fire breaks out near our Western limits, as our Marshal's great hobby is to drive all fires into the lake, as he did at the great fire of '74, when acres of property were consumed, and our inhabitants are fearful a like calamity would befall us should a fire break out anywhere near Western Avenue. It's lucky for the Michiganders that the lake is between them and us, for if it was not, some day Benner would certainly burn that State up trying to force a fire out of the country into the Dominion of Canada.

For a time our Chief stopped the ringing of the fire alarm bells; but the business men and others so annoyed our Mayor with petitions, that he was compelled for the sake of his peace to order Marshal Benner to ring them again.

Rotary Sam, the man who is better posted and knows more about fire matters all over the world than any one else, has been detailed off to the city limits.

Our Fire Department is becoming terribly excited over the aspirations of a certain Alderman, who calculates, and some people assert it as a fixed fact, that as soon as his Aldermanship is over, he is to step into Fire Marshal Benner's big boots. At present the Alderman attends all fires on the North side, where he resides, and on a second alarm on the West and South sides you will find him there. He spends the better portion of his time in the Chief's office, watching the routine of affairs, so as to be fully posted in the workings of the Department when he is inducted in the Marshalship which he expects will be next April. That he has been promised the position by Mayor Heath is positively asserted, and that he had that position in view when he moved in the Council to have the Marshal's salary raised to five thousand dollars, is not doubted by anyone. He has got rid of Assistant Marshals Sweeny and Pietre, by having one appointed Inspector of Uniforms and the other Master Mechanic.

Some of the fire ladders are unkind enough to say that the fire tugs were kept upon the river at an expense of ten dollars per day each, for the purpose of protecting a certain soap factory, and can't see why the authorities should be so anxious about the one located on the river, while the other soap factories received no more than the mass of the community.

The "Florence House," on the Calumet, is doing a big business, and is a great resort for our Firemen, who are fond of fishing and duck shooting. Any of the boys can get a furlough provided they register at the "Florence." It is no uncommon sight to see four or five members, with sometimes an Assistant Marshal at their head, spending a day or two there, and the

horses and concord wagons of our Fire Department make an interesting display to the unsophisticated fishermen of the Calumet.

We have one Assistant Marshal who is acknowledged to be the nobbiest man in the city, and is "the observed among the observers," by his style and dash. He is a bachelor of about sixty, more or less, and the funny man on the *Tribune* is continually publishing his marriage to a Cleveland or St. Louis belle, much to the disgust of more than a score of young ladies residing in this Burg.

In my next I will have more to say about the general workings of our Department.

Praying always for the success of the NATIONAL FIREMAN'S JOURNAL, I sign myself

"VOLUNTEER."

Water for Fire Extinguishment.

Several months ago the Metropolitan Board of Works, of London, directed Sir Joseph Bazalgett, in conjunction with Messrs. Bramwell and Easton, to carry out a series of practical experiments upon the question of fire jets, which should put beyond all doubt the engineering points involved. The result of these experiments is recapitulated as follows in a paper prepared by the last two engineers, and recently read before the British Association at Plymouth:

With a very low jet, say of some 30 feet, about seven-eighths of the head or pressure effective at the orifice of the jet will be obtained, as the height of the column of water—that is to say, 40 feet of head at the orifice would give a jet of about 35 feet in perfectly still air; but as the heights of jets are increased, and increased they must be, if they are to be of any service in extinguishing fires in modern buildings, which are so lofty, the percentage which the column of water produced bears to the effective pressure producing it becomes less and less, so that for a jet to rise to the height of 80 feet there must be, roundly, a pressure equal to 128 feet. To rise to a height of 100 feet there must be an effective pressure of about 180 feet. Moreover, the higher the jet the greater must be the diameter of the column of water.

The following is a fair average jet required for London purposes: A jet that would rise 80 feet in still air, if of 1 inch in diameter, would deliver the 150 gallons per minute, and would demand an effective pressure, as has already been said, of 128 feet at the very orifice of the jet; and it might be thought, therefore, that if a pressure could be maintained in the pipes equal to 128 feet of head, when the water was flowing, that all that was desired would be provided. But this is not so. There is the very striking, and to many people the very unexpected consideration of the friction of the water through the hose to be taken into account; and the section may, perhaps, little expect to be told that every foot of the usual size of hose employed by the London Fire Brigade, when conveying 150 gallons of water per minute, requires a pressure of a little over 3 inches to drive that water through. As a matter of fact, the 200 feet of hose demands 53 feet of pressure to get 150 gallons per minute through them. Therefore, to obtain a jet of 80 feet high, expending 150 gallons per minute at the end of 250 feet of hose, there is needed a pressure of 181 feet, and this pressure must be maintained while the water is flowing.

Dangerous Quality of Kerosene.

The following is a simple and infallible test to ascertain exactly the quality and explosive point of any sample of kerosene oil, no matter by what fancy, attractive name it may be designated in specious advertisements. Take a common tin pan of water, or an ordinary tin pail, say seven inches in diameter and five inches deep; fill the vessel with water and place it on the stove, or over a lamp, so as to heat very gradually; put an ordinary thermometer upright in the water, to indicate the gradual rise of temperature; take a little pan, such as is used to bake small patties, sold for one cent each; in the patty-pan put a tablespoonful of kerosene and let it float on the surface of the gradually heating water. When you see the thermometer begin to indicate seventy, seventy-five, or eighty degrees, apply a lighted match to the kerosene in the tin pan. If the oil is safe, no flash will ensue, but if it is impure, and therefore dangerous, a flash like the ignition of gas will appear. In case a flash occurs while the thermometer indicates a temperature below 100 degrees, it is safe to assume that the oil is highly dangerous and utterly unfit for use; being more dangerous than gunpowder, which cannot be ignited by a flame at such a temperature. No oil should be purchased for illuminating purposes whose flashing or igniting point is at all below 110 degrees, and it should be remembered that the greater the heat it will endure above that temperature the greater is the proportional increase in its safety for burning in lamps. While 110 degrees Fahrenheit is a fair test, it does not guarantee indiscriminate or reckless handling. Even with the best brands of oil a lamp should never be filled while lighted, or while near one that is lighted. As the oil burns down in the lamp a highly inflammable gas gathers over the surface, increasing as the oil decreases, and not infrequently forcing its way to the flame at the edge of the wick and threatening an explosion. There are various tricks current among dealers in kerosene to prove that even naphtha is not explosive at seventy degrees. The usual test is to hold a lighted match over an open vessel containing it. But let a small portion be put in a can and shaken up and a light introduced, when an explosion instantly occurs, showing that the inflammable stuff becomes explosive upon mixing with the oxygen of the atmosphere. Indeed, it may be safely said that every lamp in the land, when burning in a room, steamboat cabin, or other apartment, whose temperature is seventy-five or eighty degrees, is liable to explosion, even if burning the standard kerosene of 110 degrees flashing point. Many scientific men have been led into the fallacy that the flashing point of kerosene at 110 degrees is the point of safety, but it has been recently demonstrated by an eminent chemist that thirty-five degrees below the igniting point oil, after burning twenty minutes or half an hour, will generate an explosive gas. It has been also demonstrated by the same authority that oil with an igniting or flashing point of 150 degrees is in an explosive condition when burned inclosed in lanterns on shioboard and railway cars. It is claimed that until oil shall stand a test of 300 degrees there will be no guarantee against the dreadful loss of life and property which its use regularly entails.

National Fireman's Journal.

EVERETT, THOMSON & Co., Publishers.

P. Y. EVERETT, CLIFFORD THOMSON, Editors.

The JOURNAL is a weekly paper devoted to the interests of the Firemen and the Fire Departments of this country.

The JOURNAL will be published every Saturday, and its aim will be to give all important news relating to or of interest to the members of the Fire Departments in all sections.

Correspondence on Fire matters is respectfully solicited. All communications must be accompanied by the name of the writer, not for publication, but for the satisfaction of the editors. All correspondence held in confidence.

Terms, \$2 per annum, payable in advance. Six copies sent to one address, one year, \$10.

All communications should be addressed to

EVERETT, THOMSON & Co.,

56 Park Place,

New York.

OUR PAPER.

It is with considerable diffidence that the editors of the FIREMAN'S JOURNAL enter upon the undertaking of providing for the Firemen of this country a weekly journal devoted to their interests exclusively. But we have been urged to embark in the enterprise by many veterans in the fire service, who, feeling the need of such a paper, and knowing that we have had much experience in fire matters and in writing thereon, have promised us their countenance, sympathy and support. In these days, when it is the habit to proclaim all newspapers as "organs" of this or that political party or special business interest, we presume the JOURNAL will be called the Fireman's "organ." If by that it is meant that it will watch over the interests of the Firemen in all sections of the country, and endeavor to keep them all informed of whatever occurs that is likely to be of interest or advantage to them, then we shall cheerfully consent to be termed an "organ." But if it shall be intended to convey the idea that the JOURNAL is the tool of any clique or ring, for the promulgation of any particular ideas, or for the advancement of the special aims of any person or set of persons, then we most indignantly repudiate the term, for the JOURNAL will never be an "organ" in any such objectionable sense.

We commence the publication of the JOURNAL because we believe such a paper is needed, and that, with due diligence on our part, it can be made profitable to ourselves as well as to the Firemen of the country, to whom we hope to be of some service. While striving to furnish entertaining matter for their perusal, and gathering the news and gossip of

the different departments into one common receptacle, that all may read of what their neighbors are doing, we shall also discuss, from an independent standpoint, the many weighty topics which are presented for the consideration of Firemen from time to time. Recognizing that the duties which they are called upon to discharge are among the gravest and most important that fall to the lot of any citizen, calling for the exercise of a high degree of intelligence, courage, skill, fortitude, perseverance and endurance, only to be found among the highest types of manhood, it shall be our aim to cheer them on in their noble work; to excite them to honorable rivalry; to impress upon them the bright examples of so many noble ones who have traveled the same path before them, and, to the extent of our ability, instruct them as to the best means of doing their work and bearing their burdens.

Another important part of our mission, as we regard it, is that of addressing the general public in the interest of Firemen, and endeavoring to excite a better and more complete recognition of their services. We shall also address those in authority, by whose action the Firemen are provided with the ways and means for maintaining their organizations and performing the duties assigned to them. In these respects, with the co-operation and support of the Firemen themselves, we hope to accomplish some good in our way. With this foreshadowing of the course to be pursued by the JOURNAL, we launch our enterprise, asking for it that forbearance which is, by courtesy, accorded to a "first appearance."

INSECURE BUILDINGS.

Not the least among the many dangers which Firemen are called upon to face is that which results from the erection of improperly constructed and insecure buildings. Especially is this true in the great cities, where, owing to the high price of land, buildings run up into the air to the height of six and eight stories. Very often these buildings are constructed in so loose and frail a manner that the wonder is that they do not give way under the weight of their own material. Indeed, this not unfrequently does occur. In this city, but a few months ago, a large, brick warehouse toppled over into the street, mixing the groceries and provisions with which it was overloaded with the *débris*

of the building in a promiscuous pile, which it took days to remove. This event arrested public attention for some days, during which a number of dangerous buildings were pointed out to the authorities. Many of these superficial top-lofty structures are the merest shells, consisting of a single thickness of bricks above the second floor, and even these flimsy walls being numerous pierced for floor timber, etc. When a fire occurs in such a building, he is a fool-hardy and reckless Fireman who, knowing the nature of the structure, will venture within or upon it. As soon as the flames become strong enough to heat the walls they crack and crumble from their effects, and soon come tumbling down, burying every thing and every body within reach. There is scarcely an account published of serious fires occurring in our large cities that mention is not made of firemen killed or maimed for life by falling walls. This would not occur were the buildings properly constructed. Such accidents seldom occur in European countries, for the reason that the walls of their buildings are usually massive in their construction and impregnable to heat. The building may be gutted by the flames, and every particle of wood work consumed, but the walls remain firm and unyielding. In this country thin, cheap walls are the rule in building, and Firemen have learned to regard them with suspicion. An important part of the duty of a Chief at a fire is to ascertain the character of the walls of the threatened building, and keep his men away from them. It is better that the property be consumed in the flames than that human lives be placed in jeopardy.

In most cities there are building laws which are supposed to govern the construction of buildings, but these laws are ignored to a great extent, or enforced with the greatest degree of laxity. It is a popular notion in this country that one may do as he likes with his own, and consequently any law which apparently interferes with the alleged rights of the individual are popularly regarded as "more honored in the breach than the observance." Yet if a man sets fire to his house, and thereby endangers his neighbor's property, he is adjudged deserving of imprisonment. In old times arson was a hanging offense. The man who erects an unsafe building imperils not only the property of his neighbors, but their lives. He should be restrained by law by means of fully as severe pen-

alties as are provided for the crime of arson. But prevention is better than cure. Rigorous building laws, rigidly enforced, are the only safeguards that can be relied upon to prevent the erection of unsafe buildings. As Firemen are called upon to face the perils imposed by such buildings, they should interest themselves to see that the building laws are enforced, and the construction of these tall, flimsy brick death traps prohibited.

FIRE APPARATUS.

The old maxim that "the best is the cheapest" can be applied nowhere with more pertinency than to fire apparatus. In this is to be included every thing pertaining to the equipment, in first-class style, of a fire company, from the most improved steam fire engine to the minutest and most insignificant tool required for the perfect working of the apparatus and the Firemen. It is impossible to do good work with poor tools, and the best organized body of Firemen in the world cannot be expected to protect the property of their neighbors unless they are provided with the requisite appliances for doing the work. How often we read in accounts of fires of engines being totally disabled through the bursting of its cheap hose, or the disarrangement of some portion of its equipment that had been bought because it was cheap. This consideration of "cheapness" is too frequently given undue and fatal weight by those charged with the purchase of fire apparatus. Officials seeking to gain a cheap reputation for economy in the interests of the community they represent, are prone to "saving at the spigot and wasting at the bung;" of equipping their fire departments with cheap machinery rather than that which is durable, and of the most approved make. Nothing could be more short-sighted than this, or more fatal to the interests of the community thus imposed upon. In many instances Firemen are blamed for not saving more property at fires, when, were the facts known, it would be found that some economically inclined purchasing committee had provided them with insufficient appliances, or entirely neglected to supply those most needed. Citizens are very apt to think that where the Firemen are supplied with an engine nothing further is required to enable them to extinguish any fire that may occur. An engine, steam or hand, is

well enough as far as it goes, but to render it efficient, a thousand other things are necessary. Men who have actual experience as Firemen, and have made themselves familiar with the best modes of extinguishing fires, are the only persons who should be entrusted with the important duty of equipping a fire company with its apparatus. Without good fire apparatus and efficient fire companies, no city or village is safe. A conflagration is liable to overwhelm them at a moment's notice, and may result from an insignificant blaze, which, with proper apparatus at hand, might have been extinguished without any damage. The past few years have furnished numerous illustrations of this fact. It is short-sighted penuriousness, mis-called economy, which neglects providing the most effectual means of protection against fire, or fails to equip its fire department thoroughly, or palms off upon it cheap material which cannot be relied upon for an hour's work. "The best is always the cheapest" in the long run, and a surplus is to be preferred to a scant supply of fire extinguishing appliances.

SCALING DOWN FIREMEN'S PAY.

Considerable bad blood has been stirred up in Philadelphia recently in consequence of a little "shave" alleged to have been perpetrated on the Firemen by the Fire Commissioners. It has been the practice, it appears, to pay the Firemen by means of city warrants. Recently these warrants commanded a premium, and instead of giving the Firemen the benefit of the advance, the Commissioners paid them in currency, themselves appropriating the premium. The matter was brought to the attention of the City Council, where the conduct of the Commissioners was severely commented upon, and a resolution passed instructing them to report by what authority they did the deed. An attempt at an explanation was made by one of the Commissioners, who said the premiums went to pay political assessments. The explanation only seemed to make matters worse, and was pronounced "too thin." The warrants issued by the city government in payment of its employes are unquestionably the property of the persons for whom they are intended, and if the Fire Commissioners appropriated to their own uses the private property of others, they can undoubtedly be held accountable, both officially and as

private individuals. The warrants were the property of the individual Firemen, just as a check on a bank would have been, and if they were worth a premium, the owners of the warrants were entitled to the benefit of it. Certainly the citizens of the City of Brotherly Love will not sanction this robbery of their hard worked and inadequately-paid Firemen. The action of the City Council shows that that body at least does not sympathize with the action of the Commissioners.

A QUESTION OF HOSE.

Philadelphia has recently been considerably excited over the question of hose for the Fire Department. The Commissioners advertised for 5,000 feet of new hose, and bids were received from several manufacturers. The lowest bid was 79 cents per foot for rubber hose, and the company offering to supply it at that price claimed the award. But the Commissioners, after due deliberation, awarded the contract to the manufacturers of an entirely different kind of hose at \$1.15 per foot, making an excess of \$900 over the bid of the rubber hose company. This latter protested against the award, appealing to the City Council for redress. That body referred the matter to its Committee on Finance, with instructions to investigate the matter thoroughly. Meantime the newspapers took sides in the controversy, contributing several profound editorials to the current literature of the day on the subject of Fire hose. At last accounts the matter was very much muddled, and likely to lead to litigation, whichever way it was decided.

There is nothing more essential to the successful working of a Fire Department than good, substantial hose. Without it, engines and Firemen are useless, water works are of no avail, and all the money expended upon these is rendered a worthless investment. Cheap hose is dear even if given away, for it is almost certain to burst at a critical moment, when every resource of the Fire Department is taxed to its utmost. Committees charged with the responsible duty of purchasing hose should insist upon subjecting every sample offered to the severest test, and then, having decided which is the most servicable, buy that and no other, even if it does cost a trifle more than some other kind. The practice, so commonly followed, of awarding a contract for hose to the lowest bidder is pretty sure to develop into some kind of a swindle before the end is reached.

PROVIDING AGAINST FIRE.

How often do we see it stated in descriptions of new buildings, manufactories, hotels, warehouses, etc., that the establishmet is amply provided with the means of extinguishing fires should such occur in the building. Then follows an enumeration of the number of hydrants in the building, the number of fire extinguishers, length of hose, etc. etc. All this is very well, but it is better calculated to effect a reduction in the rate of insurance than to provide adequate protection against fire. This formidable array of fire apparatus is absolutely valueless in a fire emergency unless it is controlled by a trained body of men, and experience teaches that this is always the one thing wanting at the proper moment. Factory and hotel employes are not calculated to make efficient Firemen unless systematically trained to operate the machinery at their disposal. There must be, also, an executive head to a fire department, whether it be a public or a private affair, and without such a head, a fire company would be little better than a mob. Private establishments have other uses for their employes than training them to act as Firemen, and, as a consequence, in a very short time the much talked of fire extinguishing apparatus falls into disuse and neglect, gets lost and becomes unavailable at a crisis. The number of fires extinguished by private apparatus is very small, while, on the contrary, we frequently read that had such appliances, as were at hand, been available in time the building enclosing them might have been saved from destruction.

An instance of the utter inutility of private fire apparatus is furnished by the burning, at St. Louis, in September last of the magnificent river steamer Grand Republic. This steamboat took fire while lying at the wharf, and was entirely consumed, the flames having got beyond the control of the city fire department before the steamers reached the scene. The Grand Republic was fully equipped with fire apparatus, and it was supposed that her crew would be able to extinguish any fire that might occur. The following is a partial list of the fire extinguishing apparatus found in *débris* of this fine steamer.

One very large stationary champion chemical fire engine, with 600 feet of hose attached, leading to all parts of the boat. It was charged with 100 gallons of acid matter, and was in readiness at all times in case of fire. This engine was built in Louisville expressly for the

Grand Republic, and was thought to be the best invention known. There were also several of the same pattern, of smaller size, stationed in different parts of the boat that *could* be carried by hand. The midship and forward fire pumps, with 600 feet of hose each, *could* be in full operation in thirty seconds after an alarm was given, throwing a four-inch stream to any part of the boat. The engines were all to be in charge of the engineer, who had speaking trumpets to the pilot-house, captain's room, clerk's office, etc. In addition to these there were the usual requirements of the low water tanks, buckets, axes and other implements.

The appliances were all there, but when the emergency arose the trainmen to operate it were not to be found. This is but a single illustration out of many that might be given, of the utter worthlessness of fire apparatus without trained men to care for and use it in emergencies. Mr. Cornell, an able insurance authority, writing on the subject of "Fire Hazards of Saw Mills," says:

"Out of nearly seventy mills, I have visited lately, I saw but five that kept their hose as though they bought it to prevent fires, and intended to use it for that purpose. The balance of them kept and treated their hose as though they bought it to get a low rate and save their premiums but not their mills."

As it is with saw mills so it is in a similar proportion with other mills and large buildings provided with these appliances.

PYROMANIACS.

As there are certain persons, known as Kleptomaniacs, who have such an affection for the property of other persons that they cannot resist the temptation to appropriate it to themselves whenever opportunity offers, so there are others who revel in conflagrations. Occasionally this desire to see things burn becomes an uncontrollable passion and the person then a dangerous incendiary. Sometime ago a man was captured and tried in London on a charge of arson, when it was developed in the course of his trial that he had been in the habit of setting fire to buildings for the pleasure of seeing them burn and participating in the attendant excitement. He was pronounced a pyromanic, and consigned to a lunatic asylum.

Recently a veritable pyromanic appeared in New Orleans, in the person of Louis Ganster, better known as Crazy Joe. One evening a fire was discovered in a two story frame house, and when the Firemen neared the scene they found Crazy Joe standing guard over the fire, brandishing a revolver, and threatening to kill any one who came near. Two policemen broke open the door, and were greeted with several shots from Crazy Joe. He was forced

to retreat into one of the burning rooms, where he locked himself in. Two policemen burst open the door, where the pyromanic was discovered flourishing an artillery cutlass in the most reckless manner. The officers pressed in upon him, when Crazy Joe ran one of them through the body; the other officer approached the now infuriated maniac and was assailed most vigorously with the cutlass, receiving seven dangerous wounds. The Firemen came to the rescue of the police officers, secured thier persons, and attempted to shoot the crazy man, but the weapon refused to go off. Crazy Joe then retreated to a balcony, when the Firemen turned the hose upon him, and also a stream from a fire extinguisher. Under this treatment the maniac weakened, and a policeman managed to secure him. As they were trying to bring him out of the burning building, he fell from their arms a corpse. It is supposed that he died from the effects of the excitement and the acids thrown upon him by the fire extinguisher. Pyromania is seldom developed to so alarming an extent as in this instance, but it is well known that there are many persons to whom a fire is an irresistible attraction and who cannot be induced to leave the scene of a conflagration so long as any flames or excitement remain. The case of Crazy Joe is a most singular one, tending to show to what extent these pyromaniacs may be driven by the disease which afflicts them.

Escape of "Firebugs."

The Troy *Times* says that the almost uniform escapes of incendiaries from arrest and conviction has long been somewhat of a mystery to citizens, and in some degree a reproach upon the authorities whose duty it is to exercise their energies in bringing the miscreants to justice. Other criminals, whose crimes are less heinous, are often speedily made to pay the penalty of transgression. But "firebugs," actuated by malice, or bribed by dishonest property-holders, pursue their nefarious work, and enjoy extraordinary exemption from punishment. Troy is largely indebted to an admirable Fire Department for the prevention of disastrous conflagrations originated through the infernal agency indicated. There is no good reason why the burners of buildings should elude penal retribution. Their guilt can be fastened upon them if proper effort is put forth.

—Steam threshing is extending among farmers, and stacks for grain and contiguous barns, and other buildings, have been fired thereby. Some insurance companies add 15 per cent. to the rates of insurance where steam threshers are used, or prohibit their use entirely.

Minor Topics.

We respectfully request all persons who have the welfare of the Firemen at heart, to whom we send this number of the FIREMAN'S JOURNAL, to act as our agents in obtaining subscribers. If not able to do so themselves, will they kindly hand the paper to some one who will take an interest in it, and make a little exertion in our behalf. It is only by means of a liberal support that we can hope to make the JOURNAL worthy of the Firemen of the country, and live up to the standard we have fixed for ourselves. The enterprise is one involving very heavy weekly expenses, and we rely upon our subscriptions to save us from loss. We trust our friends in the Fire Department throughout the country will give a generous response to our efforts to cater to their interests.

The total losses by fire in Detroit, Mich., during the month of October last amounted to \$6,907, upon which there were insurances aggregating \$23,950.

We acknowledge the receipt of the reports of Chief Engineer David Scannell of San Francisco. It is well compiled and speaks well for our old and esteemed friend. We would congratulate him on his re-election to the head of the Department which he has held with so much honor and credit to himself.

The thirty Firemen and employes of the Buffalo, N. Y., Fire Department, who were dismissed for political purposes, have been reinstated by the Supreme Court. The efficiency of the Fire Department, and not the political faith of its members, is a matter of grave importance to the citizens of Buffalo. To make the Department efficient and reliable, it should be beyond the control of politicians.

A hand fire engine, purchased by enterprising citizens for the town of Brookville, Pa., remains unclaimed at the railway depot in that place. The Borough Councils refuse to pay the freight charges and bring the machine into use, and no one else is inclined to pay the sum of \$1.15 to get the engine out of the custody of the freight agent. And meanwhile, the whole place lies exposed to being swept out of existence with a fiery besom.

The question of the utility and trustworthiness of the Holly System of water works as a sole reliance in case of fire, is one that gives rise to much discussion in fire and insurance circles. As an auxiliary water supply the Holly system is admittedly valuable, but whether or not it will do to trust to alone is a problem the solution to which is being much sought for. We shall be pleased to print the experience of Firemen who are familiar with its workings in those cities and villages which have adopted the Holly system.

The first number of the JOURNAL is pretty sure to be open to criticism on some points. It would be surprising if it was not, for it would be too much to expect it to be fully matured at its birth. But we trust it will convince all who are interested in Fire matters that "we have come to stay;" that it is no catch-penny affair, to die off after a few months, disappointing the hopes that have been raised regarding it. We see chances for improvement, and shall hasten

to make them at the earliest opportunity; meantime we ask the hearty cooperation of Firemen and their friends everywhere to enable us to make of the JOURNAL a paper worthy of them.

We send the first number of the JOURNAL to many Firemen and others in various parts of the country. If you like it, and want to encourage us in a good work, send us \$2 for a year's subscription, and get your friends to do likewise. We desire agents in every city and village in the country where there is a Fire Department, and shall be happy to correspond with any one who may desire to represent us. Correspondence on fire matters respectfully solicited.

The Incendiary Ash Barrel.

He is a sociable wretch, is the ash-barrel! He likes above all things to snuggle up in a corner of the wood-shed or under the back stairs, and smoke a little, and gossip with the cobwebs and dry wood and inflammable things generally, which are usually lying around his neighborhood in artistic confusion. He is round in belly and apparently jolly, but unfortunately, like many others of his build, much given to lazy habits, out of which grow mischief.

You could scarcely accuse so rotund and quiet an object as an ash-barrel of incendiary designs; he would not be said to entertain either the desire or the intention to burn up himself and other property also; but with or without intention, he is beyond all question much given to doing those very things, and hence, notwithstanding his easy temper and deceptive affability, he should be put out in the cold, and kept at a most chilling distance by all persons who value the safety of their property. It would be better still to put him out of existence, and substitute for him a prosaic iron vessel; or better still, a solitary and immovable hole in the ground. A brick vault with an iron or stone cover is, after all, the best dwelling-place for your lively ash-barrel. His habits of sociability should be discouraged, and he compelled to adopt the life of a hermit.

In one list of the causes of fire, "ashes and cinders" are credited with having been the occasion of one hundred and thirty-four. Probably these fires occurred mainly among dwelling-houses. In another list we find "ashes and embers" the cause of ten fires. What with the ashes that stayed at the bottom, and the sparks which went out at the top, we have in a single list the origin of eight hundred and forty fires; so that not only do we find ashes bad in themselves, but, like poor Tray, they keep bad company also, and are therefore entitled to no countenance by prudent society.

In addition to these matters, ashes are eccentric. To outward appearance the ash-barrel may be round and comfortable, but inwardly it is full of tricks and deceit. Ashes play the possum; they pretend to be dead and cold, and are so on the surface, when in fact they are secretly holding fire, in readiness for an opportunity that may present itself for mischief. The traditional trick of burning down so slowly that the wooden ash-box set on the floor at seven in the morning only developed a fire through the boards by eleven at night, is well known; but there are recorded instances where ashes have retained their calorific tendencies for weeks and months, and

upon the admission of air the fire has spread slowly but surely throughout the mass, burning over again, as it were, that which was supposed to have been completely burned before.

Taking him all in all, we are compelled to pronounce the ash-barrel deceptive in appearance, dangerous in tendency, incendiary in his ultimate ends, and not worthy the confidence of the community.—C. C. Hine.

That Ferocious Fire Fiend.

Insurance companies get spasms of neutral activity whenever an epidemic of fires break out. In these latter days fires do not come as epidemics. We read of them in former times as in Evelyn's diary of the great London fire, and of histories of the fire in New York during the British occupation, but civilization produces conflagrations of vastly greater extent. The London fire did not equal in destruction of values or in area the Chicago affair, and the New York fire pales before that of St. John's, which it much resembled. In these days, it seems as if American cities reproduced the characteristics of Constantinople or Yeddo, places famous for their repeated conflagrations. But in Yeddo, when a fire breaks out, the people simply move out of the district and pull down the buildings to confine the destruction to a limited space. They live in preparation for such events, and, true to their Asiatic contrariness, their plan is the direct reverse of our Occidental ways, and it is not clear that their fashion is not the best. They do not rely on steam fire engines, but on the celerity of moving. They do not build expensive and delusive fire-proof buildings, with iron girders that expand in the heat and push down walls, or granite facings that explode like shells. But they put up light structures of bamboo and paper, so that it makes little difference whether they burn or not. This plan is worthy of attention by the insurance companies, for if they can not secure themselves against vast fires, they can reduce the amount of risk, and so put off the evil day when the commissioner will say "I have no pleasure in you." But it is noticeable that with all the improvements in Babcock's extinguishers, and steam engines that put on three or four streams of water in seven minutes from the alarm, fires grow worse and worse. Since science has been arming us with new devices for fighting the fire fiend, the fiend has become more ferocious and capable of damage. It is easy to see some of the reasons for this. The town is, if not the chief scene of fire devastation, at all events the best *bete noire* of the insurance companies. Now, town life has greatly increased in the last generation.

The New York State census of 1875 showed that all the increase of five years had been in the towns, the rural population remaining stationary, if not positively receding. The town growth is the result of machinery, of factories, railways, and steamers. Owing to concentration land grows valuable, and a compensation is sought in joining buildings by their partition walls, and by carrying them high up in the air.

Modern American stores are so many connected flues when a fire breaks out. Moreover many new and inflammable articles of commerce have come into use, such as dynamite, kerosene, and gas. We have no means of estimating how far fires are extended by the escape of illuminating gas into the air from burning buildings, nor do we know what the effects are of turning incalculable quantities of smoke and gas into the atmosphere of our towns from factories and our new inventions for burning fuel. Certainly it seems as if the fire spread itself by leaps, as if atmospheric conditions helped it at times. How are these things to be met? That is a question which should claim the immediate attention of persons whose scientific acquisitions fit them for such work.—Providence Press.

Random Sparks.

—The new fire alarm of Poughkeepsie is going where the woodbine twineth.

—The new fire patrol of Brockport, N. Y., went into service on the 23d of October.

—United States Fire Company of Allantic City N. J. has just housed a new Hose Carriage.

—There were 30,000 people in attendance at the Georgia State Fair, held at Atlanta, on occasion of the Firemen's day.

—Cheyenne, W. T., is fast becoming a town of note. A water works has been introduced, along with the organization of a Fire Department.

—There is a strenuous effort making in New Orleans to provide facilities for the storage of oil, and to prescribe regulations for its sale, which shall materially lessen the danger of fire.

—The Chief Engineer of the Cleveland Fire Department reports that during the month of October they had twenty fires and the companies ran 261½ miles.

—A beautiful fire hat and belt is to be presented to Davy Crockett H. L. C., No. 1. as a keepsake of their old foreman, Tom Parish, deceased. It is a beautiful thing.

—The inspection and parade of the Firemen of Fort Wayne, Ind., drew together the people from all parts of the State, and it was one of the finest that has ever occurred in that locality.

—Protection Engine Company of Paterson N. J., is making arrangements for a grand ball about Christmas. They will have the biggest rush that has occurred in Paterson in a long while.

—Vigilant Engine Company, of Paterson, having recently had their house painted and calsomined, have placed in their parlors the finest set of furniture, without exception, in any fire house in Passaic county.

—Two members of the Philadelphia Fire Department have been called to their last resting place during the past month. Harvey Vanzant of good Intent Hose, and John Roberson of the old Vigilant Fire Co.

—The volunteer Fire Department of St. Paul has finally given place to the paid department. The valuable services which the volunteers had rendered were appropriately celebrated by a banquet, and the customary speeches on the day of their final good-bye as an organization.

—The Albany Fire Department had \$109,633 to spend during the year ending October 31, and comes out with a clear balance in hand of \$1,508. Losses by fire during the year, \$67,278, 64; bell alarms during the year, 63; still alarms, 81. Insurance exceeded losses by a large majority.

—A laudable effort is being made in Chicago to substitute underground telegraphs wires for the unsightly and insecure air lines now in use for fire alarm purposes. The great advantage of the underground system is obvious—the wires are not liable to be thrown down by storms, or to be severed by falling buildings, or to meet with mishaps that would destroy their usefulness at a time, perhaps, when the facility which they afford for rapid communication would be most needed.

—The second week of October was disastrous for castles. A few days before the fire at Inverary, the Castle of Nodas, in France, which cost the late Duc de Morny over £100,000, was entirely destroyed from the same cause. Besides the sumptuous furniture there was an invaluable collection of pictures. All has been consumed by the flames.

—The place referred to in this little story is supposed to be entirely destitute of Firemen. A little boy, six years old, was seen to whisper, but denied doing so when reproved by the teacher; he was told to remain after school, when the teacher, trying to impress upon his youthful mind the sinfulness of not speaking the truth, asked him if they did not tell in the Sunday school where bad boys went who told falsehoods. Choking with sobs he said: "Yes, marm, it is a place where there is a fire, but I don't just remember the name of the town,"

—Nearly every Fire Department has a favorite dog, which, like many politicians, "runs with the machine." The Good Will Fire company of Harrisburg, Penn., lost their dog Rover the other day. As Mr. Childs, the obituary poet, would feelingly remark, he climbed the golden fire escape. The dead dog lay in state at the engine house for several hours, and nearly two thousand persons visited the remains. The fire bells tolled in his honor as they "buried him darkly at dead of night" in the yard by the engine house.

—Explosions are sometimes brought about in a curious way. For example: One day last month, a man walking along Feachers street, Liverpool, after lighting a cigar dropped the blazing match through the grating of a sewer. Doubtless he thought it a neat way of disposing of the match. But straightway there was an earthquake, with much noise; the pavement opened, flames issued forth, and a stone weighing three hundred pounds rose in air. The sewer gas continued to burn for a long while after the explosion.

—The Patrol force of the Quaker City are determined to have things comfortable. The sitting-room of the patrol house has been made very attractive through the good judgment of Mr. Atwood Smith, who has adorned the walls of the room with several handsome engravings, which are copies from the most celebrated artists of Europe. Among them—"Highland Drover departing for the South," "Crossing the Tay," "The Stag at Bay," "The Fight for the Standard," these are larged sized and elegantly framed. The members of the patrol have also their photographs taken in a group, standing before the wagon, which makes an interesting picture.

—Frank P. Foulke late driver for First Asst. Chief Dickinson of Cleveland Ohio, who has been removed, has asked for a hearing. The following in his appeal to the Fire Companies:

CLEVELAND, November 1, 1877.

TO THE HONORABLE BOARD OF FIRE COMMISSIONERS—Gentlemen:—Having been discharged from service as a Fireman in the Cleveland Fire Department at your last session, October 18th, and not knowing any reason why I was not entitled to a hearing before being dismissed from said service I desire to know the cause of being so summarily dealt with. Not having been arraigned at any time previous for any offense, if consistent with your rules, I desire an investigation and if possible, a reinstatement.

FRANK P. FOULKE.

—Cincinnati has long suffered in her water supply through being unable to get sufficient pressure to lift the water to desired heights. Recently this has been remedied by making connection with a new reservoir, and the test that was made under the new head was entirely satisfactory. Indeed, it was rather too much so, for the pressure was so great that the water mains were burst in fifteen different streets and the localities of them badly flooded. The question no longer is how to obtain sufficient pressure, but how to make the pipes stand it. It is probable that many miles of new pipe will have to be laid to supply the place of that which has been impaired by long service.

—At the meeting of the Fire Commissioners of Washington, D. C. Nov. 8, Chief Engineer Cronin submitted his report, showing fifteen fire alarms struck during the month of October, an alleged loss from fires of \$1,700, partially covered by an insurance of \$1,200. The Chief Engineer also reported that quite a number of articles were lost by the various Fire Companies during the recent Patent Office Fire, and added a detailed list and account of the losses thus sustained by each individual company. H. R. Miles, Superintendent of the fire alarm telegraph, submitted a report of fire alarms struck during the month last past, and also reported his insutments to be in good working order. The wires for the new signal-box to be set up for the Post Office Department are ready to be put in circuit, and the box is expected shortly.

—The annual report of Fire Marshall John L. Durkee, of San Francisco, has just been printed, which is as follows:

1876.	FIRES.	LOSS.	INSURANCE.	INS. PAID.
July.....	42	\$141,225 71	\$578,025 00	\$78,812 58
Aug.....	34	727,702 68	477,500 00	160,548 65
Sept.....	28	23,102 45	45,650 00	9,962 45
Oct.....	16	9,498 40	128,550 00	6,690 40
Nov.....	15	31,947 94	81,350 00	16,072 94
Dec.....	31	29,197 40	195,000 00	23,389 90
1877.				
Jan.....	27	32,356 30	142,800 00	7,487 80
Feb.....	13	11,850 19	138,971 66	6,952 69
Mar.....	15	9,739 48	69,800 00	6,499 45
Apr.....	31	19,212 05	344,300 00	13,184 55
May.....	24	3,672 30	32,141 67	2,046 50
June.....	28	16,361 25	85,200 00	10,482 25
Totals....	304	\$1,055,776 35	\$2,319,288 34	\$348,130 16

—The amount required for the support of the Albany Fire Department for the present fiscal year will not probably exceed \$86,000, a saving of \$8,000 or 9,000 over the year 1876, and nearly \$20,000 over the preceding year. The department was never in better condition in all its branches than at the present time. Everything connected with, or pertaining to it, is in the most complete and perfect order. Its efficiency is best demonstrated by the record of losses during the past year. There were 62 bell alarms, and 81 slight fires for which no alarms were sounded. The total losses during the year amounted to only \$67,278,64, and the aggregate insurance on the real and personal property destroyed and damaged was \$371,600.

—Allegheny, Pa., has recently been laying a large water pipe to increase the water supply in the upper part of the city. The work has cost \$43,449,43, and the improvement is regarded as of great advantage to the city, and secured at a reasonable cost. Chief Engineer Crow, of the Fire Department, recently tested the pressure at all the fire plugs in the city and found it had been greatly increased by the laying of the new main,

A Fiery Cruise.

THE BURNING SHIP IDA IREDALE DRIFTS FOR NINE MONTHS IN THE SOUTH PACIFIC.

The British ship *Ida Iredale*, while in the South Pacific, on a voyage from Ardrossan, on the Clyde, to this port, took fire, and was abandoned on the 15th of October, 1876, while in latitude 12.20 south, longitude 107.45 west. News has come to hand that her hull drifted about for nine months, and was discovered at a point 2,350 miles distant from where the disaster occurred. She was towed into Tahiti, and an inspection of her hull was made by the English Consul and Captain Turpie, master of the London missionary vessel, John Williams. Captain Turpie made the following interesting report as to her condition and her long voyage without captain or crew; The whole of the woodwork, indeed, every thing combustible, has been consumed, leaving only the ironwork of what was once a remarkably strong and substantial vessel. The foremast has fallen off the port side, and has entirely disappeared from the deck upwards. The bowsprit, with a portion of the jibboom, still remains, though displaced from its position. The main and mizzen lower masts, with all ironwork attached, remain within the structure, having fallen in. The bread and water tanks have evidently exploded after generating steam. The whole frame from 'tween-deck beams is sadly distorted and twisted by the action of the fire. Many of the beams are broken by the weight of deck fittings, etc. The collision bulkhead still appears intact. There still remains, I should suppose, about one hundred tons of ashes and debris, which are still burning. No water is visible in the hold, and the iron plates of the ship outwardly appear little damaged. The bottom is clean—kept so, I imagine, by the intense heat. The figure-head is uninjured. From the position where she was abandoned to this place is about 2,350 miles. The ship has therefore driven that distance between Oct. 15, 1876 and June 9, 1877. The course made by the burning wreck I suppose to be about W. S. W., south of the Paumotu group; then meeting with the southeast winds which prevailed during April, May and June, she has driven to the northwest until taken in tow by the French man-of-war. It is a most remarkable thing that a burning ship should have driven over eight months in the Pacific without being reported, and that she should at last be brought into the port which her captain and crew had reached seven months previously.

Burning One's Own House.

The Supreme Court of Maine recently considered the question whether one who sets fire to his own house can be convicted of arson. The evidence showed that the defendant set fire to a dwelling house at the instance of the owner, and for her benefit, in order that she might procure the amount for which it was insured. The court held that the indictment was not sustained, and that arson cannot, under the common law, or any statute following that law, be committed by a person in respect to his own property. Arson, by the law, is an offence against the security of the dwelling house. It is described by Lord

Coke to be the malicious and voluntary burning of the house of another by night or by day. It has been said that a wife who burns her husband's house is not guilty of arson. The statute in Maine follows the common law, but in New York, where the willfully setting fire to or burning any inhabited dwelling house is made arson, it has been held that burning one's own house was sufficient to constitute that crime. But previous to this decision it has been held that it was necessary, to constitute arson in the first degree, that the house be the property of another. In England, Parliament has so modified the law that ownership is now immaterial. In the principal case the defendant, in committing the offense, acted as the agent of the owner. The same question arose in a Tennessee case, and it was held that it was no arson to procure one's own house to be burned, and that the guilt of the agent was only co-extensive with that of the principal. In Michigan it has been held that a husband living with his wife, and having a rightful possession jointly with her of a dwelling house which she owns and they both occupy, is not guilty of arson by the common law in burning such dwelling house, and this rule is not changed by a statute securing the wife her separate property.

Automatic Fire Annihilators.

The Philadelphia *Ledger*, at least, does not believe in the so-called automatic fire-extinguishers, several of which have been patented and offered to the public. The *Ledger* says:

Inventors of fire annihilators, designed to smother flames by the generation of gas, depriving the fire of oxygen, frequently seek to make their apparatus "automatic" by the use of fuses, or machinery controlled by heat, so that, should a fire ignite the fuse, or raise the temperature of the room beyond a certain limit, the gas would be generated in sufficient volume to fill the room and smother the fire. The more efficient the fire annihilator may be, however, the more dangerous it may prove to human life. Workmen could not work in a room supplied with such apparatus with much more safety than if the fuse led to a keg of gunpowder. If, to save them from the danger, the apparatus had to be put in working order each night, neglect of that duty would almost certainly follow, while, if the duty was strictly attended to, and a fire extinguished by the apparatus, Firemen or others entering the room might themselves be smothered by the fire annihilating gas. These objections to automatic apparatus apply to all forms which depend upon filling the room with gas to smother the fire or deprive it of oxygen. Fire annihilating compounds, wet or dry, are useful when promptly used by men of sufficient intelligence to know the manner in which they are intended to work, but since the gas they produce is fatal to animal life, they should not be set up anywhere where they are liable to combine under certain conditions in an occupied room, or in one which may be incautiously entered at any time.

In Chicago, during the month of October last, there were fifty-one fires traceable to the following causes:

Maliciousness, 6; mischievous boys, 3; fraudulent intent, 4; defective furnace, 2; spontaneous combustion, 2; refuse, match, or cigar stuff, 4; stovepipe run through and setting fire to plastered partition, 1; woodwork over boiler exposed, 1; portable gas jet turned against wood, 1; ignition of kerosene from which lamp

was being filled, 4; lamp tipped over in drunken row, 1; children playing with matches, 2; sparks falling among shavings and refuse, 2; wind blowing down smoke-stack, 1; foul chimneys burned out, 5; ignition of clothing hung around stoves to dry, 1; insufficient flue, 1; heated journal, 1; defective flue, 3; false alarms, 6. The actual loss was \$50,000, covered by insurance amounting to \$38,200.

FIREMEN AS POLICEMEN.—The Fire Commissioners of Cincinnati, Ohio, have turned the Firemen into special policemen. The following is an order recently issued by them:

"Every member of the Fire Department shall be commissioned and sworn in as special policeman, and they shall be required to perform such duties as are now required of the regular police of the city in preserving the peace and protecting life and property, and enforcing the laws of the State and all ordinances of the city. Provided, they shall not be required to go any unreasonable distance from the engine house in the performance of police duty; and in no case shall the engine house be left by the members of the company in the performance of police duty without at least two members of the company being left in charge. In case of an alarm of fire while the members of the company are engaged in police duty, they shall be governed by the particular circumstances, and use proper discretion in giving their services to police or fire duty, as the exigency of the case may seem to require."

AN AMBASSADOR AS A FIREMAN.—On the occasion of a large fire, the Japanese Minister accredited to the court at Dieppe, with the Special Commissioner and another of the suite, were quietly gazing at the scene, having received a special permission to pass through the cordon of gendarmes. In a few minutes an over-zealous soldier pounced on them, and insisted with outspoken threats, that they should join the line of bucket-passers. Expostulations in dubious French were of no avail. Literally at the point of the bayonet they were driven to this work. They wisely accepted the position with a good grace, and toiled for some time with the French citizens. Fortunately the Minister had the side of the empty buckets. At last a French officer became acquainted with the facts, and released the distinguished diplomatists. All this comes of adopting European costume.

COSTLY REMOVALS.—A Buffalo paper says that Superintendent French, of the Buffalo Fire Department, has involved that city in a nice scrape. When he became superintendent several years ago he summarily dismissed about thirty members of the Department and put others in their places, for political reasons only. The discharged men began suit for a reinstatement, claiming that they had been removed without cause. The case went from court to court until finally it reached the Supreme Court, where the claims of the discharged men were sustained. The costs in the case, which the city will have to pay, amount to \$2,200, in addition to which the city is liable to have the fun of paying the salaries of the men for the full time since their discharge.

A panorama of the St. John fire is being exhibited in Maine by one of the merchants who lost everything there, and is endeavoring to make a start again.

NEW YORK CITY.

MEETING OF THE FIRE COMMISSIONERS.

A protracted meeting took place last Wednesday, all the members being present. After the adoption of the minutes, as read by Secretary Col. Jussen, the trials were proceeded with, the first case being that of J. W. Cummings, of Engine No. 23, charged with intoxication, absence without leave, and neglect of duty. He pleaded guilty, and was dismissed from the force. James McManus, of Hook and Ladder No. 16, but temporarily detailed to Engine No. 29, was called for, being absent without leave; not answering to the complaint, he was dismissed.

James Leaney, of Hook and Ladder No. 2, was charged with intoxication and using improper language. He plead guilty, but stated that he had been on watch all night, and going home, his mother being sick, he took a drink or two; that, not being used to drink, it affected him; that he had been in the department nearly ten years, and that this was the first charge brought against him. The Foreman of his company spoke in the highest terms of Leaney, he being a good fireman, and a valuable man to the department. He was fined five days' pay.

George Murphy, of Hook and Ladder 9, was up on the same charge. He pleaded guilty, and was fined one day's pay.

Frank Leonard, of Hook and Ladder No. 6, was also charged with a like offense; he plead guilty, but stated that on the day in question, he had attended the funeral of Williams, of Engine No. 29; that he ate nothing, and on his way home met some friends, and drank a little; that, not being used to liquors, it overcame him. It was evident that Leonard could not stand liquors. His Captain gave him a good name, but the Commissioners fined him five days' pay.

One or two other petty cases were tried of no account, and the Board proceeded with the regular routine of business.

A report was received that a new team of horses for Engine 7 was ready for inspection; application was made for a horse for Chief of Battalion; Campbell, one horse for Engine No. 1; that \$325 be paid for a horse for Engine 17, and \$650 for a team for Engine 14.

The steam fire boat Havemeyer came in for its usual weekly allowance, this time for chain. A quantity of new closing nozzles were ordered, after which Chief Orr reported that the new 5,000 feet of hose just received from the Maltese Hose Company, had been tested and found all right, having stood the test of 400 pounds pressure. Nicholas Becker, of Engine 4, was transferred to Hook and Ladder 3, and John E. Hyatt, of Hook and Ladder 3, to Engine 4. Some objections were made by Commissioner Perley in the transferring of the men from one end of the city to the other, thus preventing them from getting home to their meals, but President King said it was only temporary. It was laid over until the next meeting for further discussion. Assistant Supply Clerk Samuel T.

Keese tendered his resignation, which was accepted, and James Keese appointed in his place.

A vote of thanks was passed, complimentary to Officer Cole of the Sixteenth precinct, for arresting a man for sending out false alarms from the street boxes.

After the medical officers had reported the usual list of leaves of absence, the Treasurer reported \$234,668 43 balance of the year's appropriation in hand.

THE CASE OF THE WIDOW WILLIAMS.

The Commissioners at their last meeting awarded, as trustees of the benevolent fund, \$1,000 to the widow, Williams, whose husband was recently killed, and placed her on the pension roll for \$300 per annum. Mrs. Williams has five children to support, and the latter amount will barely pay her necessary expenses.

STEPPING DOWN AND OUT.

The Roman Catholic Church of the Annunciation, in Manhattanville, was uncommonly full on Thursday morning a week ago. The larger number of those who were in the church expected to witness the marriage of Miss Elizabeth McManus to James A. McManus, a fireman attached to H. & L. 16, but temporarily detailed to Engine 29. But when they had sung the last words of the mass Father Griffin retired to the sacristy. The congregation looked for the bridal party, but it did not appear. It became known afterward that James had been missing since Monday.

Miss McManus said that she had implicit confidence in James. She knew a week ago that the nuptials were to be postponed, but she did not deem it necessary to tell everybody. There was, however, no reason for James' disappearance.

On Saturday McManus was absent without leave, and a charge was preferred against him. When he learned of the charge he went out, and has not been seen since.

The Commissioners broke him on Wednesday, but still nothing has been heard of the intended groom.

REPAIR YARD SHOP.

The work at the repair shop on Amity street (New Third) is quite lively at present and keeps Engineer Orr constantly engaged. The apparatuses being repaired are Engine's Nos. 22, 25 and 27, a new boiler for Engine 7, a Tender for Engine 5, while old 80 Engine, sent on to New Hampshire some two years ago has been returned and will be rebuilt.

Hook and Ladder No. 10 has been brought home from the repair shop, and looks in fine condition.

Medical Officer Ives has introduced a new blank form to be filled out for those who pass an examination.

There is \$319,177 91 in the hands of the Treasurer of the Relief Fund.

The Commissioners have ordered fireman W. H. Reynolds, who extinguished the fire in the Park Theatre on the 24th of October to be placed on the roll of honor.

The Mount Morris bell tower is to be repaired.

The key business occupied a goodly por-

tion of Commissioners' time at the last meeting. The inspecting of the boxes by the foremen of companies is an excellent idea. There are no more false alarms.

The annual inspection commenced on Thursday, and will continue throughout the several battalions until next Wednesday. We shall therefore defer giving a report of the same until our next issue.

The Commissioners are now after that vacant space in Old Slip in right good earnest. We hope they will get it, for it will save funeral expenses for the members of Engine No. 32.

During the absence at the fire, Wednesday night, of the firemen of Engine No. 21 from their house on Fortieth street, near Second avenue, burglars effected an entrance and stole everything that could be carried away easily. The foreman lost a watch and chain, and the assistant foreman lost a watch.

BROOKLYN.

THE NEW COMMISSION.

Last Tuesday was set apart for the first meeting of the new Board of Fire Commissioners, all having qualified and filed their bonds. The hour of 10 was named, but long before that time, and in fact until near noon, a large crowd of candidates, office-holders and politicians congregated in and about the headquarters. Commissioner Ryan was the first who came in sight; he was immediately buttoned-holed by half a dozen, among whom were a couple of Aldermen who had an axe to grind for some near friend. Ryan succeeded in getting within the building, where he sank down, almost talked to death. Commissioner Gallagher was next to round the corner. He is the Lord Dundreary of the Board, presents a noble appearance, but on this occasion he looked weak-kneed. He was supported on both sides by two ward politicians, and the buzzing that he received from the twins, beggars description. He, however, reached the Council Chamber in just one hour and ten minutes from the corner. At last President Williams entered, deathly pale, but showing a determined look. The clerks were alive to business. Every one took a turn at dusting off the Commissioners' table and arranging the papers. At last the Commissioners disappeared, no one could tell where, but after a diligent search through mysterious stairways and down into an adjoining building, they were discovered closeted together. The handsome clerk of the Board stood guard at the upper entrance. Every effort was made by friends to see this Commissioner or that Commissioner, but it was no go. The handsome clerk was heard to say "I know no North, no South, no East, no West. I only know my new bosses best." At last the spell was broken, the Commissioners re-appeared, and the query went the rounds, "What's done, what's done;" but the only reply was, "Nothing, nothing, n-o-t h-ing." All now breathed more freely. Browney was heard to exclaim, "I still

live." Chief Nevins said nothing, but kept up a terrible lot of thinking. Engineer Smith never looked so jolly—in fact, even down to little Tommy there was joy, and many a heart was made glad that another extension of time had been granted. Thus all remains as it has since May last, but there is no doubt, ere many days, the grinding mill will be set in operation.

Our old friend, Fireman William Vandevere, of Engine No. 2, now the worthy proprietor of the Ocean Course House at Coney Island, seems to have the run of the old vamps. His house is a great resort for the Firemen of both New York and Brooklyn.

Quite a lively fire took place on Tuesday evening in the Eastern District, but Asst. Engineer Smith was wide awake, and with the "Burg" firemen did splendidly. It was a well stopped fire.

Supt. George Flanley, of the Telegraph Departments of both the Police and Fire, is making many important improvements in the fire lines. His system of arranging instruments is the most perfect in the United States.

The annual report of the Fire and Building Department will shortly be made. Last year it cost \$373,997 07.

The Department is in great need of more steamers; if the authorities don't provide the firemen with the necessary requirements they will catch it some fine morning, but don't blame the Department.

JERSEY CITY, N. J.

Fireman's Hall was crowded on last Tuesday evening, a report having been circulated that the Commissioners intended to make a lively stirring up among the Buffalo's. It was quite amusing to hear the boys express themselves on the probable result. "We will get a grand bounce, you see if we don't," said an uptown member. "It ain't much loss; \$75 won't kill me," said another. "Who wants to buy an eight-comb cap," said a third; and a little stumpy chap cried out, "Them Commissioners have got no consideration for gentlemen's sons." Eight o'clock arrived and found Commissioners Parsons, Meehan, O'Donnell, Windecker and Ayers present, with the genial go-happy Clerk of the Board, Jim Doremus, but the worthy President, Charles L. Krugler, was absent through sickness. Chief-Engineer Coyle occupied his usual seat in the southeast corner, while Assistant-Chief Mahony, Jr., officiated in the general office.

On a motion Charles H. Parsons was called to preside, and showed that he is exceedingly well fitted for the position. The chair stated that the first business would be the trial of the several members who failed to turn out on the occasion of the general parade. Thomas Cummings, of Engine No. 8, being called, stated that the reason he did not join in the parade was that he had been subpoenaed in a case and could not get away. Private King, of Engine No. 5, was called, but he failed to answer. Fireman C. Purdy,

Engine No. 5, was next called; he stated that he was at work on a building which was to be done immediately, and he could not get off. A. McInnis, of Engine No. 8, gave as an excuse that he was disappointed in getting the front of his cap. G. L. Morrison, of Engine No. 4, was engaged in the Postoffice and they would not let him off. H. Turner, Engine No. 4, stated that his employer would not grant him leave of absence. I. Donovan, Engine No. 6, was kept away by death in the family. I. McKigny, Engine No. 3, confined home by sickness. Owen Moran, Engine No. 1, had to work all day. T. McGinnis, Engine No. 1, was on the jury. Charles Hart, Engine No. 1, had to work. M. T. Madden, H. and L. No. 5, was detained away by business. This closed the trials, and an intermission of half an hour was ordered so as to permit the Board time to retire and deliberate over the several cases. During their absence the crowd had quite a debate over the absentees, and when the Commissioners re-entered a general rush was made around the railing. Chairman Parsons announced that the charges were all dismissed, with the exception of that against King, who was discharged the force. Several warrants were offered and paid, after which Commissioner Windecker moved that Peter Holligan be appointed to Engine 5, and John Whalling to Hook and Ladder 1, which was adopted.

Commissioner O'Donnell moved that John Murrey be appointed to Hook and Ladder No. 3. Adopted, after ordering an extra quantity of castor oil (we could not learn if it was intended for the men or not). Commissioner Ayers offered a resolution, which was adopted, that the Committee on Telegraph and Fuel be requested to ascertain what it would cost to light headquarters in the future with gas, in place of kerosene. On a motion the Board then adjourned.

HEADQUARTERS.

It is gratifying to see that the Jersey City Commissioners have awakened to the fact that headquarters is sadly in need of an overhauling. It is now over seven years since the carpet on the floor was taken up, the walls look dingy and dirty, while the oil lamps used are disgusting to look at; several have exploded, and, if only for their own safety, let the good move started at the last meeting by Commissioner Ayers go on. It would be well to have a few benches placed outside the iron railings for the men to sit on. It is not very comfortable to stand up an hour or two in such close quarters. By all means give the boys a seat.

Chief Engineer Coyle has got no badge of office. This won't do, it will never answer to have the Chief going around without ensignia of office.

Foreman Henry, of Engine 5, was at headquarters last Tuesday evening, looking as lively as ever. He argued many a point during the evening, only resting when he tackled the water cooler.

One of the members of Engine 4, it is reported, is contemplating a change in life.

No one has as yet solved the mystery but one, and that is said to be one of Jersey City's belles.

It is rumored that a good many fire hats will be for sale next week.

The carpet at headquarters resembles a varnished hair trunk.

President Krugler returned to his home quite feeble in health on Tuesday last, having, evidently, taken a severe cold. We are happy to learn, however, that he is much improved and will be on hand at the next meeting.

Hotel Fire Precautions.

The Chicago *Times* devotes four columns to a description of San Francisco's gorgeous new tavern, the "Baldwin." It says that a "conspicuous feature of the Baldwin is the numerous precautions against fire. In addition to the steps taken to guard against fire, very elaborate, in the construction of the building, there is a complete system of watching, the halls being patrolled every fifteen minutes during the day and night. The fire hose are conveniently located, five of which on every floor are kept in constant readiness, and such a thing as a surprise seems among the impossibilities, with these appliances and the Holloway fire extinguishers and innumerable buckets in readiness at all times. In fact, there are facilities for flooding the entire building in the space of two minutes. The Baldwin is essentially safe on the score of fire; owing to the extraordinary precautions taken in its construction, and the attention devoted to fire-extinguishing facilities, it is as nearly fire-proof as human ingenuity could render it."

[Without a trained company of men to handle these various appliances and keep them in order, they are not likely to be any more serviceable than were those with which the Southern Hotel at St Louis was provided. Fire apparatus without firemen is very much like the play of "Hamlet" with *Hamlet* left out.]

Railroad Fire Protection.

One of the perils of the Central Pacific Railroad has been the constant recurrence of fires in the snow sheds of the mountains. To prevent these, the managers of the road have now devised a complete telegraph system. An alarm box is placed at every mile, and patrolmen walk the track day and night, turning in a signal at each box, of safety or alarm, as the case may be. A tower has been built on a mountain 10,000 feet high, commanding a view of the line, by means of telescopes, from Blue Canon to the Summit. From this point the road is constantly watched, and it is connected by telegraph with the fire train at Cisco, which is kept ready to start at an instant's notice, for the place of conflagration.

Heavy Fires.

Heavy fires occurred during the past three days in Chicago, St. Louis and Brooklyn. At the fire in Chicago, which was a large dry goods palace, the firemen were sent in the wrong direction owing to the improper signal being sent out.

Stolen Wit.

—A small boy having devoured a shoemaker's awl, a surgeon was sent for, but alas, it was too late.

—“No, ma'am,” said a grocer to an applicant for credit, “I wouldn't even trust my own feelings.”

—There is one sight in Rome that recalls the national game of poker to the Americans. The Call I see 'em.

—“My lord,” said the foreman of a Welsh jury, when giving in the verdict, “We find the man who stole the mare not guilty.”

—An old man, when dangerously sick, was urged to take the advice of a physician, but objected, saying, “I wish to die a natural death.”

—A contemporary says defaulting bank presidents generally go to Berne, Switzerland. They deserve to go to burn in an entirely different direction.

—“The single scull race!” exclaimed an old lady, as she laid down her morning newspaper, “I didn't know as they had discovered a race with double sculls!”

—It makes a boy heart-sick as the winter's wood begins to loom up in steadily-growing piles in the back yard, and he sees his mother making preparations for organizing him into a “workingman's party.”

—The president of a Philadelphia street car company has stolen \$3,000,000, and they have only just found it out. He is probably the man who first recommended the bell punch for conductors.

—A Dutchman was about to make a journey to his fatherland, and wishing to say “good bye” to a friend, extended his hand and said: “Vell, off I don'd came back, hullo.”

—A tramp called at a house on West Hill the other day and asked for something to eat. He was so thin, he said, that when he had a pain he couldn't tell whether it was a touch of the colic or the backache.

—“I will not learn a trade” exclaimed the young Chicago blood to his father. But this business of learning a trade is only a matter of time, for within a year that young man was studying harness making in the State prison.

—Said a politician to his son, “Look at me! I began as an Alderman, and here I am at the top of the tree, and what is my reward? Why, when I die, my son will be the greatest rascal in the city.” To this the young hopeful replied, “Yes, dad, when you die—but not till then.”

—Policemen (stopping a hack driver): “Look here, now, don't you know there's an ordinance requiring every carriage to have a lantern at night?” Hack driver: “An' sure, sir, what nade have I of a lantern at all, at all? Can ye not see for yurself, sir, that my horse is blind?”

—An exquisite, leading a dog by a string, lounged up to the ticket-office window of a railway station and inquired: “Must I—aw—take a ticket for a puppy?” He was naturally both surprised and annoyed when the ticket seller answered, in a slightly bewildered tone, after a moment's reflection: “No, you can travel as an ordinary passenger.”

Answers to Correspondents.

Our department of “Answers to Correspondents,” promises to be an interesting one. The circulation of the JOURNAL prospectuses brought us quite a number of questions to answer. We shall take great pleasure in responding to the best of our information to all questions on fire topics.

A P.—Noah L. Farnum resigned assistant engineer-ship April 1st, 1857.

B.—“Big Six” returned home from Canada Sept. 16th, 1857.

WEST SIDE.—When Harry Howard was made Chief there were only four regular candidates in the field to fill the vacancy of assistant-engineer Isaac S. Seixas Hose 2, C. K. Lyons Hose 10, Eugene Ward, Eng. 29, and Daniel Dunman Eng. 13. The election was held on the 16th of March, 1857.

JERSEY.—The Volunteer department of Newark was permanently organized in 1854.

REX.—The first vacancy that occurred in the Board of Assistant-Engineer (now Chief of Battalion) was made by the resignation of Joe Costa—Joe remained but a few months in the department.

WOOSTER.—Eleven Engine lay down in Old Slip before she came up into Wooster street.

K.—Harry Howard is still alive, and looks good for many years to come.

In the early part of October a very pleasant re-union took place at the house of Engine Co. No 6 in Philadelphia in the shape of a presentation to Foreman William McKinley, by the club that bears his name, of a handsome diamond pin, and a photograph of Foreman McKinley to Assistant Engineer Baxter and the members of 21 Engine Company. Councilman-elect Faunce, of the Eighteenth Ward, received the trophy on behalf of the above gentleman in a neat speech, and then all hands sat down to a fine table prepared for the occasion. During the evening there was singing by Ed. Faunce, Val. Moholen, Rice McGonigal and McKinley's band, clog dancing by Charley Clark and song and dance by Master McKinley. The invited guests were James Baxter, Foreman Hollworth, George Cost, Johnny, the Rabbit, from Engine 21; Dave Sisk from Truck C, Bum Hager from Truck B, Bill Defoney, David Rothschild, and many others.

The total amount to be raised by taxation this year for the support of the government of this city is \$28,821,385,64. Of this sum the Fire Department costs \$1,226,670; the Police Department, \$3,305,175; the Board of Education \$3,553,000; and the Board of Charities \$1,190,000. It is impossible to ascertain the amount of the city debt, but the amount required to pay interest on it is \$9,176,501. Considering the vast amount of property to which it affords protection, the cost of the Fire Department cannot be considered extravagant.

—A boy undertook to torture a wasp by touching a lighted match to its body. The wasp applied its warm side to the boy's hand, and as it flew away it gave the boy these words of wisdom: “Never try to beat a man at his own game.”

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