



no 4470^a125



Mrs George Griscom
With the Compliments of
The Committee









COL. JAMES PAGE.

PRESIDENT AND CHIEF MARSHAL.



THE
Gibernia Fire Engine Company,

No. 1.

HAVE CAUSED THIS VOLUME TO BE ISSUED IN REMEMBRANCE OF THEIR VISIT TO THE CITIES OF

New York, Boston, Brooklyn, Charlestown and Newark,

IN NOVEMBER, 1858,

AND TO COMMEMORATE THE HONORS AND HOSPITALITIES EXTENDED TO THEM BY THE
PUBLIC AUTHORITIES, FIREMEN AND CITIZENS OF THOSE PLACES,

AND BY

THEIR BROTHER FIREMEN,

ON THEIR RETURN TO THE

CITY OF PHILADELPHIA,

TO EACH AND ALL OF WHOM IT IS DEDICATED AS A

Memorial of Gratitude.

PHILADELPHIA:

PRINTED BY J. B. CHANDLER, 306 & 308 CHESTNUT STREET, [GIRARD BUILDING.]

1859.





ENTERED ACCORDING TO ACT OF CONGRESS IN THE YEAR 1859, BY

THE HIBERNIA FIRE COMPANY,

IN THE CLERK'S OFFICE OF THE DISTRICT COURT OF THE UNITED STATES, FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

James H. [unclear]
to

RECORDED
FEB 10
1860



Hibernia Fire Engine Company, No. 1.

Instituted February 20, 1752.

Incorporated September 20, 1844.

Steam Engine adopted January 20, 1853.

Taken to New York and Boston, November 20, 1853.

Put in service December 30, 1853.

1859.





OFFICERS.

PRESIDENT.

JAMES PAGE.

VICE PRESIDENT.

HENRY A. COOK.

JOHN R. DOWNING, SECRETARY.

WILLIAM DICKSON, ASSISTANT SECRETARY.

GEORGE H. HOLMES, TREASURER.

WILLIAM F. McCULLY, RECORDER.

ALEXANDER RANKIN, ENGINEER.

JOHN M. SIEGRIST, HOSTLER.

DIRECTORS.

MICHAEL KEEVAN,

ERHARD PAUL,

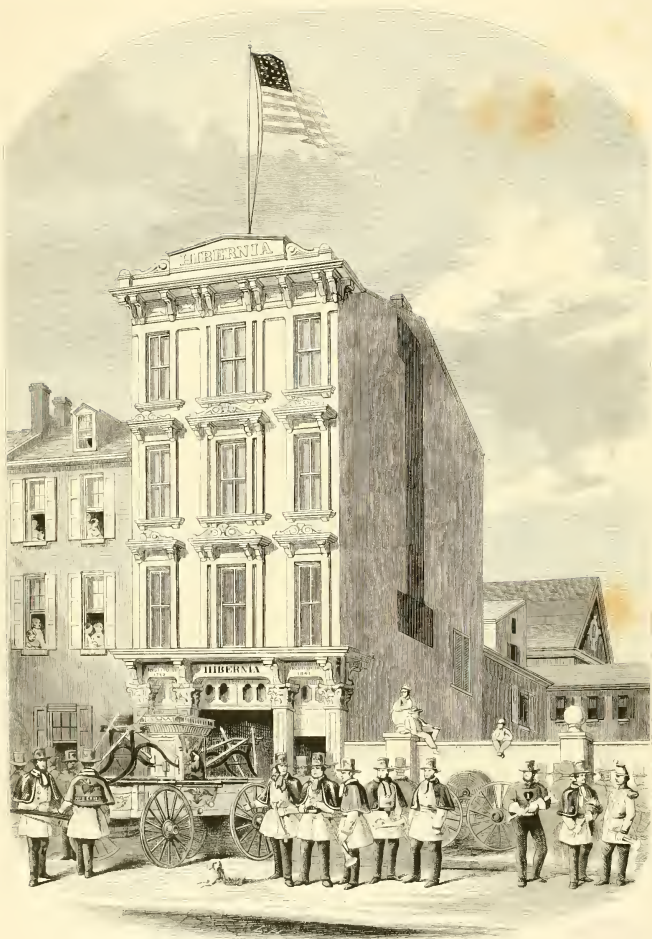
JAMES C. WHALLEY,

JAMES M. COLGAN,

FRANCIS FOX,

EDWARD GOWAN,





HIBERNIA HAND FIRE ENGINE OF 1844, (BUILT BY AGNEW,) AND ENGINE HOUSE, EVELINA STREET.

PREPARING FOR PARADE, OCTOBER 3, 1857

THE
HIBERNIA ENGINE COMPANY
OF PHILADELPHIA.

Its Organization and General History.

THE preliminary movements towards giving a permanent organization to the HIBERNIA FIRE COMPANY, were made during the latter part of the year 1751; but it was not until the 20th day of February, 1752, that the Constitution was fully adopted and signed. This document is in some respects interesting, not only of itself, but from the light it sheds upon the mode of extinguishing fires in those days, and the index afforded to the character and standing of its members. The following are extracts given with scrupulous exactness, word and letter of the original being followed:—

“The 20th day of February in the year of our Lord 1752. We whose names are hereunto Subscribed, reposing Special confidence and Trust in each others Friendship, do for the better preservation of our own and our Fellow Citizens' Houses Goods & Effects from Fire mutually agree in manner and form following, that is to say.

“First—That we will each of us with all possible expedition at each of our own proper charge provide two Leathern Buckets, two Baggs and one large Wicker Basket with two handles, the Baggs to be made of Good Oznaburgs or wider linen, whereof each bagg shall contain four yards at least and shall have a String fixed near the mouth; which said Buckets, Baggs and Basket shall be marked with our own respective names & Company, kept Ready at hand & apply'd to no other use, than for preserving our own and our fellow Citizens' houses, Goods & Effects in case of Fire as afores^d—

“Second^d—That if any of us shall neglect to provide his Buckets, bags & Basket as afores^d or when so provide'd shall neglect to keep them ready at hand and in good order, in a Convenient place near the street door or shall aply them to any other use, but for the Use herein mentioned, he shall forfeit to the use of the Company & pay unto the Clk. for

the time being the sum of two shillings, except any of them shall be lost or damaged at a fire.

* * * * *

“Fourth^b—That we will immediately upon hearing of a fire break out repair to the same with our buckets, bags & Baskets & there employ our utmost endeavors to preserve the Goods & Effects of such of us as shall be in danger; and if—more than one of our Goods, Houses and Effects be in danger at the same time, we will divide ourselves as near as may be, to be equally helpful, and such of us as may be spared may assist others in like danger; and to prevent as much as in us lies suspicious persons from coming into or carrying any of the Goods out of such of our houses as may be in danger, two of our Number shall constantly attend at the doors, until all the Goods & Effects that can be saved, are pack'd up and convey'd into some place, where one or more of us shall attend until they are delivered to or secur'd for the owner.—And upon our first hearing of Fire, we will immediately cause two or more Lights to be placed in our windows, and such of our Company whose Houses may be in Danger shall place Candles in every Room to prevent Confusion & that their Friends may be able to give the more speedy & effectual assistance.—And further as this Association is intended for General benefit, we do mutually agree, that in case a fire should hereafter break out in any other of the Inhabitants' Houses and when none of our own Houses, Goods and Effects are in Danger, we will immediately Repair thither with our Buckets, Bags & Baskets, and give our utmost assistance to such of our Fellow Citizens as shall stand in need thereof. And if it shall appear that any of our members neglected to attend with their Buckets, Bags & Baskets, or to set up Lights in their windows as afores^d every such neglecting Member shall forfeit and pay to the use of the Company Two Shillings, unless he shall assign some Reasonable Cause to the satisfaction of the Company.

* * * * *

“Ninth^b—That upon the Death of any of our Company, the Survivors shall be in Time of Danger as afores^d aiding & assisting unto the Widow of such Decedent during her Widowhood if her husband had been Living & of our Society. She only keeping the Buckets, bags and Basket in Repair and causing them to be sent to every Fire as afores^d.”

This constitution was signed as follows:—

“Hu: Donaldson, Randle Mitchell, Walter Shee, Jam^s Wallace, Abm. Usher, W^m Henry, Plum^s Fleeson, W^m West, John Johnston, John Fullerton, p order, Rob^t Taggart, B. Fuller, Geo: Bryan, James Fullton, James Mease, Jas. Hunter, Blair M^c Clenachan, Jno. Mitchell, Geo: Fullerton, Geo: Campbell, Samuel Duffield, Sharp Delany, Edw^d Batchelor, W^m Allison, Will^m Baxxell, Will: Miller.

The name of James Haldane appears also at the head of the second column, just over the name of James Hunter; but a line is drawn through it, and a minute added, which informs us that the owner has "quit the province."

In going over the original minutes of the time, we notice that they were kept very loosely—in many instances remaining upon slips of paper, from which they were never transferred into the minute-book. Some of these records contain quite curious and characteristic entries. Thus in one, we find it recorded that "Mr. Jo^o M'Michael is find for having his baskett with glasses in it --2s." At the next meeting we learn that "Mr. John M'Michael is to show cause for having Merchandize in his Baskett & but one Bag, find 2s." At the same time, "James Wharton wanted a string in one of his bags," and was punished therefor according to the constitution. Members were fined for having holes in their bags, and for not keeping their bags clear of oats, and getting them burned occasionally. John M'Michael and James Wharton, who came in after the original organization, seem to have been the depository of a sort of reserved fund, upon which the company could draw at pleasure. Continually engaged in some peccadillo, connected with their "Buckets, Baskets and Bagges," they were fined at almost every meeting. The punishment seemed to have no monitory effect. Among the original members, Blair McClenachan was, by far, the most frequent sufferer; and paid innumerable two shilling fines, principally for the offence of having merchandise of one kind or other deposited in his baskets. We find occasional traces of conflagrations, in members reporting the loss of buckets and bags at various great fires, in Water street, on Society Hill, and other well known localities; but it was not until December 4th, 1758, that anything is recorded concerning the engine. By the minutes of that meeting, we find that the new engine from England has been landed; and at the next meeting, an assessment of three pounds on each member, was levied and collected, to pay Messrs. Scott and M'Michael their account against the company. At the same time, a committee previously appointed, and consisting of Randle Mitchell, Isaac Snowden, Enoch Story and Cornelius Bradford, reported that they had caused a house to be built at the corner of Walnut and Second streets. They were instructed to place the engine in the new building.

This engine was doubtless capable of being fed by suction, and used to be taken to the river occasionally, when fires were scarce, for the members to keep themselves in proper practice—just as we ourselves have seen done in our boyish days, in the villages adjoining Philadelphia. In 1759, at the March meeting, we find the following minute:—

"Orderd That the succeeding Clerk give Notice to the Members of the company that the Committee appointed to take care of the Engine will play said Engine at Carpenters Wharff at two oClock of the 1st Tuesday after next meeting of this Company & that the attend^m of the Members of the Company be Requested at said Time & place."

In 1765, at the meeting of September 2d, the company took into consideration what amendments were needful to the constitution, and passed the following, among other resolutions :—

“Resolved 1st That ten Members mett shall make a board and are impower'd to admit any new Members, provided always that all the members of the Company are duly served with written notices, of the proposal of such member with his name at length before the time of such meeting agreeable to our articles

“Resolved 2nd That the extra fine for not attending when a new member is to be balloted for, be no longer demanded Collected or paid, and that the fines of one shilling pr month for not meeting and three shillings for not attending once in three months and the fine of ten shillings for not attending the meeting of the Company once in Twelve months, being regularly summoned to attend are and shall be the only fines Collected and paid by the members of this Company for non attendance on the Company, and are hereby enacted substituted and placed in lieu of all former fines for absentees.”

In 1768, an amendment was adopted at the July meeting, that each member admitted should pay three pounds, and furnish himself, two bags, two baskets and one bucket, beside two other buckets to be furnished by the company.

A new constitution, containing little substantial difference from the previous ones, was adopted in 1773. The minutes now appear to be pretty full, until about 1775, when the revolutionary troubles scatter the members in various directions; many, as the minutes show, being at camp. In 1775, at the October meeting, Blair M'Clenachan was the only member present, and he entered on the minutes that he had not chosen to sup alone, and so had invited some good fellows, at an expense of sixteen shillings, to pass the evening, charging the same to the company. At the next meeting, November 6th, there appears to have been some ill-natured ideas afloat in members' minds, for we find on the minutes the following :—

“The Company find by the Minutes that several clerks of Late have charged the Company with eight Suppers, when no other Members attended, not choosing as they say to sup alone. ‘Quiry. If the Company are to treat the Clerk in such cases the charge is right.’—If the Clerk should have paid himself no Doubt the Company will put a stop to the like charge in future.”

During the revolutionary excitement, the members being staunch patriots, the meetings were held only bi-monthly, and even then were frequently deserted. The engine was also neglected, for the members were engaged in putting engines of a different character in motion. Some of the minutes about this time are curious, and afford no contemptible

material for the historian. For instance, at the meeting of August 17th, 1775, we find, among other minutes, the following:—

“John Mitchell informed the Clk that the reason why he had not delivered the book in proper Time to the succeeding clk after being clk himself, was that he was abroad eschorting General Washington, & returned only one Day before he should have delivered the Book; which day he was so fatigued he forgot it. He leaves to the Company to determine whether he ought to pay the fine, & will pay it if they think he ought.”

On December 2d, 1776, occurs the following entry:—

“Plunket Fleeson the Clerk in Rotation Reports That he summoned the Company agreeable to the Rules, at which time The Inhabitants were in Great Confusion on account of the approach of the Troops under Gen' Howe to Trenton, many of the members out of Town, & that none but Himself Attended at the time of Meeting.”

But the patriotism of the members did not stop here. There was a time towards the close of the revolution, when it was almost impossible to obtain money for the use of the army, which was perishing of famine. At this dangerous crisis, ninety-three individuals and firms stepped forward, and contributed the sum of £300,000, payable in gold or silver. Of this amount, the following, who were at the time or afterwards, members of the Hibernia Fire Company, subscribed £71,500:—

“Robert Morris, £10,000; J. M. Nesbitt & Co., £5,000; Jas. Mease, £5,000; Samuel Meredith, £5,000; Jno. Nixon, £5,000; Geo. Campbell, £2,000; John Donaldson, £2,000; Samuel Caldwell, £1,000; George Meade & Co., £2,000; Blair McClenachan, £10,000; Tench Francis, £5,500; Hugh Shiell, £5,000; Henry Hill, £5,000; Kean & Nichols, £4,000; Benj. Fuller, £2,000; Jas. Caldwell, £2,000; Sharp Delany, £1,000.”

Three of the five inspectors of the bank, Robert Morris, J. M. Nesbitt and Blair McClenachan, the first named director, John Nixon, and the factor, Tench Francis, were members of the Hibernia, and all volunteered to serve without compensation.

During the occupation of the city by the British, the company did not meet at all, part of the members being too highly compromised, as adherents of the popular cause, to remain about the quarters of the enemy, and the other part serving in the revolutionary army. On the 22d of November, 1781, however, a meeting was held at the house of Patrick Byrnes, where there was a revision of the constitution made, and the following, among other new members elected:—Samuel Caldwell, James Crawford, John M. Nesbitt, D. H. Conyngham, George Henry, Thomas Fitzsimmons, John Donaldson, Robert Morris, John Nixon, Wm. Constable, Thomas Morris, Samuel Meredith, and Sam'l C. Morris. On the 1st of May, 1782, a committee was appointed to have the engine repaired. This they attended to, and

placed it in the care of Mr. Hunter. This committee, having reported on the 3d of September, that the engine was in complete order, but without a proper house, the following resolution was passed:—

“Resolved, that the same Committee be hereby empowered to build a house for the Engine on the same place where it formerly stood in Walnut street or as near it as a place can be obtained for the purpose, & also to endeavour to find the Ladder & Hooks & have them deposited as near the Engine house as possible, & to draw on the Treasurer for the Amount.”

In October of the same year, the minutes inform us that:—

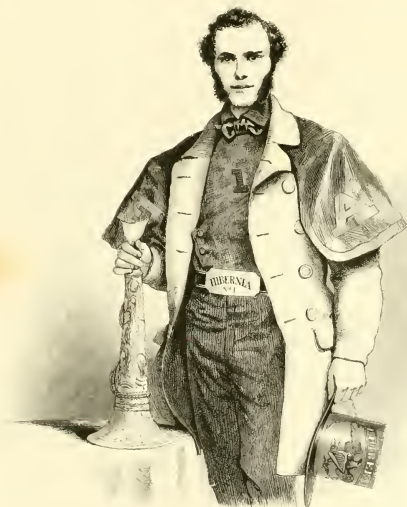
“The Engine is now in its House in Walnut st, near Second street. The Pipe and One Key at Mess^{rs}. S C & F Morris’s. Another Key at Sharp Delaney’s. One at John Donaldson’s and One at Whiteheads, Opposite the Engine House. The Ladder and Hooks, at Mr. Owens, the Corner of Walnut street Bridge.”

In 1783, the company was again re-organized, by the adoption of another constitution. Indeed, the company, who must have been a jolly set of gentlemen, seemed to make it their duty to quench fires, and their pleasure to eat good suppers, and revise the constitution.

In 1790, the old engine which had been imported from England, became so dilapidated as to be unfit for use, and on the 6th of February, the company contracted with Richard Mason, who had his shop in St. James street, at that time called Mulberry Court, to build a new one, at a cost of £160. In looking over the minutes we see an entry, at one time of £90, in silver, and £30, in paper money, paid to Mason, on account. The remainder of the debt was afterwards discharged. Up to 1812, the minutes present little worthy of notice. Early in that year, certain young gentlemen applied to be elected engineers; but on the 5th of February, after full consideration, the matter was refused. Among the names of those elected during that year, we find Samuel Jackson, Nicholas Biddle, (afterwards celebrated as President of the Bank of the United States,) Samuel Ewing, Jesse Waln, Joseph R. Ingersoll, (who represented the City in Congress many years) and Bernard Henry.

On December 1st, 1813, David Lennox, the first honorary member on the roll, was elected. The Major, growing tired of his long service, had resigned, when the company paid him the compliment of honorary membership. Previously, however, in 1801, when George Campbell resigned, after thirty-five years of active service, the company made him, in effect, an honorary member, permitting him to participate at all meetings, without either dues or fines.

On the 27th of June, 1814, Wm. Hamilton, John P. Nisbet, Joseph Kemble, John Donaldson, Jr., John P. Earhart, Wm. McDowell, Robert Tempest, and Archilaus Willetts formed themselves into an organization, called “The Engineers of the Hibernia Fire



HENRY A. COOK, Esq.

1109—PRESIDENT AND ASSISTANT—MAG—1841

Company." The old members now pretty much retired from active service, leaving work in the hands of the younger, and more enthusiastic engineers, who in the space of the four following years added sixty-two to their original number, among them their present President, James Page; and in 1818, drew up a very excellent revised constitution. On February 7th, 1821, the old members withdrew entirely from service, and surrendered the entire property of the company to the hands of the engineers, first electing them members of the ancient organization, and so keeping it alive. In the month of June, of the same year, the engine was rebuilt by the celebrated Patrick Lyon.

In 1829, the engine made by Patrick Lyon was rebuilt and re-fitted. In 1836, a new engine was built by John Agnew. In 1841, the company was incorporated, when the present equipments were adopted. These consist of a coat, hat and cape. The coat is drab. The hat is painted green, with an eagle and gilt harp, and the word "Hibernia," in gilt letters, and on a scarlet scroll, in front. On the back are the figures "1752." The cape is painted green, with the word "Hibernia," in gilt letters, with an eagle and gilt harp.

In 1843 a new engine was built by John Agnew, which is the machine last in use. A correct drawing of this, is to be seen in one of the plates of this work. It stood in Walnut street, near Second, and was for years in Pear street, below Third, and in the new house located in York street, where the new Steam Fire Engine substituted in its place now stands.

The celebrated Gloucester Fox Hunting Club, the Schuylkill Fishing Club, and the First City Troop, were composed in the main of members of the Hibernia, which also contributed considerably to the membership of the Cincinnati. It may be mentioned here, that the First City Troop was one of the most distinguished for its services and good conduct, of any engaged in the revolutionary struggle. General Washington, in his letter, discharging them from duty, returns them "his most sincere thanks for the many essential services which they have rendered to their country, and to himself personally during the course of that severe campaign." Furthermore he says of them, "Though composed of gentlemen of fortune, they have shown a noble example of discipline and subordination, and in several actions, have shown a spirit and bravery, which will ever do honor to them, and will ever be gratefully remembered by me."

Among the records of this troop is still kept a very spirited letter, which is worthy of preservation. In 1799, when we were threatened with civil war, there was a draft on the Philadelphia forces. The following reply to an order was given by the (then) captain of the troop:—

“ Wednesday evening, March 20th, 1799.

“ SIR:—About an hour ago I received through you, the general orders of the Commander-in-Chief, dated this day, with a letter directing me to report when the First Troop of Philadelphia Cavalry will be ready to march. With pleasure I tell you, that when the laws and government of this happy country require defence, the First Troop of Philadelphia Cavalry wants but one hour's notice to march. I have the honor to be, with esteem, your obedient and humble servant,

JOHN DUNLAP.”

It is not necessary to speak of the long and faithful service of the Hibernia—her history is evidence of that. But, it was solely by accident that much of that history was rescued from oblivion. The first volume of her minutes was lost, and it was thought irrecoverably, for nearly fifty years; but it was found in the old Custom House, and coming into the possession of Mr. Robert Wilson, was by him transmitted to the Company on the 20th of March, 1838.

The centennial anniversary of the company was celebrated with great spirit on the 20th of February, 1852. The following account is extracted from the papers of the day:—

“ Yesterday afternoon, the centennial anniversary of the Hibernia Fire Engine Company, took place at Parker's Adelphi Saloon, Fifth street, below Walnut. During the day, the different fire bells of the various companies were rung in honor of the occasion, and flags were streaming from numerous quarters—including the fire engine and hose houses, the newspaper offices, and various public places generally. At 12 o'clock, Col. Murphy fired a salute of one hundred guns from Shippen street wharf. The table, as prepared by the host, was of the most sumptuous character, perhaps one of the finest that ever firemen sat down to.

“ Among the invited guests, we noticed Maj. General Patterson, Dr. J. K. Mitchell, Major Peter Fritz, and the Presidents of the different Fire Engine and Hose Companies of the City and County of Philadelphia.

“ The room was most tastefully decorated with the American flag, and sundry beautiful wreaths and flowers.

“ Gaul's celebrated brass band was in attendance, and its music was never more admired or warmly applauded than upon this occasion.”

After the removal of the cloth, Col. Page, the President upon the occasion, made some exceedingly appropriate and interesting remarks upon the origin of the Hibernia Fire Company. The speaker illustrated his observations with a series of the doings of the old centennial apparatus, and made many happy hits at the minutes of the company in “olden time.” Col. Page was warmly applauded in his brief speech, and upon reference to several distinguished guests, there was a most cordial enthusiasm manifested.

The President then read the following toasts:—

TOASTS.

1. The Day we Celebrate—May its recurrence, a century hence, find the Company still in existance, with an engine always ready for active service, manned by willing hearts and stout hands. Tune—"Away with Melancholy."

2. The Memory of the Founders of our Association, the original Twenty-seven—Men whose work has stood the test of time. "Old Lang Syne."

3. The President of the United States. Nine cheers, and "Hail Columbia."

4. The Governor of Pennsylvania. Three cheers and "Governor's March."

5. The Army and Navy—They have ever gallantly and triumphantly sustained the national stripes and stars; as brave in battle as they are merciful in victory. Three cheers and "Star Spangled Banner."

6. The memory of Washington, Morris, Jefferson and Jackson, and the other patriots and statesmen of our glorious Republic. Drank standing, with the "Dead March."

7. Civil and Religious Liberty—Wherever struggled for by the people, may God prosper the right, tyrants be overthrown, and rational liberty firmly secured. Nine cheers, "Yankee Doodle."

8. The Fire Association of Philadelphia—An organization happily conceived and wisely managed. May the design of its projectors be fully realized, and it prove a sustaining power to the Fire Department. Three cheers—Music.

9. The Hibernia Society—Started by men who belonged to both institutions, and almost a contemporary association with our own, we extend the right hand of fellowship, and wish them every success. Three cheers—Music.

10. The Engine, Hose, and Hook and Ladder Companies of the City and Districts—A noble band for noble purposes. May the only strife between them be, which can best aid the cause of humanity. Three cheers—Music.

11. The Association for the Relief of Disabled Firemen—A fountain of charity, from which flows the healing stream for many an afflicted, deserving, and heroic brother. Cheers—Music.

12. Our Departed Members—Although the century now rolled away has removed them from earth, they yet live in their examples, and their memories will ever be embalmed in our hearts. Drank in silence, "Dead March."

13. The Ladies—Wreaths from their fair hands, smiles from their beaming eyes, and love from their grateful hearts, our strong incentives and our best reward. Thirteen cheers—Music—Gallopage.

In response to the ninth toast, Gen. Patterson replied. His remarks were mainly in commendation of Philadelphia firemen, as the very best of volunteers in the Mexican war. He said, that no one had a better opportunity of witnessing the conduct of these men—they were precisely what they started to be—Philadelphia firemen, in defence of their country and its institutions. He had tried them—knew them from Vera Cruz to the City of Mexico—and, as a man, as a soldier and a commander, knew full well they had not their superiors. In every instance where the fight raged the warmest, they were the foremost.

In reply to the toast to the Fire Association for the Relief of Disabled Firemen, Maj. Peter Fritz, one of its original founders, responded. He said it was his pride and pleasure to meet at all times with his brother firemen; and there was not a festival where it did him more gratification to mingle with the whole department, than upon the centennial of the Hibernia.

The press being toasted, Col. W. F. Small, of the Ledger, replied.

Speeches were also made by Dr. J. K. Mitchell, and others, and after a number of sentiments and songs, the party separated at an early hour, much pleased with the entertainments of the evening.

VOLUNTEER TOASTS.

By the Phoenix Hose Company: *The Hibernia Fire Company*—We reverence her years, we admire her activity, and freely accord the position in the Fire Department to which *not age alone*, but usefulness entitles her.

By the President of the Columbia Engine Company: *Hibernia Engine Company, No. 1*—The Head and Front of the Fire Department. They occupy a brilliant "PAGE" in its history, and although they have brought forth a "TEMPEST," may they never lack *Hope* or *Resolution* to be *Vigilant* in their glorious career.

By the President of the William Penn Hose Company—Like Hibernia and Carroll, while the name of one is a star in our country's glory, the other is a star in the Fire Department.

From the Hibernia Hose Company to the Hibernia Fire Company, No. 1—That their honor may last till time is no more.

The Pennsylvania Cornet Brass Band—Their music the first to greet us on this Centennial Day, will be remembered for its beauty and power.

By the Hibernia Company—The Companies who honored us this day by ringing their bells—May the Hibernia return the compliment on their Centennials.

By P. C. Elhnaker: *The Firemen*—Bound by a common cause, and burning with a common zeal: may they hereafter acknowledge no emulation but that of excellence, and no

hostility but against the wasting element, our common enemy. May their motto be "*Courtesy to our comrades, Courage to meet the foe!*" Hearts and hands for *Duty and Fraternity*, till all men hail the heroes of humanity as a phalanx of friends, and a band of brothers.

The Hibernia Fire Company, No. 1—With a *TEMPEST* at its head that produces no storms, on the *PAGE* of its records you will find that *STERLING* merit, that in time of pecuniary distress they can fall back on their *HOLMES* for relief.

Hibernia Fire Company—First in existence—first to celebrate their one hundredth anniversary—first in the hearts of all the fire companies of Philadelphia.

By the President of the Schuylkill Hose Company: *The old Hibernia Engine Company*—May it never want water while the Schuylkill runs.

From the United States Hose Company—The "*Hibernia Fire Company*," like its badge, with the eye of an eagle to see the flames, the sound of the brakes like the music of the Harp to the ears of the distressed.

By Thomas Nelms: *The Hibernia Fire Company*—A hundred years ago its great object was to render "material aid" in time of danger, as it is our object still. And a hundred years to come, we trust it will still be engaged in the same good cause, standing as "No. 1."

By J. H. Lex, President Philadelphia Hose Company—*The Hibernia Engine Company*:

Here's a health to this old Company,
In age now reckoning a century,
Being in our city, Engine number one,
Enrich'd with actions proudly done—
Rendered cheerfully, but paid
Not by lucre, but be it said,
In honor, praise, and worthy fame,
A gift more grateful to Hibernia's name.

By Thomas Kiernan: *Our venerable President*—May he who rules the storm direct the "*TEMPEST*" in his every action, and make his future life as happy as his past one has been useful.

Our Badge: The Eagle and the Harp—The harp shows from whence we derive our name—the eagle, what we are.

By B. F. Keenan, of the Carroll Hose Company: *To the Hibernia Fire Engine Company, No. 1*—May she last till the Stars and Stripes shall float over the world.

By the President of the Reliance Fire Company: *Hibernia, No. 1*—May she always be as *Hamane*, and by the *Assistance of Good Will*, may she cherish that *Friendship* and *Harmony* that will reach from the *Delaware* to *Schuylkill*, and from *Kensington* to *South-wark*, and thence to the *United States of America*.

By C. R. Bicking, President of Humane Hose Company: *The Old Hibernia* and her cherished number—*Loug* has she borne it, with credit to herself, and honor to the Fire Department. Well has she *won* her No. 1.

The Hibernia Fire Company, No. 1—Although *One Hundred Years old*, their *laurels* are still green. Should their rights be invaded, let them call for *Assistance*, and their cry shall not be in vain.

By Thomas Kiernan: *The Active Members*—Amid the fury of the flames, and the crash of falling walls, may they never falter, nor the *fire* of their zeal be *quenched* save by the best of *spirit*—the only true *fire-water*.

By the President of the Niagara Hose Company: *The Hibernia Fire Company*—May it continue to be as active and efficient as it has ever been, and may the second centenary find them A No. 1.

By the Phoenix Hose Company: *The Centennial Anniversary of the Hibernia*—A century of usefulness, crowned by a century of honor. May her years and honors thus be piled by centuries into a pyramid more lofty and lasting than those of Egypt.

By Dr. Bourmonville: *The Hibernia Fire Engine Company, No. 1*—The pride of the Fire Department—the boast of Philadelphia—an honor to humanity. Health and prosperity to its members, and hundreds of centennial anniversaries to their company.

By James Fleming, President of the Good Will Hose Company: *The Hibernia Engine Company*—The acknowledged Pioneer of the Fire Department of Philadelphia. May her praiseworthy acts never be obliterated, but remain *Green* in the memory of our citizens, and may she ever be recompensed with a hearty *Good Will* from those whom she has benefited.

By W. C. W.—May no *Tempest* ever blow away a *Page* of the records of this night.

By George W. Haas, President of the Neptune Hose Company: *The Philadelphia Fireman*—In Peace, our city's shield; in War, our country's bulwark.

Gaul's Original Philadelphia Brass Band, No. 1—Without their eloquent music to-night, we should have felt there was something wanting. May they always continue as they are at present, A No. 1.

By George D. Haswell: *The Firemen of Philadelphia*—They showed in the *war of Mexico*, at Vera Cruz, Cerro Gordo, La Hoya, Puebla, Huamantla, Chepultepec, and the Gates of Mexico, that they are equal to *all kinds of fire*.

On that occasion, the following song, composed by the presiding officer, was sung with great enthusiasm :

“Our social hearts with ardor burn—
To greet this hour, our thoughts now turn.
An hundred years have rolled away
Since old Hibernia's natal day.

The noble men who gave her birth,
Have long since left their mother earth ;
Their deeds remain for us to love—
Their bright examples to improve.

The “Firemen,” a glorious name—
They climb the roof, they dare the flame,
'Tis for humanity they fly,
And rescuing others, bravely die.

To them, indeed, all praise is due ;
Such generous hearts, so kind and true :
Nor midnight drear nor winter cold
Can stay the work of men so bold.

Conspicuous in this worthy band,
Thy sons, Hibernia, take their stand ;
A long career of service, too,
Has honor gained for them and you.

And here on this centennial night,
With hearts sincere and spirits light,
We pledge the cup, the hand extend
To every Fireman, as a friend.

Long life to each, and health to all,
May we respond to duty's call ;
Still nobly daring, quench the flame—
The public good our only aim.

Fill up the glass and raise it high,
Then drain it to the bottom dry :
Repeat the toast ; again, again,
Health to the gallant Firemen.

At various times, controversies have taken place as to the question of rank between the Hibernia and the Hand in Hand Fire Company; the latter claiming to be the ancient organization of the same name which originated as far back as 1741. The question was settled in 1832, by a Committee of the Firemen's Convention, in favor of the Hibernia; in 1850, by the Fire Association, again in favor of the Hibernia; and a third time with a like result in February, 1858, by the Board of Directors of the Fire Department, so that she now stands as the senior company of that department, and is justly entitled to rank as No. 1.

SOME ACCOUNT OF THE ORIGINAL MEMBERS.

HUGH DONNALDSON.—Of this gentleman we have no positive facts, except that he was the father of John Donaldson, also a member.

RANDLE MITCHELL.—A very respectable gentleman, brother to John Mitchell, of whom more will be said. Both brothers were natives of Ireland.

WALTER SHEE.—A relative of Gen. John Shee, taken prisoner after the battle of Long Island.

ABRAHAM USHER.—With all the efforts we have made, we could discover little concerning this gentleman, who was a member from its foundation in 1752, and Treasurer of the company from 1738 to 1771. We infer that he was a dry goods merchant or else a general dealer, for in the accounts of the Overseers of the Poor, for 1759, we find that "R. and Ab. Usher" are charged with cash paid for "6 pr. of cotton bromalls," received from them. What "bromalls" may be, unless it be an error from "overalls," it is difficult for us to say.

PLUNKETT FLEESON.—An upholsterer by trade, an Irishman by birth, and altogether a very queer fellow. Some of his advertisements are to be found in the papers of that day, and show him to be the founder of the present style of attracting attention to vended wares. In Watson's Annals, an extract is given from a presentation made by a grand jury in 1750, which says that "the pavement in Chestnut street, near Fleeson's shop, (corner of Fourth and Chestnut street,) is exceedingly dangerous, occasioned by the arch being fallen down, and no care taken to replace it."

From some of the minutes of the company kept by him while clerk, his movements at the meetings, his queer advertisements of his upholstery, and some queer stories told concerning his oddities, we should infer that Fleeson was the wag, pre-eminently, among the original members. He bore, however, an exceedingly fair reputation.

WM. WEST.—He was the father of Francis West, afterwards a member, and the grandfather of Captain West, of the Steamer Atlantic, and Dr. Francis West, of this city. He

was a dry goods merchant, afterwards Quarter-master in the revolutionary army, and an Irishman by birth.

B. FULLER.—This was a celebrated ship-broker of his time, and an exceedingly eccentric man, in some particulars. The following letter from him is preserved among the minutes:—

“Col Thomas L Moore, President of the Hibernia Fire Company—or said Company at the City Tavern, Philadelphia.

“D^r Sir, I am so much indisposed, that I have not been from my house for upwards of two weeks w^{ch} puts it out of my power to attend the Fire Institution, therefore have to request you will be so obliging as to acquaint the Company met that the year before last I was under the necessity of having my baskets new painted, or otherwise loose them in case of Fire they being greatly defaced, this cost me 25s and the bill was lodged with the Company when Mr Hill presided or was Clerk—there was not then met a sufficient number of members to do business, therefore an order could not issue. Since then—Say when the great Fire happened in Water street—I lost two buckets w^{ch} I never have been able to recover. I beg you will obtain an order for my replacing the Two lost buckets, with directions to the Treasurer to pay the Cost, as also the 25s paid for painting. I shall thank you for your answer, and am respectfully,

“D^r Sir your most obed^t hble Serv^t

“Col Thos L Moore.

B. FULLER.

“Phil^l 4 Jany—1797.”

He was no admirer of the medical faculty, as the following anecdote told in Hood's Sketch of the Friendly Sons of St. Patrick, abundantly proves:—

“At one time, while lying dangerously ill, in his snug little bed, in his bachelor chamber, over his counting house, a consultation of physicians was held in his room. The doctors conversed together in an audible voice, and just as they had concluded him past recovery, and that nothing farther could be done in his case, to their great astonishment, he drew aside the curtains, and exclaimed in his usual energetic manner, ‘Gentlemen, I am greatly obliged to you!—I feel much better since you entered the room!—You may go away now, gentlemen, I shall not want your services any longer.’ While the physicians looked at each other in amazement, he rang the bell, and addressing the servant, desired him to ‘show the gentlemen down stairs.’ They assured the servant his master was delirious, and presuming there was no hope of recovery, were proceeding to give directions that he might be indulged in anything he should desire to have, when Mr. F. cut them short by calling out ‘John, John, turn them out, and fasten the doors after them;—I’ll take no more of their infernal drugs.’ On the return of the servant, he had all the bottles and medicines thrown out of

the window, and the crisis of the disease having passed, he from that moment rapidly recovered. He lived for many years afterwards, and when his friends joked with him on his treatment of the doctors, he would reply, 'The scoundrels wanted to kill me with their cursed stuffs, but I lived to attend both their funerals.'

He was an Irishman. He was Treasurer of the company from 1765 to 1768, and his accounts are exceedingly neatly kept.

GEORGE BRYAN.—He was a very respectable citizen, an Irishman, we believe. Among other items concerning him, we discover that in 1758, he was fined £5 for refusing to serve as constable, in conjunction with four others, who were each mulcted in the same penalty. As he was a man of wealth, he was probably elected to the office by way of a joke; just as his neighbors once elected an ex-president, overseer of the roads, and were quite astonished when he called them out to mend the highways, in the middle of the harvest—which they were obliged to do under a heavy penalty.

JAMES MEASE.—An Irishman, a wealthy merchant, and one of the originators of the celebrated First Troop of Philadelphia Cavalry, in which he served with gallantry during the Revolution.

BLAIR M'CLENACHAN.—A very prominent man in his day. He was one of the First Troop, in which he served. He aided Robert Morris in his financial efforts in behalf of the American cause. His name appears with that of Morris, at the head of a subscription list to supply the army with provisions. M'Clenachan subscribed and paid, for that purpose, £10,000. He ruined himself pecuniarily in his zeal for the country. He was a warm politician of the Democratic school, and some queer anecdotes are told of him by friends and foes. He opposed Jay's Treaty very warmly, and when asked what should be done with it, as it was already ratified, answered, in his usual impetuous way—"Kick it to —, sir." The Federalists immediately issued a caricature representing Blair playing football with the treaty, which under the vigorous application of his toe, was just about descending into the lower regions. Watson, in his *Annals*, tells the following incident, occurring during the excitement of 1794, consequent on the French Revolution:—

"I remember several boyish processions; and on one occasion the girls, dressed in white and in French tri-colored ribbons, formed a procession too. There was a great liberty pole, with a red cap at top, erected at Adet's or Fauchet's house, (now Girard's square, up High street,) and there I, and one hundred others, taking hold of hands and forming a ring around the same, made triumphant leapings, singing the national airs. There was a band of music to lead the airs. I remember that among the grave and elderly men, who gave the impulse and prompted the revellings, was a burly, gouty old gentleman, Blair M'Clenachan, Esq., (famed in the democratic ranks of that day,) and with him and the

white misses at our head, we marched down the middle of the dusty street, and when arrived opposite to Mr. Hammond's, the British minister's house, (High street, above eighth, Hunter's house, I believe,) there were several signs of disrespect manifested to his house."

He was an Irishman, and the father-in-law of General Walter Stewart, afterwards a member. His remains lie in St. Paul's Church-yard, in this city. Thos. Penn Gaskill, of this city, married his grand-daughter.

JNO. MITCHELL.—An Irishman, a member of the First City Troop, a merchant, was afterwards U. S. Consul, at St. Jago de Cuba, and then Admiralty Surveyor of the Port of Philadelphia.

GEO. FULLERTON.—An Irishman, a member of the First City Troop. At a review near Trenton, in 1776, he received a wound by the accidental discharge of his pistol, from the effects of which he died.

GEO. CAMPBELL.—An Irishman, a lawyer, and one of the originators of the First City Troop, in which he served until the close of the Revolution. He was afterwards elected to the legislature, and was for seventeen years, Register of Wills in Philadelphia. On occasion of his resignation in 1801, he sent the following letter, which is preserved in the archives of the company:—

"To the Members of the Hibernia Fire Company :

"GENTLEMEN :—Having had the Honor of a Seat in your Society for upwards of thirty-five years, and having introduced a Substitute that I hope will be an active member as well as a useful one, I take the Liberty of sending you my Resignation.

"Wishing you Happiness & long Life, I am with Esteem,

"Your very humble serv^t

"Reserving a Liberty of spending a sociable
Evening when it may not interfere with
the Business of the Company."

GEO CAMPBELL

3^d Feb^y 1807.

The substitute alluded to was his son, George Campbell, Jr. The company passed a resolution giving him all the privileges of membership, and exempting him from all fines and dues; thus, in fact, constituting him an honorary member.

Mr. Campbell was the President of the Friendly Sons of St. Patrick, and Chairman at the dinner given to General Washington, on occasion of adopting him into the society. At that famous dinner, Washington, Generals Lincoln, Steuben, Howe, Moultrie, Knox, Hand and McIntosh, Counts Dillon and De la Touche, Messieurs Rendon, Marbois, Otto and Halker, and the French and Spanish Ministers were present. Of the thirty-five gentlemen

who gave the dinner, twenty-five were members of the Hibernia Fire Company. The Presidents of the Friendly Sons of St. Patrick from 1771 to 1798, were all also members of the Hibernia. So were all its Treasurers.

SHARP DELANY.—An Irishman and a druggist. He was afterwards a member of the legislature, an honorary member of the Society of the Cincinnati, and Collector of the Port of Philadelphia, under the administration of General Washington. He enjoyed the respect and confidence of all the leading men of his day.

The following note, addressed "To Capt. Allison," is preserved among the archives of the company:—

"S. Delany's compliments to M^r Alison—not having it in his power to attend the Fire C^o this evening—begs M^r Alison would lay Tho^s Morris's Acc^t before the C^o—& take the necessary steps to have him paid for moving the Engine house, &c— it has been delayed now above two months.

"Monday Evening 6th Nov^r 1775."

JOHN BARCLAY.—An Irishman and an importing merchant. He was a member of the First City Troop, for many years President of the Bank of Pennsylvania, and Mayor of Philadelphia from 1791 to 1793 or 4. During his administration, the yellow fever raged fearfully in the city, and most of the wealthier inhabitants fled. Mayor Barclay remained steadfast at his post, and pursued his usual avocations unconcernedly. His daughter married Clement Biddle, of this city.

JOHN BARRY.—We find him on the roll, in 1785. He was the celebrated Irish naval officer, the first Commodore in the American navy. He served from the commencement to the close of the Revolution, with great distinction, and contributed greatly to the success of the struggle. The British Government, through General Howe, offered him 15,000 guineas and the command of a British frigate, to come over to their side; but Barry spurned the bribe with disdain. He died in this city, 1803, at the age of fifty-eight years.

JOHN BOYLE.—An Irishman also, a linen-draper, and a member of the First City Troop.

RICHARD BACHE.—An Englishman, who emigrated to this country when a boy. He espoused the part of the colonies during the revolutionary struggle, and became the Chairman of the Republican Society in this city, at the breaking out of the contest. He was the son-in-law of Benjamin Franklin, whom he succeeded as Post Master General of the United States, which office he held during the war. His grandson, Alexander Dallas Bache, is well known in the scientific world. We think Dr. Franklin Bache, one of the authors of the U. S. Dispensatory, and Professor of Chemistry in the Jefferson Medical College, is also a grandson. The late Vice-President of the United States, and present Minister to the

Court of St. James, George M. Dallas, is connected with the family. Mr. Bache died on the 29th of July, 1811, in Berks county, Pennsylvania, aged seventy-four.

JOHN BROWN.—An Irishman and a merchant. He was Secretary of the Board of War during the Revolution. He was highly esteemed by the prominent men of his time.

NICHOLAS BIDDLE.—A celebrated financier, famous from his connection with the United States Bank, and a gentleman of great literary acquirements. He died a few years since. His political life is well known.

JAMES CALDWELL.—A merchant, and a member of the First City Troop. He died soon after the termination of the Revolution.

SAMUEL CALDWELL.—An Irishman, a merchant, and one of the founders of the First City Troop. He was a partner of James Mease, one of the original members of the company. He was the first Clerk of the United States District Court, at Philadelphia, which office he held until he died in 1794, when he was succeeded by his son.

WM. CONSTABLE.—He was a partner of Robert Morris, in New York, to which city he removed, and where most of his descendants reside.

DAVID H. CONYNGHAM.—An Irishman, a merchant, and member of the First City Troop. He died but a few years since. He was a blood-connection of Commodore Conyngham, of Ireland, and was the father of Nesbitt Conyngham, of Lancaster, and Judge Conyngham, of Wilkesbarre.

JAMES CRAWFORD.—An Irishman, a merchant, and a member of the First City Troop. He traded to the West Indies, after the Revolution, became a partner of John Donaldson, as an insurance broker, and finally lost his fortune, through the plunder of Lord Rodney, at St. Eustatius.

JOHN DONNALDSON.—An Irishman, a merchant, and a member of the First City Troop. He was the son of Hugh Donaldson, an original member, and the father of John Donaldson, Jr., one of the first engineers, who still survives, and is one of our most respected citizens.

THOMAS FITZSIMMONS.—An Irishman, a merchant, and commander of a volunteer company actively engaged during the Revolution. After the war, he was for some time a member of the State Legislature, and became a distinguished member of Congress. He was one of the firm of George Meade & Co., and one of the Convention for framing the Constitution of the United States. He held the office of Director in the Bank of North America for many years, and was President of the Insurance Company of North America at the time of his death. He was highly respected, as he well deserved to be. Hood, in his Sketches, very justly calls him one of the most efficient and able of those men who laid the foundations of

the commercial and financial systems of the United States. "He, and Mr. Goodhue, of Salem," says Mr. Hood, "though they spoke but seldom and briefly, were always looked to in Congress for facts and the correction of errors in practical questions of commerce, exchange, &c., and the operation of legislative measures thereto." He was the counsellor and adviser of Jefferson, Hamilton, Franklin and Morris, in all the great financial and commercial questions of the time.

TENCH FRANCIS.—The father of this gentleman was the Attorney General of the Province of Pennsylvania, and a relative of the celebrated Sir Philip Francis, the great opponent of Warren Hastings, and by many supposed to be the author of the letters of Junius. Tench was a long time the agent of the Penn family, in this country, and was elected Cashier of the Bank of North America, at its organization, which office he held until his death, now nearly thirty years since. Among his descendants are Senator Francis, of Rhode Island, and Charles Francis, Mrs. Joshua Fisher and Mrs. George Harrison, of this city.

HENRY HILL.—A merchant, whose principal trade was with Madeira, from which he imported a deal of celebrated wine. A noted *bon vivant* of this city, recently spoke to us most feelingly of the excellence of "Hill's Madeira." He became a member of the legislature. He died, without issue, in 1798, of the yellow fever.

CHARLES HEATLY.—An Irishman and a lawyer. He had been a wealthy barrister at home, but having been too prominent a republican, was obliged to fly or risk a State prosecution. He was for many years a distinguished member of the bar in this city. Of him is told the story, that, on one occasion having been annoyed by an opposing lawyer, who was remarkable for a wonderfully thin pair of legs, he meditated a good-humored revenge. He obtained the longest and thinnest pair of eels to be found in the market, had the skins taken off and neatly put together, by a tailor, and then sent them to the object of his fun, in a sealed envelope. The old lawyer opened the present in court, to the great amusement of his surrounding friends, which was heightened still more when the accompanying note from Heatly was read. The eel-skins had been sent as "an exact pattern for a pair of breeches."

GEORGE HUGHES.—An Irishman, a merchant, and a member of the First City Troop. He was the first Cashier of the Bank of Pennsylvania, and held the office until the time of his death.

GEORGE HENRY.—An Irishman and a merchant. He was an exceedingly active whig of the Revolution.

GEORGE H. HOLMES.—He is the present Treasurer of the company, and formerly Secre-

tary. He is a lapidary, and a highly respectable and worthy gentleman, as well as a most efficient member. He has been in his present office for the last nine years.

JOSEPH R. INGERSOLL.—A noted lawyer of Philadelphia, brother of Charles Jared Ingersoll; a member of a very distinguished family, and for many years the representative of the City of Philadelphia in Congress. He declined to serve, a few years since, and was succeeded by Joseph R. Chandler, at present Minister at Naples. He was subsequently appointed Minister to the Court of St. James.

FRANCIS JOHNSTON.—This gentleman, who was born at New London Cross Roads, in Chester County, served during the whole of the Revolution with great distinction, and rose to the rank of Colonel. He was a famous wit in his day, and his waggish exploits, as the Secretary of the celebrated Fishing Club, whose droll declaration was said to be from his pen, are well known to old Philadelphians. He was afterwards Sheriff of Philadelphia, and was one of the Commissioners who made the Indian treaty at Fort Stanwix, in 1784.

THOS. LEA.—An Irishman and a merchant. He was the son-in-law of Chief Justice Shippen.

JOHN LEAMY.—An Irishman and a merchant. He lived until about fifteen years since. He was for a long time the President of the Marine Insurance Company, of Philadelphia.

JOHN MEASE.—An Irishman, a merchant, and one of the originators of the First City Troop. He was the father of Dr. James Mease, an eminent physician of this city, and a grandfather of Captain John Butler, who for many years, in modern days, commanded the City Troop, and who died in Mexico. Mr. Mease was an active member of the Troop during the Revolution, and was with that portion of it, consisting of twenty-four men, that crossed the Delaware with General Washington the night previous to the Battle of Trenton. When it was necessary to deceive the enemy by lighting false fires along the line of the encampment, while the Americans marched to the attack at Princeton, Mr. Mease, with four others, were detailed for the duty. He served till the close of the war, and lost much of his property through the enemy. For thirty years before his death, which happened so late as 1826, he was one of the admiralty surveyors of the Port of Philadelphia. He was familiarly known as "the last of the cocked hats," from the fact that he continued to the last to wear the old three-cornered hat of the Revolution.

ROBERT MORRIS.—An Englishman, a merchant, the distinguished financier, and a signer of the Declaration of Independence. During the year 1781, the most critical period of the Revolution, he took charge of the national finances, and it is not too much to say, that, without his powerful aid, the struggle would have either been fatal or protracted for many years. His devotion to the cause of the country laid the foundation of his ruin, which was completed by profuse hospitality, and he died, much impoverished, in 1806. He was the father of Henry Morris, a few years since Sheriff of the County of Philadelphia.

A RELIC.—A gentleman of this State, who is the fortunate possessor of the following interesting relic of Robert Morris, the great financier of the Revolution, has allowed us to copy and publish it :

“Messrs. Henry Banks, David Allison and Robert Morris, present their compliments to John Nicholson, Esq., and request the favor of his company to dine with them at the Hotel with Grated Doors, in Pruen street, at one o'clock, on Sunday next, pledging themselves most solemnly that to him the doors will be open for admission and departure on that day.

“Friday Morning, 11th May, 1798.

“Dear Sir: I have written the above not only with the consent, but at the request of the Parties, and it is done after consulting Mr. Hoffner, who solemnly assures us that nothing can operate as a detainer but a Bail-piece, and I think you have no such thing to fear; or if there is any Special Bail for you, it is John Baker, on whom you can safely rely. Come, therefore, my Friend, as early in the Forenoon as you can, that we may have some conversation before as well as after dinner. We will show you how we live here, that you may be prepared to bear your Fate, should it be decided that you are to become a boarder at this Hotel.

“I am your Frd. and Servt.,

“May 11th, 1798.

“ROBT. MORRIS.

“JNO. NICHOLSON, Esq.”

SAMUEL MEREDITH.—A gentleman of large fortune, a particular friend of General Washington, by whom he was appointed Treasurer of the United States. He fought bravely as a Colonel of Militia during the Revolution. He died about twenty-eight years since, in Luzerne County.

THOS. L. MOORE.—The son of Governor Moore, of the Province of Pennsylvania, and a Colonel in the army. Thos. M. Willing of this city is a grandson.

JASPER MOYLAN.—An Irishman, a lawyer, and a member of the First City Troop. Robert Walsh, the writer, late Consul at Paris, is his son-in-law. He was the brother of General Moylan.

STEPHEN MOYLAN.—An Irishman, and a Brigadier General in the Revolutionary army. One of his brothers was the Catholic Bishop of Cork, Ireland. After the war, he was Prothonotary of the Court, in Chester County. He died in this city, and his monument may yet be seen in the burial ground of St. Mary's Church.

JOHN M. NESBITT.—An Irishman, a merchant, and a member of the First City Troop. He was one of the most eminent merchants of his day, and risked everything in the cause of American freedom and independence. In Hazard's Register it is mentioned that,—

“So great was the distress of the American army in 1780, that General Washington was apprehensive that they would not be able to keep the field. The army, however, was saved

by a combination of providential circumstances; Gen. Washington having written to Richard Peters, Esq., giving him full information of the state of the army, that gentleman immediately called on J. M. Nesbitt, Esq., and explained to him the distresses of the army, and the wishes of the General. Mr. Nesbitt replied, that a Mr. Howe, of Trenton, had offered to put up pork for him, if he could be paid in hard money. He contracted with Howe to put up all the pork and beef he could possibly obtain, for which he should be paid in gold."

Mr. Howe fulfilled his contract, and was paid according to promise; in addition to which, a valuable prize, laden with provisions, which had just arrived, was put at the control of Washington. The provisions were sent in time, and the army saved. During all this period, Mr. Nesbitt acted as the faithful coadjutor of Robert Morris, and upheld him in his efforts for the country, with both money and credit.

ALEXANDER NESBITT.—An Irishman, we believe, a dry goods merchant, and a member of the First City Troop.

FRANCIS NICHOLS.—Colonel in the Revolutionary army, the first Marshal of the District of Pennsylvania, appointed by Washington, and afterwards a member of Congress. He died at Norristown, in this State, not many years since.

JNO. NIXON.—A merchant of Philadelphia, born in Westchester, and a Colonel in the army during the war. He was at the battle of Long Island, and at Valley Forge. He first read the Declaration of Independence from the central window of the State House, to the people assembled in the square beneath. His country seat was destroyed by the British. He was the first President of the Bank of North America, and died in office. At the procession after the establishment of the Constitution, he carried the national flag. He died in the early part of 1809. We find the following letter from him among the minutes:—

"Mr Luke W. Morris.

"Wednesday, Feb' 1st 1797.

"SIR:—I would have attended the Fire Comp^y this Evening with pleasure, was I not prevented by a particular Circumstance, I must therefore request you to inform the Gentlemen, that I have reported to the General Clerks, that two of my buckets were lost at the Fire of the Dutch Church and in Water Street; the other at D^r Andrew's house. On which Occasion one of my servants scerched diligently two days without Effect.

"The Rules of the Fire Comp^y in an other place.

"The List of the Members is lost, but shall be replaced immediately. If the Company will direct me to provide New Bucketts, with an order on the Treasurer for Payment, I will have them provided.

"I am with great Respect

"Your most h Ser^t

"JOHN NIXON."

MICHAEL M. O'BRIEN.—An Irishman, a merchant, and afterwards Consul to Algiers. He died in France, about the year 1804.

JAMES PAGE.—A lawyer, afterwards Postmaster of the city, under Jackson, County Treasurer, and then Collector of the Port under Polk. He joined Engineers 22d May, 1817; was elected a member of the company 7th February, 1821—its President 27th April, 1821; again, 29th April, 1842, resigning in March, 1844, and is now President of the company, having been elected to that office in April, 1857. He is very much esteemed for his intellect and social qualities.

ROBERT RAINY.—An Irishman and a merchant, and a very respectable and esteemed gentleman.

HUGH SHIELL.—An Irishman and a physician. He was drowned in crossing a river in Kentucky.

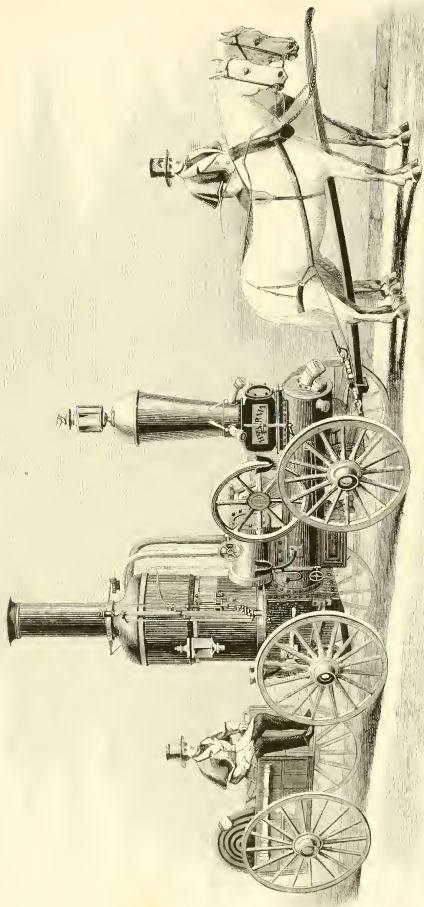
WALTER STEWART.—An Irishman and a soldier. He came to this country when a boy, entered the army, and was appointed a Colonel at twenty-one, to the great annoyance of rival aspirants, who nick-named him "the boy Colonel." But his ability in service proved the appointment to have been a good one, and he soon rose to the rank of General of Brigade.

ENOCH STORY.—All that we can find concerning him, is a presentation of a Grand Jury, prior to the Revolution, which speaks of his well, in Third street, as a nuisance on account of its insufficient covering.

ROBERT TEMPEST.—A Philadelphian, a jeweller, for some years President of the company, which he entered as one of the original engineers in 1814. He had previously belonged to the "Sun Engine Company," and attracted the attention of members of the Hibernia, by the activity and energy he displayed at a fire. He is well known and highly respected.

JOHN WEST.—FRANCIS WEST.—These two gentlemen were brothers, and sons of William West, one of the original members. Francis West was the father of the present Dr. Francis West, of this city, and Captain West, commanding the Atlantic, one of the Collins' line of steamships. He died in 1843.

Such is a brief sketch of the Hibernia Fire Engine Company, and its prominent spirits, for a period of more than one hundred years. It has had the fortune to have among its members, signers of the Declaration of Independence, ministers, members of Congress, State and national officers, revolutionary chieftains, financiers, merchants, physicians, mechanics, philosophers, and, in one instance, a clergyman, the Rev. Mr. Sturgeon. It has been enabled to do a great deal of good to the public, and will perhaps flourish for another century yet, with unimpaired vigor.



HIBERNIA STEAM FIRE ENGINE AND HORSES



THE STEAM ENGINE.

In consequence of the introduction of steam power for the extinguishment of fires, the attention of the members of the Hibernia Fire Company was early drawn to the subject, and at a special meeting held at the engine house on the evening of the 20th January, 1858, Robert Tempest, Francis H. Finney, R. Sterling Wilson, Michael Keegan, Henry A. Cook, John R. Downing and Anthony Morin, were appointed a committee for the purpose of devising a plan for the procurement of a first class steam fire engine, and were invested with full power to make the necessary arrangements for carrying it into effect. They selected a Board of Trustees, whose duties were to raise by subscription the sum necessary to purchase or build such an engine, which was to be passed over by them to the company, for the public benefit. The Board consisted of John Thornley, President, Jacob Bennett, George Griscom, John Eisenbrey, jr., Dr. David Jayne, William Woodside, and Caleb S. Wright, members, prominent citizens of Philadelphia. These gentlemen so earnestly attended to their trust, that as early as July, 1858, they had obtained subscriptions to such an amount as justified them in entering into a contract with Messrs. Reaney, Neafie & Co., the celebrated engineers, which they did on the 27th of that month. By the terms agreed on, the steam fire engine was to be of the following dimensions: the steam cylinder 11½ inches bore, 14 inches stroke; pump 6½ inches bore, 14 inches stroke; 178 copper tubes in the boiler; weight of engine, 7,775 lbs. with wood and water, with tender, two sections of suction hose, three twelve-foot sections of forcing hose, three branch pipes, eight nozzles of proper sizes, with spanners furnished, and all proper apparatus for working, together with hand and horse tongue and running-gear for the same, and the price \$4,500, toward which, the builders contributed the sum of \$175.

In June, 1858, the necessary arrangements were also made for the enlargement of the engine house, and a contract for that purpose was entered into with Mr. William R. Green, bricklayer, on the 23d day of August, 1858. This improvement cost upwards of two thousand dollars, a part of which was subscribed by a few private citizens.

The contributions to the steam engine amounted to the handsome sum of \$4,000, a liberal proportion of which was subscribed by the following Insurance Companies, to wit: The Philadelphia Contributionship, Franklin Fire, Pennsylvania, Delaware Mutual, and North America, each \$200; the Mutual Assurance, \$150; the Commonwealth, Girard Fire and Marine, Quaker City, Royal, America and Reliance Mutual, \$100 each; Philadelphia Fire and Life, Liverpool and London, and Equitable Mutual, \$50 each; Howard Fire and Marine, \$25, and the balance by private citizens.



THE EXCURSION.

The steam engine was finished and handed over to the Trustees for trial in November, 1858, when by permission of the builders, she was taken to New York, Brooklyn, Boston, Charlestown and Newark, by the members of the Hibernia, and finally delivered to them and housed, on the 30th December, 1858.

In the following pages will be found an account of the excursion, which was one of the most pleasant, exciting and successful tours ever undertaken by a similar organization.

Previous to starting, the whole body was divided into seven companies, and officered as follows: JOHN THORNLEY and JACOB BENNETT, ESQS., *Trustees*; CHIEF MARSHAL, COL. JAMES PAGE; *Special Aid*—JAMES M. COLGAN; *Assistant Marshals*—HENRY A. COOK, JOHN R. DOWNING, JOHN T. DOYLE, GEORGE MEGEE, WILLIAM A. THORP, WILLIAM A. DELANEY, and THOMAS DILLON; *Pay-Master*—ERHARD PAUL; *Engineers*—JOSEPH L. PARRY and GEORGE W. HOLLOWAY; *Guides*—CASPER M. BERRY, FRANCIS FOX, JAMES A. SAWYER, JOHN DELANTY, JAMES R. NIGHTINGALE, ALEXANDER W. GRANT, and EDWARD GOWAN.

The members selected to assist the Engineers in working the Engine when in service were, James L. Upton, Francis Fox, Joseph Barton, William F. Flemming, Michael Keegan, Thomas M'Donough, William M'Keegan, James A. Sawyer and Brian Feeley.

Thomas D. Smith, John Haviland and Jacob Loudenslager, Esquires, and Col. Thomas Fitzgerald were also attached to the Excursion.

The Philadelphia (Beck's) Band, No. 1, consisting of seventeen performers, accompanied the excursionists, and were fully uniformed and equipped. The members were—

GEORGE S. DOUGLASS.....1st E Cornet.	ANTHONY BECK.....1st Alto.	J. WM. BECK.....Contra Basso.
J. G. STEVENSON BECK...2d	WM. G. STEVENSON.....2d	GODFREY W. BENDER...Fife & Cymbals.
HENRY GEBHART.....3d	A. KORNDORFFER(Vice Pres.), 1st Tenor.	BENJ. G. S. WILKS (Pres't)...Side Drum.
HENRY BECK (Leader).....1st B	MARCUS F. ALEDO.....2d	AUGUSTUS ELMORE.....
JACOB H. BECK.....2d	ERNEST SIEM.....Baritone.	JACOB BECK.....Bass Drum.
JAMES M. BECK (Secretary) Solo Alto.	FREDERICK WIESENBERG, E Basso.	

NAMES OF THE EXCURSIONISTS.

AHERN, JOHN P.	FENNER, JOHN R.	MALONEY, JOHN	NAPIER, GEORGE A.
ADDRESS, ISAAC T.	FINNEY, FRANCIS H.	MARNEIN, HENRY	NEAL, JOSEPH B.
BARSLEY, JAMES	FISCHER, LOUIS	MEAD, JOHN, Jr.	NELMS, THOMAS
BARTON, JOHN S.	FLEMING, WM. F.	MOAN, DENNIS	O'BRIEN, EDWARD
BARTON, JOSEPH	FRANCIS, LOUIS	MOONEY, JOHN	PARRY, JOSEPH L.
BERRY, RICHARD M.	FRAZIER, CHARLES	MORAN, JOHN	PARSONS, FRANCIS
BICKING, C. R.	GALLAGHER, PETER	MURRAY, HENRY	PLUMLEY, GEORGE W.
BRECHEMIN, CHAS.	GILTANAN, DAVID	M'CALL, JOHN A.	REESE, MARTIN
CAMPBELL, WILLIAM	HAMILTON, JER'H	M'CLAIN, DAVID	RAINER, BENJAMIN
CARLIN, DANIEL J.	HAMMILL, JAMES	M'DONOUGH, JAMES	ROACH, JOHN
CONWAY, CHARLES	HARDING, J. MORRIS	M'DONOUGH, PAT'K	RUNNER, J.
DALY, JOHN A.	HARLAND, HENRY	M'DONOUGH, THOS.	SAGE, THEODORE
DAVIS, HENRY	HOLLOWAY, GEO. W.	M'FADDEN, JOHN P.	SIMPSON, ROBERT
DE HAVEN, JACOB	HONE, PATRICK	M'GINNIS, GEORGE	SLAVIN, THOMAS
DIAMOND, JOHN	JONES, JOHN H.	M'GRATH, WM. V.	UPTON, JAMES L.
DICKSON, WILLIAM	KEEVAN, MICHAEL	M'GOVERN, JOHN	WARD, THOMAS
DOLAN, EDWARD	KELCH, JOHN	M'GOWAN, DENNIS	WINSLOW, ROBERT
DOUGHERTY, WM. W.	KOPP, FREDERICK	M'ILWAIN, JOHN K.	WOOD, CHARLES
DUNCAN, CHARLES	LEDDY, JAMES M.	M'KEEGAN, WILLIAM	WOODSIDE, ROBERT
EARP, GEORGE	LIND, BERNARD	M'LAUGHLIN, JOS.	ZANE, SAMUEL
FEELEY, BRIAN	LONG, WILLIAM	NAGLE, DAVID A.	

ATTENDANTS—CHAS. S. HAILSTOCK, GEO. W. EVANS, WILLIAM WALLACE.

The parade all told, amounted to 127 men, and moved with military accuracy under the direction and command of the Chief Marshal and his Assistants.

THE DEPARTURE FROM PHILADELPHIA.

The principal exciting event of the week, among the firemen, was the departure of the Hibernia Engine Company on their long-talked-of trip to New York and Boston. The Company started yesterday, and a finer day could not have been gotten up for the occasion. The weather was sufficiently cool to render the red flannel shirts and heavy drab overcoats of the men comfortable, while a bright sun shone from a clear sky. Early in the day it must have been manifest to all who journeyed along Third Street, towards Spruce, that something unusual was in progress; for the friends of the Company were gathering in force, and every few minutes, thoroughly equipped men came upon the ground, and wended their way towards the engine-house in York Court.

By ten o'clock one hundred gallant fellows were in line, every man dressed neatly enough for a drawing-room, and substantially enough to do service during an all-night fire at mid-winter. The dress worn consisted of black pants, red shirts, drab coats, white gloves, and the regular green hats and capes of the Company. The members also wore belts bearing the name and date of the organization of the Company upon a silver plate in front, with a fatigue cap suspended from the side. The Marshal's aids carried massive silver fire-horns. At 11 o'clock, Col. James Page, Chief Marshal of the Company, ordered the line to "dress" to receive a beautiful American flag, which was to be presented to the Company by the ladies of the Fifth Ward. The flag was brought upon the ground by the Trustees of the Company, headed by Col. JOHN THORNLEY, and accompanied by Beck's band. The ceremony of presentation took place in York Street. The flag having been unfurled, Col. Thornley, as the organ of the fair donors, presented it to the Company with the following remarks:

"MR. PRESIDENT:—I have been requested by the ladies of the Fifth Ward to present to the Hibernia Fire Engine Company a flag as a token of respect and esteem. And, sir, it gives me great pleasure in having the honor, although the task might have been in better hands; yet I take great pleasure in representing them on this occasion, seeing that they take such a great interest in the new mode of extinguishing fires, by the introducing of steam fire-engines in place of the old-fashioned ones, although they have been of great service; but, like all other improvements, they give way. And, sir, it gives me great pleasure to see that not only a few of our fire companies are about to introduce steam, but the whole fire department. And, sir, I am happy to be one of the first in helping to make the change. I will not trouble you with a long speech at present, as I know there is not much time this morning. I therefore ask, in the name of the ladies of the Fifth Ward, that you accept this flag, and when you have finished your excursion, you may return safe to your native city, with credit to yourselves and honor to the donors, the ladies of the Fifth Ward.



JOHN THORNLEY, ESQ.

PRESIDENT BOARD OF TRUSTEES

COL. PAGE received the flag on behalf of the company, and responded as follows :—

MR. THORNLEY :—I receive, sir, with emotions of pride and feelings of gratitude, this appropriate present. The thought is a happy one, and its execution is equal to the conception, and the day of its presentation most opportune. There is not a man attached to this company, who does not feel and know, that the equipments which he wears cover not only his own character, but the character of the company to which he belongs, the noble Fire Department of which he is a part, and the State of which he is a citizen. Noting these things, it devolves upon each and all of us to do and act like men. And if the considerations which I have stated are not sufficient to keep men within due bounds, I shall ask them to look upon this flag; and if this be not a talisman to keep them right, I know not what I can offer them. I accept this gift of the ladies of the Fifth Ward, and you may say to them that the Hibernia Fire Company will keep, honor and glory in it, and if need be, rally to it when called upon to act, whether against a domestic traitor or a foreign foe, and bear it aloft in the thickest of the fight.

The ceremony of presentation having been concluded, at the suggestion of Col. PAGE, nine cheers and a "tiger" were given for the flag and its donors, and the standard having been placed in the care of a veteran of the Mexican war, the line of march was taken up in the following order :—

A DOUBLE PLATOON OF THE RESERVE CORPS OF POLICE IN THEIR
NEW UNIFORMS, COMMANDED BY LIEUT. HENDERSON.

BECK'S BAND.

CHIEF MARSHAL PAGE.

THE MEMBERS OF THE COMPANY.

THE STEAM ENGINE AND TENDER, DRAWN BY FOUR FINE BLACK HORSES WITH
WHITE PLUMES UPON THEIR HEADS.

There were thirty men of the Fifth Ward Police upon duty, besides the Reserve Corps, and their services were needed, for the crowd was immense.

When passing the State House, on the route to Market street wharf, where the company embarked, they were reviewed from the steps of the Mayor's Office, at the corner of Fifth and Chestnut streets, by Mayor Henry. An open space was kept clear in front of the steps, by a double line of Lieutenants of Police thrown out by Chief Ruggles. As the procession passed, the members of the company saluted the Mayor, and the compliment was returned by his Honor.

The company left Camden, N. J., at 2 o'clock, amid the shouts of nearly the entire population of that city, and the same enthusiasm was manifested at all the towns along the route to Amboy. On the arrival of the company at Amboy, they were met by a delegation from New York, composed of James L. Miller, President of the Old Guard; Robert McGinness, Chairman of the Committee of Americus Engine Company, and Messrs. William H. King, M. D. Greene, George Mountjoy, J. L. Holdridge and Thos. Lawrence, Committee of Exempt Firemen. The Hibernians were welcomed in neat speeches by Messrs. Miller and McGinness, both of whom alluded in an eloquent manner, to the determination of the New York firemen to receive their guests in a manner never before surpassed in New York. Col. Page, the President of the Hibernia Company, replied to both addresses, in a manner which drew forth the applause of all assembled on the deck of the steamer.

The invitation of the Old Guard, which was promptly accepted, was as follows :

NEW YORK, *Nov'r 20th*, 1858.

COL. JAMES PAGE,

Grand Marshal of Hibernia Engine Company, No. 1, of Philadelphia:—

DEAR SIR,—THE OLD GUARD of the New York Fire Department, having been apprised of your intended visit to our city, desire as far as lays in their power, to assist in making your time pass agreeably.

Through the politeness of Americus Engine Company, No. 6 (who have conceded to our wish), we extend to you and your company, an invitation to meet us at the St. Nicholas Hotel, to partake of a banquet, on Tuesday evening, Nov'r 23d, 1858, at 8½ o'clock.

JAMES L. MILLER, *President*.

CHARLES L. CURTIS, *Secretary*.

GRAND TORCH-LIGHT PROCESSION OF THE NEW YORK FIREMEN.

THE RECEPTION OF HIBERNIA ENGINE CO., NO. 1, OF PHILADELPHIA.

On Saturday night the New York Firemen joined in an imposing demonstration on the occasion of the reception of Hibernia Engine Company, No. 1, of Philadelphia. The parade was second only to the grand pageant of the Cable celebration, which, however, excelled it merely in point of numbers. At an early hour the streets were crowded by the fire companies, as with bands of music they marched to their different rendezvous; and the sidewalks on the line of the proposed march were thronged with people, who stood for hours to secure good locations from which to view the procession. The show amply rewarded their patience, for the parade was one of the most enthusiastic affairs that the department

ever engaged in. The Hibernia Company were the special guests of Americus Engine Company, No. 6, a committee of whom went down and met the visitors at Perth Amboy. The boat reached the pier about half-past 7 P. M., and after she was moored, the Philadelphians landed on the wharf. They were divided into seven sections, with a marshal and guide over each section, and the whole under the marshalship of Col. Page. On landing, they were received by Chief Engineer H. H. Howard, the Board of Assistant Engineers, Supervisor W. M. Tweed, the President of the Committee of Arrangements, and several of the Fire Wardens. After the usual cheers and tigers had been given with genuine fireman gusto, the Philadelphians were addressed by Chief Engineer Howard, who said:—



GENTLEMEN, members of Hibernia Engine Company; brother firemen of Philadelphia—By an invitation (which I consider a very flattering compliment) of Americus Engine Company, No. 6, whose guests you are, and representing the New York Fire Department, I

greet you, and bid you welcome to our city. We have anxiously waited your arrival, and are prepared to receive you as you deserve to be received by the firemen of this metropolis. I am not here to pay homage to your mammoth steam fire engine, nor can I disparage or defame it. My duty is to assure you all that while you honor us with your presence, every exertion will be made by New York firemen to make your visit an agreeable and a happy one.

Col. Page, on behalf of the Hibernia, returned thanks in a few appropriate remarks. The company then rested while the line was being formed, and became immediately the centre of attraction to a large concourse of people. A great many natives of the "ould sod" were among the crowd, and on their countenances a shade of disappointment seemed to linger, the solution of which may be found in the following remark uttered by a by-stander: "Why, they are not Irish after all." At half-past 8 o'clock the line was formed, and the procession commenced to move about a quarter to 9, in the following order:

FIRST DIVISION.

PLATOON OF POLICEMEN UNDER SERGEANT TRAFORD.

ASSISTANT ENGINEER PETER N. CORNWELL, MARSHAL.

BAND.

YOUNG AMERICUS GUARD, THIRTY MEMBERS, (WITH FIELD PIECE) UNDER
COMMAND OF CAPT. JOHN MCGEE.

MINIATURE BELL TOWER,

Twenty-one feet in height, standing on a large spring cart, and drawn by four horses. In the interior of the tower was a large bell, which was rung at intervals by Messrs. Morgan and Vaughn. The tower was illuminated with torches, and fireworks were discharged from it at intervals. It was quite a prominent feature in the parade.

AMERICUS BASE BALL CLUB.

JAMES MCCONNELL, PRESIDENT.

The members of this Club were on a wagon drawn by four horses. In the centre of the wagon was a mammoth American flag, on each side of which were arranged the members, to the number of thirty, in Base Ball Club costume, which afforded a very pleasing contrast to the red shirts of the firemen. This feature of the parade was well got up, and elicited repeated cheers.

SHELTON'S BAND.

OPEN BAROUCHE, drawn by four gray horses, containing Henry H. Howard, Chief Engi-



JAMES M. COLGAN.

ASSISTANT SECRETARY AND SPEAKER.



ner of the New York Fire Department, D. T. Milliken, President New York Fire Department, Philip W. Engs, Chairman of Board of Exempt Firemen.

BOARD OF FIRE COMMISSIONERS.

BOARD OF FIRE WARDENS.

ASSISTANT ENGINEER JACOBS, AS GRAND MARSHAL.

ASSISTANT ENGINEERS BAULCH AND DECKER, AS SPECIAL AIDS.

AMERICUS ENGINE COMPANY, No. 6.

SUPERVISOR TWEED, MARSHAL,

W. B. DUNLEY, FOREMAN.

This company paraded with one hundred men on the ropes; the engine was the large apparatus belonging to the company; its side panels were elaborately painted, and it was decorated with lamps on all sides. It was drawn by four noble horses belonging to Adams' Express Company (string team). The admirable tact with which the horses were managed, excited general commendation along the entire line of march. Indeed, we have known men who might profit by the intelligence exhibited by these horses.

BECK'S PHILADELPHIA BAND.

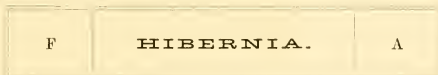
HENRY BECK, leader; the band numbered seventeen pieces, and the men were dressed in white overcoats, from which hung their fatigue caps, black pants, and regulation caps.

THE TRUSTEES OF THE HIBERNIA ENGINE COMPANY OF PHILADELPHIA.

HIBERNIA ENGINE COMPANY, No. 1, OF PHILADELPHIA.

This is the oldest Fire Company in this country—probably in the world—having been instituted February 20, 1752. There were 100 men under the following officers: Col. JAMES PAGE, Chief Marshal (who joined the company A. D. 1817); Henry A. Cook, John R. Downing, John T. Doyle, George Magee, William A. Thorp, W. Delaney, and Thomas Dillon, Assistants; Erhard Paul, Pay-Master; Casper M. Berry, Frank Fox, James A. Sawyer, John Delaney, James R. Nightingale, Alex. W. Grant, Edward Gowan, Guides of Sections; and James M. Colgan, Chief Marshal's Aid.

The men were all dressed in white overcoats, from which hung fatigue caps, red shirts, black pants, and a black oilskin cape, bearing in the centre the inscription—



running around the rim—the initials F. A. meaning Fire Association. In the centre of the cape was an eagle on a harp, the device of the company. A finer set of men than this company, probably never paraded; and their deportment while marching, evinced great and careful discipline.

THE HIBERNIA STEAM FIRE ENGINE,

Drawn by the eight premium horses of the American Express Company, and driven by Z. M. Hewitt, Esq. On the apparatus, which is one of the largest of its kind, were the Engineers, Messrs. Parry and Holloway. As the Philadelphians passed up from the boat to the head of the procession, the other companies were drawn up in line, and received the visitors with cheers, ringing of bells, firing of Roman candles, the men standing uncovered. After the Philadelphians, came

WARREN HOSE COMPANY, No. 33.

A. YEOMAN, FOREMAN.

This company paraded with thirty men on the ropes. The carriage was decorated with flowers, flags and lamps, on all sides.

SECOND DIVISION.

ENGINEER KINGSLAND, MARSHAL.

CHIEF AND ASSISTANT ENGINEERS OF THE BROOKLYN FIRE DEPARTMENT (E. D.)
BROOKLYN AND WILLIAMSBURGH COMPANIES.

ZEPHYR BAND.

ZEPHYR ASSOCIATION OF EXEMPT FIREMEN,

Numbering fifty men, in citizen's dress, each man carrying a lantern in his hand.

ZEPHYR HOSE COMPANY, No. 4.

T. H. BROWNING, FOREMAN.

This company paraded with forty-five men on the ropes, each man carrying a lamp with his initials stamped on it. The carriage was decorated with lamps on all sides. Across the reel was hung a small arch of flowers. This company was very much admired for their neat appearance.

WILLIAMSBURGH BAND.

NORTHERN LIBERTIES ENGINE COMPANY, No. 5.

T. HADDEN, FOREMAN.

With seventy men on the ropes.

MARION HOSE COMPANY, No. 1.

W. LAWRENCE, FOREMAN.

This company paraded with forty men on the ropes.

THE HIBERNIA ENGINE COMPANY.

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NATIONAL BRASS BAND.

EAGLE ENGINE COMPANY, No. 6.

P. HENRY, FOREMAN.

This company presented a very beautiful appearance. The machine was elegantly painted and decorated, and hung around with lamps on all sides. There were about sixty men on the ropes.

MEYER'S BRASS BAND.

CONTINENTAL BUCKET COMPANY, No. 1.

WILLIAM JONES, FOREMAN.

This company paraded in blue shirts, and with their unique apparatus, looked very neat.

TURL'S BAND.

VALLEY FORGE ENGINE COMPANY, No. 11.

CHARLES ELLIOTT, FOREMAN.

This was the Greenpoint Company. They paraded with about forty men, and looked very well.

THIRD DIVISION.

ENGINEER W. T. MAWBEY, MARSHAL.

THE CHIEF AND ASSISTANT ENGINEERS OF THE BROOKLYN FIRE DEPARTMENT.

(W. D.)

ROHEN'S BAND.

EAGLE ENGINE COMPANY, No. 4.

ADAM HOFFMAN, FOREMAN.

This engine was decorated with lamps and lanterns, and looked very well. Sixty men paraded on the ropes.

LAFAYETTE HOOK AND LADDER COMPANY, No. 1.

J. MONTROSS, FOREMAN.

This truck was drawn by eighty men on the ropes, and looked very well.

STUART'S BAND.

NIAGARA ENGINE COMPANY, No. 8.

J. HENDRICKSON, FOREMAN.

With sixty men on the ropes, and lamps on the engine. There was also a large signal lamp with the number of the company, on the engine.

MANAHAN'S BAND.

CRYSTAL HOSE COMPANY, No. 4.

G. L. HAIGHT, FOREMAN.

With thirty firemen on the ropes.

THE HIBERNIA ENGINE COMPANY.

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ALERT HOSE COMPANY, No. 3.

J. B. ST. JOHN, FOREMAN.

With forty men on the ropes.

SIXTH REGIMENT BAND.

MOUNT PROSPECT ENGINE COMPANY, No. 16.

JOHN ACKER, FOREMAN.

With eighty men on the ropes. This company looked very well, and were repeatedly cheered.

NAVY YARD BAND.

EMPIRE ENGINE COMPANY, No. 19.

C. WOLFE, FOREMAN.

With seventy men on the ropes. The apparatus was decorated with lamps on all sides, and presented a creditable appearance.

FOURTH DIVISION.

ENGINEER WEST, MARSHAL.

SEVENTY-FIRST REGIMENT DRUM CORPS.

PROTECTION ENGINE COMPANY, No. 5.

W. C. LYONS, FOREMAN.

With eighty men on the ropes. The engine was decorated with lamps, and looked very neat.

EXCELSIOR ENGINE COMPANY, No. 2.

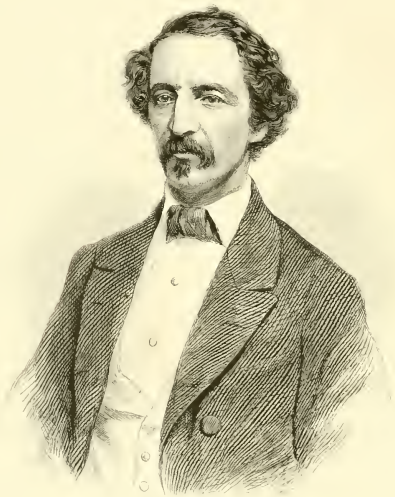
D. W. KNEVELS, FOREMAN.

With sixty men on the ropes. This machine was repeatedly cheered for her pretty and clean appearance.

NEW YORK HOSE COMPANY, No. 5.

F. W. RAYMOND, FOREMAN.

With twenty-five men on the ropes. On the top of the carriage was a splendid gilt eagle, of large size, with out-stretched wings. On each side of the bird was a large American flag of silk, besides which, a number of lanterns hung from every possible point of the carriage, and made a very admirable display.



GEORGE MEGEE, ESQ.,

ASSISTANT MARSHAL.

THE HIBERNIA ENGINE COMPANY.

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EAGLE HOOK AND LADDER COMPANY, No. 4.

T. WILDING, FOREMAN.

This company paraded with eighty men. On top of the truck was a life-boat, with oars &c.; in the boat were seated three small boys. From all sides of the truck lanterns were suspended, and the truck was loudly cheered as it passed.

WANNEMACKEN'S BAND.

MOHAWK ENGINE COMPANY, No. 16.

T. ROE, FOREMAN.

This company paraded with ninety men on the ropes. On the top of the engine was a large Calcium light, which shed a broad glare a considerable distance before the procession itself could be seen.

LIBERTY HOSE COMPANY, No. 10.

G. RICKERT, FOREMAN.

With forty men on the ropes. On the top of the carriage was a large flag, which, with a variety of lamps, completed the decorations.

JACKSON HOSE COMPANY, No. 13.

A. IRVING, FOREMAN.

This company paraded with thirty-five men. On the top of the carriage was a large American flag.

FIFTH DIVISION.

ENGINEER WENMAN, MARSHAL.

RUBEIL'S BAND.

FRANKLIN HOSE COMPANY, No. 18.

E. J. CONNELLY, FOREMAN.

Fifty men on the ropes.

UNION BAND.

UNION HOOK AND LADDER COMPANY, No. 5.

GEORGE REILEY, FOREMAN.

With eighty men on the ropes.

TOMPKINS HOSE COMPANY, No. 16.

JAMES WHELAN, FOREMAN.

With forty men on the ropes.

THE HIBERNIA ENGINE COMPANY.

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WHITWORTH'S BAND.

FULTON ENGINE COMPANY, No. 21.

J. McCULLOUGH, FOREMAN.

With eighty men on the ropes, and a large silk flag on the top of the engine.

HUMANE HOSE COMPANY, No. 20.

J. TIMPSON, FOREMAN.

With forty men on the ropes.

SIXTH DIVISION.

ENGINEER G. JOSEPH RUCH, MARSHAL.

WALLACE'S BAND.

WASHINGTON HOOK AND LADDER COMPANY, No. 9.

JOHN H. FORMAN, FOREMAN.

With forty-five men on the ropes. On top of the truck was a beautiful arch of flowers, and the carriage was hung around with a variety of variegated colored lanterns.

JACKSON ENGINE COMPANY, No. 24.

W. M. MITCHELL, FOREMAN.

With eighty men on the ropes. On top of the engine was a large Drummond light, which showed off to good effect.

HUDSON HOSE COMPANY, No. 21.

WILLIAM CALLAN, FOREMAN.

With forty men on the ropes, and the carriage decorated with flags and lamps.

WASHINGTON BRASS BAND

CATARACT ENGINE COMPANY, No. 25.

W. LAMB, FOREMAN.

With eighty-five men on the ropes. On the top of this engine was a life-boat, manned by a crew of four boys.

PUTNAM HOSE COMPANY, No. 31.

J. H. GREER, FOREMAN.

With forty-two men on the ropes.

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SEVENTH DIVISION.

ENGINEER JOHN BRICE, MARSHAL.

ROBERTSON'S BAND.

GUARDIAN ENGINE COMPANY, No. 29.

E. BATES, FOREMAN.

With eighty men on the ropes.

LAFAYETTE HOSE COMPANY, No. 34.

J. IRVING, FOREMAN.

With forty men on the ropes.

McCONNELL'S BAND.

BLACK JOE ENGINE COMPANY, No. 33.

P. MASTERSTON, FOREMAN.

With eighty-six men on the ropes.

LAFAYETTE HOOK AND LADDER COMPANY, No. 6.

J. K. KELLOCH, FOREMAN.

This company paraded with ninety men on the ropes. From end to end of the truck, was hung a line of colored lamps, which had a very pleasing effect.

ADKIN'S BAND.

EMPIRE HOSE COMPANY, No. 40.

W. EVANS, FOREMAN.

This company paraded with forty men, and, instead of lanterns, the carriage was hung round on all sides with bright metal lamps, containing camphine.

PETERSON LIGHT GUARD, WITH FIELD-PIECE.

SAMUEL JACKSON, CAPTAIN.

NEWARK BRASS BAND.

ADRIATIC ENGINE COMPANY, No. 31.

W. BUTTON, FOREMAN.

With eighty men on the ropes.

EIGHTH DIVISION.

ASSISTANT ENGINEER D. DONOVAN, MARSHAL.

DODWORTH'S FIRST BAND.

EMPIRE ENGINE COMPANY, No. 42.

R. P. MOORE, FOREMAN.

With eighty men on the ropes.

NASSAU HOSE COMPANY, No. 56.

T. DOWNING, FOREMAN.

With forty men on the ropes.

THE HIBERNIA ENGINE COMPANY.

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METROPOLITAN HOSE COMPANY, No. 39.
B. GORMLEY, FOREMAN.

With forty-two men on the ropes.

LIVE OAK VOLUNTEERS, WITH FIELD-PIECE.
CHARLES MILLER, CAPTAIN.
MANAHAN'S BAND.

LIVE OAK ENGINE COMPANY, No. 44.
J. L. HAWKINS, FOREMAN.

With eighty-five men on the ropes.

ALERT HOSE COMPANY, No. 41.
W. McLAUGHLIN, FOREMAN.

With forty-six men on the ropes.

DODWORTH'S SECOND BAND.
HARRY HOWARD HOSE COMPANY, No. 55.
S. SINGERLAND, FOREMAN.

With seventy-five men on the ropes.

NINTH DIVISION.

ASSISTANT ENGINEER WILLIAM HACKETT, MARSHAL.
WHITWORTH'S BAND.

HARRY HOWARD HOOK AND LADDER COMPANY, No. 11.
CHARLES L. KENT, FOREMAN.

With ninety men on the ropes.

MECHANIC'S HOSE COMPANY, No. 47.
C. RICE, FOREMAN.

With thirty-five men on the ropes.

LADY WASHINGTON HOSE COMPANY, No. 49.
J. L. SMITH, FOREMAN.

With forty men on the ropes, and their new carriage, which looked remarkably well.

CASTLE'S BAND.
MAZEPPA ENGINE COMPANY, No. 48.
J. FOLEY, FOREMAN.

With eighty-five men on the ropes.

FRANKLIN ENGINE COMPANY, No. 39.
BERNARD M. SWEENEY, FOREMAN.

With seventy-five men on the ropes.

POLICE.

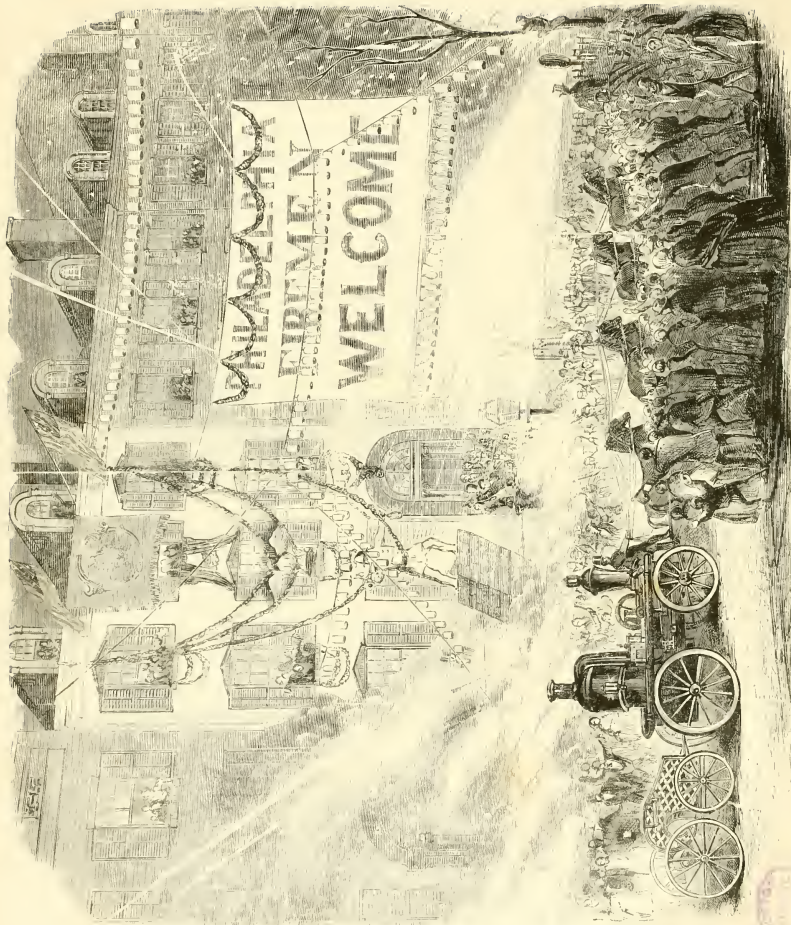


ILLUSTRATION IN FRONT OF THE 100th OF CHESTNUT—HOWARD—REPTILES OF THE BIBBESIA IN NEW YORK, NOVEMBER, 1866

THE MARCH—SCENES—INCIDENTS.

As soon as the word to march had been given, a salute was fired by the Peterson Light Guard, and the procession started amid a blaze of fireworks, the music of the bands, and the cheers and huzzas of the multitude, who, in dense masses, crowded the sidewalks, the roads, the house-tops, the awning-posts and the trees; and more than one adventurous urchin was seen climbing to lamp-posts. As the procession passed up Broadway, the cheering was immense—there was scarcely a male voice that did not give its note of welcome to the Philadelphians. The ladies, who were out in great numbers, as they could not very well shout with propriety, made up for the restriction by an energetic waving of handkerchiefs. Three cheers were given at Crooks', No. 100 Broadway, which was illuminated from top to bottom. When the Hibernias reached Barnum's, a display of fireworks was made by the engine companies located in that neighborhood. On reaching the Park, two of the horses attached to the wagon containing the Americus Base Ball Club, became restive, and fearing that they might impede the progress of the procession, the club turned the horses out and chartered a stage, with which they joined the parade. As the Hibernias entered the Park, a salute was fired by the Live Oak Volunteers, after which the procession passed in review before the Presidents of the Boards of Aldermen and Common Council.

As the guests marched out of the Park, three cheers were given for Gooderson, whose building was illuminated from basement to attic. Going through Chatham street, the firemen were greeted with enthusiasm, the windows being filled with the fair ladies who reside in that quarter of the city, and who extended a hearty welcome to the Philadelphians. At 101 Chatham street, the enthusiasm was carried so far that a young lady, fearing a pocket handkerchief would not be seen, waived a small petticoat from the window, for which exploit she was greeted with cheers by the gallant red shirts who saw the dimity. From Benjamin's Hotel, a banner was suspended with the words "Welcome Hibernia," upon it. At the corner of Baxter and Chatham streets, a lot of fireworks were displayed by Mr. Palmer. The procession continued from Chatham street up Bowery to New Canal, at the corner of which, a large American flag was hung, with the inscription, "Engine 31, Welcome Hibernia." Through Canal to Centre, and through Centre to Leonard, the procession was everywhere greeted with cheers. On turning into Leonard street, the firemen passed through a lane of waving handkerchiefs, and on coming to the corner of Elm, they entered a lane of illuminated colored lanterns, which were strung on each side of

the street. The Chief Engineer's residence is located on this block, and presented a really magnificent appearance. From the house on the opposite side to this place, a banner was hung, on which was the inscription:—

PHILADELPHIA FIREMEN,
WELCOME.

Over the banner an arch had been erected, from which hung garlands and illuminated colored lanterns. On the outside of the house was the statue of a fireman in full costume, mounted on a wooden pyramid some ten feet in height. Over this fireman was a golden eagle, with the words Harry Howard suspended from its beak. Over the eagle was displayed the old banner of the Fire Department.

The exterior of the house was completely hidden by festoons of flowers. As the firemen passed, a display of fireworks was made. The procession then passed up Broadway, thence through Spring to Sullivan street; at the corner of which, a pyramid of illuminated colored lanterns was suspended. On turning into Sullivan street, the scene was like that related in some of the old fairy tales, for as far as the eye could reach, nothing but illuminated lanterns suspended from all points, met the sight. The private dwellings were also illuminated. On this block is situated the house of Warren Hose Company, No. 33, outside of which a triumphal arch had been erected, on which, in jets of colored flame, were the words:—

WELCOME, HIBERNIAS.

On each side of the arch were huge pyramids of colored illuminated lanterns, and on the top of the arch was a miniature globe some ten feet in circumference. This display by Warren Hose Company, was an acknowledgment of the handsome treatment they received lately in Philadelphia. At the corner of Prince and Sullivan streets another pyramid of colored lanterns was erected.

The march was continued through Sullivan, Houston, and Hudson streets, to the corner of Barrow, at which point the Adriatic Saloon is situated. This building was illuminated throughout. On turning the corner, Barrow street presented the scene of an eastern bazaar, being lined on both sides with colored lanterns illuminated. The houses on the two blocks between Hudson and Bleecker streets, including the house of Hose Company 40,

were all lighted up. The lane of lanterns was two blocks in length, and must have taken at least seven hundred candles. From here, the procession marched through Bleecker street and Broadway, to Union Square, where a salute was fired by the Adriatic Club. Thence through the Bowery to Grand street, at the corner of which street and Ludlow. Manhattan Engine No. 8 turned out and received their brethren with a display of fireworks. From thence the march was down Grand and Henry streets, to the house of Americus Engine Company, No. 6, outside of which a magnificent arch was erected, covered with evergreens, and surmounted by a Temple of Liberty ten feet high. As the Philadelphians passed under the arch, a shower of colored balls was set off; then a revolving wheel was fired, after which, on the arch appeared the words in letters of variegated fire, "Welcome Hibernias."

A display of fireworks was also given by the neighbors, who had their dwellings illuminated, one of the neighbors named having presented the company with a check for \$100. At this point the parade was dismissed, the companies passing the Hibernia, the Chief Engineer and No. 6, bare-headed.

A COLLATION.

After the companies had left, the members of No. 6 with their guests, marched to Thalian Hall, in Grand street, where a collation was spread. Mr. Tweed, in behalf of No. 6, welcomed the Hibernia, and hoped that when they took their departure, it would be with a feeling that they had been treated as well as they deserved.

Col. Page responded by saying he was not going to bore them with a long speech, and at that time he would only return thanks on behalf of himself and the company. The party then attacked the viands with appetites which were sharpened by a four hours march, and after the good things had been disposed of, the Philadelphians marched to their hotel, the Brandreth House, where they retired, delighted with their entertainment and their entertainers.

THE PHILADELPHIANS AT TRINITY CHURCH.

On Sunday the Philadelphia firemen attended morning service at Trinity Church. The Hibernias appeared in their firemen's uniform, and occupied seats in the centre aisle. At the close of the services, they marched through the vestry rooms and paid their respects to

the officiating clergymen, Rev. Dr. Haight and Rev. Morgan Dix. Mr. Dix preached an excellent sermon from the text :—

“And I saw another angel fly in the midst of heaven, having the everlasting Gospel to preach unto them that dwell on the earth, and to every nation and kindred, and tongue and people.”—REVELATIONS xiv., 6.

The everlasting Gospel, he said, was such, because it was an expression of the will of the everlasting God. In the will of God there was no change, for His wisdom was perfect, and from His wisdom resulted His will. The Gospel, which existed before the creation, could not be altered, and the terms of the Almighty were eternally the same. How should the Gospel be presented to those who were without it? What were they doing? They were struggling against a purpose coming down from eternity. They were throwing away their power, and, in view of their own inevitable doom, their existence was one of spiritual solicitude and lowliness. They were beings cut off from all holy purposes. The Gospel taught that there was a God, a Heaven, and a Judgment; and both mercy in Christ Jesus and Eternal doom.

Rev. Dr. Haight pronounced the Benediction.

RANDALL'S ISLAND, & C.

In accordance with previous invitation and announcement, the Hibernia Engine Company, No. 1, accompanied by a large delegation of the members of Americus Engine Company, No. 6, visited yesterday, the noble institutions, which on Randall's and Blackwell's Islands attest the importance and liberality of New York. The morning was most auspicious, and as the sun dispelled the mists, and cast its golden tints on earth and sky, it brightened the rows of stately buildings and the hundreds of graceful vessels, which made up so magnificent a panorama, as the steamer and excursionists passed down North and up East river. At a few minutes before 9 o'clock, A. M., about forty members of No. 6 arrived at the Brandreth House, and from thence escorted the Philadelphians to the foot of Spring street, N. R., where the whole party embarked on board the steamer C. P. Smith. Beck's Philadelphia Band performed patriotic airs as the vessel passed down the bay in sight of Governor's Island, and the beautiful shores of Jersey. The Philadelphians numbered about one hundred and twenty men, hearty, burly, good humored, whole-souled fellows, among whom we noted Mr. W. V. McGrath, City Treasurer of Philadelphia; George Megee, late Sheriff of the same place; John Fenner, a Coroner; James Leddy, City Commissioner; the Hon. David McLean, a member of the Pennsylvania Legislature; Casper M. Berry, Captain



Maj. CASPER M. BERRY.

RIGHT SIDE



of the Minute Men, a noted Philadelphia company; and many other men of position and acknowledged ability. To make the time pass more pleasantly, a crowd collected near the bow of the boat, and members of No. 6, and Messrs. Delaney, Nightingale, and other Hibernia boys, sang songs or told comic stories, while others admired and lauded the magnificent scene, and the abundant evidence of the greatness of New York. William M. Tweed, Esq., accompanied the party to Eighty-sixth street, and then returned to his duties as one of the County Canvassers at the City Hall. A motion to visit Staten Island, or as it was denominated, Sepoy Island, was negatived; as also was a proposition to visit the Navy Yard; but the steamer passed close by the Navy Yard dock, and was greeted with three cheers by the crew of the North Carolina, to which they responded by three and a tiger. At Gouverneur and other streets, a number of other members of No. 6, and of the Hibernia Company, No. 1, got on board the steamer, which steamed slowly by Wallabout, and up East river to Randall's Island. When they came in sight of this place, a row of three hundred and sixty boys, ranging from nine to fourteen years of age, was seen drawn up along the shore. As the boat approached the shore, the boys who constituted the Randall's Island Light Guard, cheered loud and long, and the Hibernia boys responded. The party landed, and being escorted by the Randall's Island Light Guards, marched to the boys' play ground, where the Guards, under the direction of Warden Tappen and the efficient Rufus Ripley, performed a great number of very fine manoeuvres. Governor Moloney, who on behalf of the Ten Governors, welcomed the guests of the city, made a neat speech of welcome, and introduced Col. Page to a bright little fellow named Stansbury, who then came forward and made a brief but very happy address of welcome. Col. Page, who was deeply affected, responded, and in a feeling manner referred to his boyhood struggles, the guidance of his mother, and the gratitude that should be felt for the care exercised in their behalf. The strangers were then taken to all the different departments, and saw altogether some twelve hundred children, who sang for them, practised gymnastics for them, and cheered for them. Col. Page addressed the little girls in a touching farewell address, which brought tears to the eyes of all who heard him. The Philadelphians were delighted with our institutions, which were on a scale and conducted in a manner more grand and admirable than they had previously any idea of. They were profuse in their eulogies on the institutions in which the children, though very generally inheriting scrofulous constitutions, were healthy, and where extreme cleanliness, order, neatness, and kindly interest supplied the place of parental care—where the children were well trained, but it was evident not so from slavish fear. Before leaving, one little fellow went on board the steamer among the visitors, cap in hand, bidding good bye, and returned with it almost full of halves and quarters, as a parting gift for himself and comrades. As the boat pushed off, the little fellows lined the shore, and gave cheer upon cheer, which was heartily responded to. No

wonder the New Yorkers were proud of our institutions and of the laudations expressed by the visitors. Mr. Moloney, to whose constant care much of the excellence of the management of the homes on Randall's Island is attributable, took the strangers through all the buildings, and then accompanied them to the boat, where the last scene was nine cheers and a tiger given by the Randall's Island Light Guards for the Hibernia Engine Company, and a similar response by the party on the steamer. On reaching the Work-house dock, the party landed, and walking to the Lunatic Asylum, where the excellent Dr. Ranney and his corps of assistants have six hundred and fifty-six demented persons under their care. A brief walk through the main building, and the performance by the band of several pretty pieces for the pleasure of the insane, were the only features of this visit. From thence the Philadelphians were taken to the Alms-house, the Work-house and the Penitentiary, in all of which, thanks to the care of Mr. Keen, Mr. Fitch, and the other officers, the most extreme cleanliness was manifest. At the Penitentiary, the male prisoners, over five hundred in number, were being returned in squads to their cells, and it was painful to note that of the crowd of wretches, nearly all were boys. There was scarce an old man among them, and this fact is a tremendous sermon on the necessity that exists for greater efforts for the moral education of the youth of New York. From the Penitentiary, the party of visitors, over two hundred in number, repaired to the Governors' room, where a very handsome collation had been provided. Gov. Moloney invited the guests to partake, and Col. Page responded on behalf of the Hibernia Company, expressing the great pleasure they had enjoyed during the day, and promising to reciprocate if any or all of the Ten Governors should visit Philadelphia. At the close of the repast, the party returned to the steamer, and were taken to Williamsburgh, where the invitation tendered to the Philadelphians by Zephyr Hose Company, No. 6, of that city, was accepted, and the party landed at the foot of South Third street, where they were received by Zephyr Hose Company, No. 6, in a body. They then paraded through the principal streets, and were taken to the Odeon, where a collation had been provided by Zephyr Hose Company. On arriving at the rooms, the guests were welcomed by T. H. Browning, Esq., foreman of the Zephyrs, and responded to by Col. Page, on the part of the Hibernias. The company then "fell to," and passed a pleasant hour in enjoying the substantials spread before them. They then returned to the city, which they reached at dark. During the day, several police officers accompanied the party, but there was not the slightest unpleasant incident requiring their services, or marring the pleasantness of the excursion.

From Brooklyn they came across the river, landed, and proceeded up Montgomery street, through Henry street, past the house of No. 6, which was finely illuminated, and where a grand display of fireworks was made; thence through Grand street to the Brandreth House.



JACOB BENNETT, ESQ.,
TRUSTEE.

BANQUET AT MOZART HALL.

In the evening, the "Hibernias" were invited to a banquet at Mozart Hall. Over the table at the end of the hall, was a large scroll with the words "Thrice welcome, Hibernias," in gilt letters. Three long tables were set, reaching nearly the whole length of the hall. Prominent among the decorations, were two very fine sugar models of the engines of the two companies—Hibernia and Americus. The bill of fare comprised all the delicacies of the season, and ample justice was done to the good things provided. Amongst the guests present, we observed Mr. Richard Busted, Corporation Counsel; Mr. George Purser; Deputy Superintendent of Police, Carpenter; Mr. Fields; Mr. Moloney, one of the Ten Governors; Mr. Sickles, and other leading and influential gentlemen.

At nine o'clock the entire party sat down to the feast, to which they did ample justice, after which, the following toasts were given and heartily responded to, not only by the Philadelphians, but by the friends and guests of the Americus, No. 6. William M. Twced, Esq., presided. The first regular toast was:—

The President of the United States—*James Buchanan*—The honored Chief of our Nation; the illustrious son of the "Keystone" State. Received with three cheers.

The second toast was:—

Our Guests—*The Officers and Members of Hibernia Engine Company, No. 1, of the City of Philadelphia*—In the time of duty, they are second to none; we hail them as worthy Links in our glorious Brotherhood.

The sentiment was warmly reciprocated by the company.

COL. PAGE, of the Philadelphia Company, responded in the following words:—

MR. CHAIRMAN, gentlemen of Americus Engine Company, No. 6, and friends—I rise to respond to the sentiment given by the company, and I really confess that upon this occasion I am at a loss for language to convey to our friends of New York the impressions which have been created, not only upon my own mind, but that of the whole company of Hibernia, No. 1, by the kindness shown us by Americus Company, No. 6, from the time we set foot in this magnificent city up to the present moment. More than a quarter of a century ago, I had occasion to visit this city at the head of a public body, in a military capacity, and then, as now, I was received in the kindest and most hospitable manner. I look around me in vain for the gentlemen who bid me welcome years ago. Many have gone to that "bourne from whence no traveller returns," and others, perhaps, are engaged in duties which prevent their appearance here this evening. New York has changed—

changed in her extent, in her commerce and in her institutions—in everything, in fact, that marks progress in human annals. But there is one thing in which she has not changed, and that is in her hospitality—for the evidence which we have experienced to-day proves that fact. In determining upon this excursion, the members of Hibernia Fire Company had two objects in view—the one was the pleasure which resulted from companionship and conviviality, and the other was the display of science; and as far as the first is concerned, it is calculated to make the deepest and most lasting impression upon us. Our second object: well, we have yet to show our friends in New York what will most contribute to the public benefit—the power of a steam fire engine. We had our prejudices against this modern improvement, but we were at last obliged to yield, as all people must, to the force of time and the progress of human improvement. Much can be done with a stout heart and a strong arm; but the pulse will not always beat nor the arm retain its spirit, and when you have steam engines to work, I may say everlastingly, they will effectually abate a fire, that terrible enemy to a large city. I know not how to thank you for your kindness to the Hibernia Company. I have heard of the “Big Sixes,” and I know not how I can match them, unless I raise a company of “long nines.” The speaker, in eloquent language, then referred to the pleasure he and the company derived from their visit to Raudall’s Island, and spoke in glowing terms of the drill of the poor orphans that were cared for there. After paying several compliments to the Ten Governors, Col. Page concluded by giving as a sentiment—

Americus Engine Company—*The “Big Sixes” as they are called in New York*—Big indeed they are in everything that gives credit and character to human nature.

The Press—Its freedom one of the noblest monuments, and its gigantic influence one of the surest safeguards of our liberties; at once the champion of the free, and an advocate of the oppressed.

Mr. RICHARD BUSTEED, Corporation Counsel, very unexpectedly responded. He apologized for his appearing as the exponent of the press, and succinctly gave a history of his own and his brother’s early labors as a printer and compositor in various offices, particularly commenting on the composition room of a city newspaper office, where he “worked at ease.” However, he concluded his address with an eloquent and able dissertation on journalism and printing in general.

The CHAIRMAN then gave:—*Our worthy Chief, Harry Howard*—May he be blessed with health; that priceless boon, secured to him, gives to us an equalled leader.

Which was most enthusiastically responded to.

The following toasts were then given and eloquently responded to:—

Woman—The poetry of creation; a work that is universally admired.

The Bar—A beacon light on the intricate paths of life; may it never be severed from its handmaids, Truth and Justice.

Responded to by D. E. Sickles.

Steam—The new motor for working fire apparatus; if it can secure greater benefits to our fellow men than they have heretofore enjoyed, let them have it.

The Mayor of the City of New York, Daniel F. Tiemann—We recognize in him a worthy citizen and an efficient magistrate.

Our Brother Firemen of the Union—Small in numbers, great in achievements.

The Spirit of Patriotism—May it be called to new trials only to achieve new triumphs.

To this toast, Mr. THOMAS C. FIELDS responded:—

MR. CHAIRMAN AND GENTLEMEN:—I am much pleased to be with you to-night to partake of the bountiful spread laid out before us, and to enjoy the feeling of good fellowship so freely and frankly exchanged between guests and entertainers. I have been delighted this evening at the spirit of genial friendship so fully marked between American Engine Company, No. 6, of the City of New York, and Hibernia Engine Company, of our sister City of Philadelphia. Sir, your committee have done me the honor to request that I respond to the toast just drank. The toast opens up a wide field of thought. It gives to the mind an unlimited range—it lifts the curtain and presents to our view the great good men who have lived before us—it embraces all that is devoted in Religion—all that is honest in politics—all that is great in Statesmanship—all that is glorious in heroism. It is confined to neither sex, nor solely embodied in any race or nationality; it mingles and mixes with the highest impulses of our common humanity, and finds its utterance in the throbbings and pulsations of the noblest and stoutest hearts. It is a shield to the Republican soldier more impenetrable than steel or brass—more efficacious than the magician's wand; it is the consolation of the exiled patriot, and in the hour of his trial and tribulation the consciousness of having disinterestedly performed his duty, is more soothing and consoling to his spirit than music from a thousand strings. It is often seen struggling against tyranny, but alas! it is sometimes overborne; it frequently clothes the body in rags while it studs the mind with jewels; it has no anxiety but for the welfare of country, and finds its greatest enjoyment in the liberty of mankind. Its struggles have been from the beginning, and will continue to the end of time; for when it has succeeded in winning the freedom of a people, it devotes itself to insure their happiness, and protect their rights.

Love of country, next to the love of our Creator, should be the controlling feeling of all men; and, therefore, Patriotism in man is as pure and devoted as a mother's affection for her child; while in some respects it is nobler and less selfish. Sir, any labor or service rendered to our country, when the end in view is to advance the interest of the State and confer a benefit upon the citizen, is a patriotic action—whether it be on the field or in the Senate—whether it be in the advancement of the arms, or the development of the arts of a nation. The poor emigrant, who subdues the wild forest by his toil, is deserving of praise as well as the soldier who protects the land from invasion, or bears our flag in triumph over oppression. So, too, the fireman, who, taking his life in his hand, and without pay or reward, protects our property from the burning element, or snatches a fellow-creature from the worst of deaths, is equally entitled to a niche in the temple of fame, for he exhibits a true spirit of patriotism.

“And his reward you ask—reward he spurns—
For him a father's generous bosom burns—
For him on high the widow's prayers shall go,
For him the orphan's tear-drop flow.
His boon the richest e'er to mortals given,
Approving conscience and the smile of heaven.”

The spirit of patriotism is cosmopolitan—its history is written in every language—it lives in every clime—it struggles in every contest, and its trials and triumphs are prominent throughout the world. We find its embodiment in the noblest names of antiquity—we have seen its living expression in the great men of our own day and generation. It flourishes and waxes strong in the transition stages of a people—when one form of government having become oppressive, another more beneficial to the governed is sought to be established; then, calling to its aid its twin feeling, enthusiasm, it sets on fire a whole race, and creates a force that nothing can resist. It illumined the whole face of our country when our fathers struggled to obtain the liberty we now enjoy. The Revolutionary history of the United States is lighted up on every page, with the heroic patriotism of the inhabitants of the Colonies. Washington and his companions in arms, Jefferson and his compatriots in council, have set an example which many may emulate, but none can equal. They stand out on the great picture of the world's history, the most prominent and interesting figures. Ah, Sir! if it has had its triumphs, it has also had its trials; gathering strength from its success in our Revolution, it sought to free the noble and generous countrymen of Montgomery, and snatch from the hand of a tyrant and consecrate to freedom, the “emerald of the sea.” Stimulated by the teachings of Lafayette, and impressed by the eloquence of Mirabeau, it unfurled the tri-color flag of France over a people

hoping for Liberty, and anxious to win it at the point of the bayonet. While in Ireland, it succumbed to the power of the Government, in France it was strangled by the child of its creating. Greece, cherishing the traditionary history of her ancient renown, and fired by the stimulating strains of the patriotic poet, struggled to attain a place among the liberal nations of the world, and though the spirit of patriotism filled the breast of her people, she yielded to the necessities which surrounded her, and sank into obscurity. Sir, there can be no question but that here on the Western Continent, the spirit of patriotism has had its greatest trials, and achieved its noblest triumph; but not alone is it now among our people—it still lingers amid the mountains of Hungary—it is checked only by French bayonets in Italy, and it still inhabits the land of Tell. It is the “boon of Providence to the human race.” It has done much; it has much more to do; it has yet to give Freedom to all people who inhabit the earth. It is the oracle of Delphos, and is now prophesying the liberation of all races. Sir, I have said that the spirit of patriotism has had many trials to encounter. There are more, before it can accomplish its mission; but when it has overcome them, it will present a glorious spectacle. Old superstitions shall be dispelled. Kings shall become men, and princes honest. Monarchies, kingdoms and empires shall crumble and decay. And over this universal wreck of tyranny and oppression which has blackened the face of the world for centuries, the spirit of patriotism shall rise in its glory—its armor Justice; its support, High Heaven’s Arm. Sir, methinks I can see it now in all its resplendent beauty. It is rising on the eastern boundaries of Asia Minor, tinged by the first rays of the King of Day coming up from the far southern and mellow atmosphere of the land washed by the Mediterranean and Hellespont—from the frozen regions where the American navigator looked out upon the Polar Ocean, and from the homes of the Chinese and Japanese. It rises like a mighty army intent upon the overthrow of tyranny—it advances with a steady pace—conscious of the moral courage that pervades every nerve. It is headed by music that comes from the rejoicings of a redeemed and regenerated manhood, making converts at every strain, and attracting the forces of the enemy till he shall fall the victim of his own vice—unregretted and forgotten. But this mighty army, led by the spirit of patriotism, conquers not for possession of wealth or empire, nor for the majesty of pomp and glory—it wreathes no victor’s brow in the blood-stained crown of carnage and victory. It will not be the persecution of particular sects, creeds or faiths which rages with the cry of Christianity against skepticism, strangling the very germ of liberty, and satisfying the vengeance of a deluded hypocrisy with a dagger steeped in the blood of Christ or the corpse at the stake of religious persecution. Thank God! those times are passed, and those feelings of bigotry are buried in the sepulchre of departed ages; their places have been supplied by the spirit of patriotism. This, clothed in the garb of fortitude, with Ithureal’s spear, whose touch reveals the beauty which exists

in all things, hath met the Lion of Oppression, and with the "heaven directed" strength that revealed the arm of Sampson, it broke his ponderous jaws asunder. Sir, when the spirit of patriotism shall finally triumph—when its trials shall have ceased, and its triumph certain—when it has succeeded in making all governments rest upon the will and wish of the governed—then and not till then, will all the children of men have the pleasure to drink from the fountain of human happiness. Then, indeed, shall we have a Temple of Liberty more magnificent than Solomon's—more beautiful than the columned structures of ancient Greece or Rome—more lasting than the pyramids of Egypt, for it will rest upon the wisdom and virtue of mankind. Its altar will be the spirit of Christian faith—it will be floored by the earth itself, and its dome the broad canopy of heaven, where the Almighty "makes His dwelling place."

Our Army and Navy—Over the world they wave an unstained flag, protecting alike our interests and our honor.

Our Union—Its perpetuation secured in the hearts of the people; its dissolution only threatened by faithless braggarts.

The Field Cable and the Atlantic Ocean—May their present apparent difficulties be speedily restored by a dose of Morse fluid.

Joke and song followed one after the other, and the company kept the mirth and joy flowing till a late hour, when they separated.

TRIAL OF THE STEAM FIRE ENGINE IN THE CITY HALL PARK—

VISIT TO BROOKLYN, AND RECEPTION BY COMPANY No. 7—GRAND PARADE OF THE BROOKLYN FIRE COMPANIES—VISIT TO THE NAVY YARD—COLLATION—BANQUET AT ST. NICHOLAS HOTEL, &c., &c.

Pursuant to announcement, the Hibernia Company, No. 1, of Philadelphia, gave the fire companies and citizens of New York an opportunity of witnessing the power of their steam fire engine yesterday morning. Notwithstanding the unpropitious state of the weather, the vicinity of the City Hall was crowded from an early hour by the leading members of the New York Fire Department and delegations from several of the city companies. At eleven o'clock the Hibernia Company, accompanied by the members of America, No. 6, marched to the Park, and the steam fire engine was driven to the southern end of the building, where it was quickly surrounded by a large number of spectators. The engine was built by Reaney, Neafe & Co., of Philadelphia, and is of thirty horse power. It weighs 8,000



JOSEPH L. PARRY,
ENGINEER

pounds, and has attached, a neat hose carriage, carrying one thousand feet of hose. The cylinder is eleven and a half inches, with six and a half inch steam pump and fourteen inch stroke. It was completed on the 16th of October, 1858, and yesterday was the second time it has ever been tested. It is stated that steam can be got up in eight minutes, but owing to the wood used yesterday being somewhat damp, twelve minutes was occupied in making the preparatory arrangements. The steam engine first threw an inch and one-eighth stream, and then an inch and three-eighths. The altitude to which the water was thrown surprised the spectators, who loudly cheered the company. After playing for some time over the Hall, four hose streams were thrown at one time, upwards of one hundred and seventy-seven feet. At this time the water was found to be rather scarce, as the engine completely dried the tank. In consequence of the scarcity of water, the trial was not looked upon as complete. There is no doubt, however, that the steam fire engine possesses many advantages over the hand engine, and will unquestionably throw a more powerful and larger stream, and extinguish a conflagration in a shorter space of time. After playing for about an hour, the Philadelphia and Americus Engine Company, No. 6, were drawn up in front of the City Hall, and a daguerreotype taken of both companies. The Philadelphians then proceeded to ship their engine for Boston, (it being necessary to send it by a freight train instead of the passenger train in which the members were taken,) and then marched to Fulton ferry and crossed to Brooklyn, where they were received by Engine Company No. 7, of Brooklyn, on whose invitation they visited that city. Companies 1, 3 and 5, with their hose carriages, engines, &c., were drawn up in line in Fulton street, and thousands of spectators enthusiastically cheered the Philadelphians. The line of procession was then taken up to the Navy Yard, where Lieutenant Leroy and Lieutenant Duncan were introduced to Colonel Page and his company, and they were conducted through the Lyceum and the Yard. The procession then marched through York, Bridge, Henry, Atlantic and Court streets, Myrtle avenue and Adams street, and to the City Hall, which was crowded with people who enthusiastically cheered the Philadelphians as they marched by. After parading the streets, much against the wishes of the Philadelphia Company for nearly an hour, the party were conducted to the Gothic Hall, in Adams street, where a very splendid collation prepared by Mr. Edward Arent, at the expense of Engine Company No. 7, was provided. Col. Page expressed his dissatisfaction at the length of the march, and stated that had he known his company would have been subjected to such a tramp, he certainly should have declined the invitation.

After the collation, the Hon. F. B. Spinola, in a very eloquent and appropriate address, welcomed the Hibernia Company to the City of Brooklyn, and paid a neat tribute to the City of Philadelphia. Colonel Page replied in suitable terms, when the company were escorted to the ferry, and proceeded to their hotel.

BANQUET AT THE ST. NICHOLAS.

In the evening the Philadelphians were entertained by the "Old Guard," composed of the exempt members of the Fire Department, at the St. Nicholas Hotel. Mr. D. T. Milliken, President of the Board of Representatives of the New York Department, welcomed them in a neat speech, to which Col. Page responded on behalf of the Philadelphia Company, in appropriate terms.

The company then entered the banquet hall, where they were welcomed by the Chairman, James L. Miller, Esq., in the most hearty manner—Col. James Page again returning thanks on behalf of his company. Among the guests at the festival were the Mayor, Zophar Mills, John S. Giles, Jonas N. Phillips, Philip W. Engs, James Kelley, William M. Tweed, and other gentlemen prominently connected with the firemen of New York. The banquet was got up in excellent taste, nothing being omitted that could please the eye or gratify the palate. During the festivities, Dodworth's Band occupied the orchestra. The officers were:—

President—JAMES L. MILLER.

Vice Presidents—ROBERT MCGINNIS, OWEN W. BRENNAN, CHARLES MCDUGALL, ZOPHAR MILLS.

Committee of Arrangements—AARON SEELEY, LAWRENCE TAYLOR, SAMUEL B. THOMPSON, ROBERT MCGINNIS, WILLIAM WILLIAMS, JAMES L. MILLER.

Committee on Reception—DAVID T. MILLIKEN, CHARLES MCDUGALL, A. M. C. SMITH, DANIEL BERRIAN, LAWRENCE TAYLOR, D. GORMAN, S. B. THOMPSON, J. KING, OWEN W. BRENNAN, JOHN R. PLATT, AARON SEELEY, ROBERT MCGINNIS, WILLIAM WILLIAMS, WILLIAM H. WICKHAM, JOHN C. HAM.

After dinner came the toasts, which were honored with an enthusiasm peculiar to firemen. First came—

1. The President of the United States.
2. The Governor of the State of New York.
3. The Governor Elect of the State of New York.

Each of these was drunk with three times three. Letters from Governor King and the Hon. E. D. Morgan, were read. The latter excused himself on the ground that he was busily engaged in preparing for the duties of the station to which he had recently been elected.

4. The Mayor of the City of New York, Daniel F. Tiemann—As Chief Magistrate of our city, we honor him for the devotion he has exhibited to its interests, and are proud to claim him as a brother in our ranks.



JAMES L. MILLER, Esq.

PRESIDENT OF THE OLD FARM

MAYOR TIEMANN, in responding, said the pleasure of meeting with his friends and colleagues of the Old Guard, had drawn him from a sick bed, to which he had been confined for the past three days. It afforded him infinite pleasure to greet Hibernia Steam Fire Engine Company of Philadelphia; he was glad to see steam fire engines in this city, for he believed that without such auxiliaries the voluntary system must soon cease to exist. Formerly improvements travelled westward, but now the West were sending them East. He did not intend to make a speech, but he desired to express his happiness, as Mayor of the city, in meeting firemen and citizens of a sister State, and making them welcome to the Empire City.

5. The Common Council of our City—Their prompt legislation in behalf of the Department claims for them our warmest acknowledgments.

ALD. JOHN CLANCY briefly responded.

6. Our Guests—*The Officers and Members of Hibernia Engine Company, No. 1, of Philadelphia*—The Old Guard of the New York Fire Department extend to you the hand of fellowship, and bid you welcome to their hospitality.

COL. PAGE, on behalf of the Philadelphians, said that the Hibernias resolved, some months since, to visit New York as soon as their new steam fire engine was completed, so that they might, in some degree, combine pleasure with instruction, so far as they might be able to impart instruction in the use of a new motor in the extinction of fires. He was happy to say, that so far as the first part of their purpose was concerned, they were amply satisfied; as to the latter, that he would leave to the firemen of New York to determine. As new friends usually explained something of their antecedents, he would tell the New Yorkers that the Hibernia Company dated its organization back to February 20, 1752. It had survived pestilence and the Revolution, and had ever been foremost in the performance of its duty in the Fire Department of Philadelphia. The speaker then proceeded to give a humorous account of the apparatus and usages of the company in the early period of its existence. Its entire machinery consisted of buckets, baskets and bags—the former for bringing water, the second and third for conveying property to a place of safety. John Brown was fined because his bags wanted a string. Thomas Phillips was fined because his bags had holes in them, and so on. There was a clause in the Constitution, by which, if a member died, his widow might enjoy all the privileges of the association, provided she kept her husband's buckets, bags, and other implements in repair. The speaker referred to the distinguished men who had belonged to the Department in times past. The first engine was purchased in 1759; it was then thought a great thing to own lengths of hose of twenty feet each. After some further reminiscences of the past, including the reading of letters from some of the old members of the company written forty or fifty years ago, he gave

The Old Guard of the Fire Department of New York—They may be old in years, but they are young in generosity and hospitality.

MAYOR TIEMANN said he could well remember when all householders in the City of New York, males and females, were bound to keep their baskets, buckets and bags in order, and in case of a fire at night, to pitch them out of their windows, and then go to bed again. Then they had a floating fire engine, of which his grandfather was foreman. The City of New York was now obliging every ferry company, to which she granted a new lease, to have a serviceable steam force fire pump on each boat, to be used on every available occasion.

7. Our time-honored institution, the New York Fire Department—Mutual trials in its voluntary duties, have generated a friendship which time cannot sever.

MORRIS FRANKLIN responded.

8. The President, Treasurer and Trustees of the New York Fire Department—The custodians and almoners of our benevolence; the gradual increase of the fund, and economy of expenditure, are the best proofs of their fidelity.

D. T. MILLIKEN and JOHN S. GILES spoke to this toast.

9. The Chief and Assistant Engineers of the New York Fire Department.

ZOPHAR MILLS, Esq., was called to respond.

10. The Board of Commissioners of the New York Fire Department—The faithful discharge of their duties has given character and efficiency to the Department.

R. H. ELLIS, Esq., responded.

11. The Steam Fire Engine—The greatest auxiliary to a Volunteer Department.

Mr. COLEMAN, of the Philadelphia Ledger, gave a history of the introduction of the Steam Fire Engine in Philadelphia.

12. The City of Philadelphia—Distinguished for its patriotic devotion in the American Revolution, its statesmen and heroes are embalmed in the pages of its history; in its increased prosperity, population and power, we see evidences of its olden energy, enterprise and independence.

Mr. SMITH, of Philadelphia, responded.

13. The Press—The power that has raised the mantle of darkness: civilization has progressed where its influence has been exerted.

Was supported by the Hon. ERASTUS BROOKS.

14. Woman—The star that guides our course through life; the light that cheers our homes.

W. T. B. MILLIKEN took the ladies' part.

On no occasion was there ever a more agreeable union. The magnificence of the banquet, the order which prevailed, the talent displayed, and the enjoyment of the entire company, presented a scene seldom equalled, but never surpassed in the way of a festive entertainment. The speeches of the many distinguished gentlemen present, were models of eloquence and good taste, and lent a charm to the whole as unusual as it was delightful. The "Old Guard" may well be proud of the effort. It was indeed, worthy of the St. Nicholas Hotel, and proved that its proprietors could not be excelled in their line.

Returning at a late hour to their quarters at the Brandreth House, corner of Broadway and Canal street, where the company had been liberally and kindly treated by the proprietor, J. G. Briggs, after a short rest they took the morning train for Boston, having sent the steam engine ahead by the freight train.

The Americus Engine Company, No. 6, took special charge of the Hibernias during their stay in the City of New York, and the members were constantly in attendance, providing for the comfort and arranging for the amusement and gratification of their guests, the preparation of an acceptable repast after the dismissal of the splendid illuminated escort and parade got up by the Americus, under the direction of Marshal Tweed and the Committee of Arrangements—the superb dinner at Mozart Hall, where everything to please the eye and gratify the tastes abounded, and the delightful and impressive trip to Randall's and Blackwell's Island, and other places of interest in the East river, were among the prominent and striking features of their generous and untiring exertions to make all pass off happily—nothing was left undone that good taste and kind hearts could accomplish, and no time passed without some act that denoted a generosity not to be tired, and a welcome that was never to grow cold.

Along the entire route, the greatest excitement prevailed, and at every stopping place the excursionists were warmly welcomed and loudly cheered. They were met by the Governor elect of New York, D. Morgan, Esq., who addressed them in brief and eloquent terms, and they were happy to have the opportunity of seeing and honoring so distinguished an individual. The ride to Boston was by the New York and New Haven Railroad, and notwithstanding the exertions and accommodating disposition manifested by B. F. Hoyt, Esq., of New York, it proved a very uncomfortable one after leaving Springfield, the Conductors at this point seeming to care but little about the welfare of the party, and appearing to lack system in their movements.

RECEPTION BY THE BOSTON FIRE DEPARTMENT.

The Philadelphia Hibernia Engine Company, No. 1, arrived in our city last evening, by the New York train. Long before the hour at which the train should have arrived, the depot and the adjoining streets were crowded with citizens anxious to welcome the strangers, and much disappointment was manifested when it was understood that the cars would not arrive until an hour after the usual time.

Anxious to testify their respect for their brethren from Philadelphia, our entire Fire Department turned out, with torches, to act as escort to them on their arrival, and it is seldom a more attractive display is made in our city. Had the weather been propitious, it must have been exceedingly gratifying to our visitors, but unfortunately the rain of the past two days rendered the streets anything but comfortable to march through, and on this account the advertised route of the procession was much shortened.

Precisely at 7 o'clock the New York train reached the Worcester depot with the Philadelphians on board. On alighting from the cars, they were received by Tremont Engine Company, No. 12, under command of Capt. O. R. Robbins, with the usual formalities. They were then marched to the position assigned them, during which the entire line was lit up by brilliant fireworks.

The procession then commenced its march, each company being formed four abreast, and each man carrying a lighted torch, in the following order:—

CHELSEA BRASS BAND.

ENGINE COMPANY No. 2—Capt. G. BROWN, fifty men.

ENGINE COMPANY No. 3—Capt. E. W. MILLIKEN, thirty men.

ENGINE COMPANY No. 4—Clerk C. P. STETSON, com., forty-eight men.

ENGINE COMPANY No. 6—Capt. C. C. WILSON, fifty-four men.

ENGINE COMPANY No. 7—Capt. T. WHIPPLE, fifty men.

HOSE COMPANY No. 1—C. S. DUNTON, eighteen men.

HOSE COMPANY No. 2—M. C. THOMPSON, twelve men.

HOWARD CORNET BAND.

HOSE COMPANY No. 5—Capt. W. LOVELL, thirty men.

HOSE COMPANY No. 6—Capt. J. BARNES, thirty men.

BOSTON CORNET BAND.

ENGINE COMPANY No. 12—Capt. O. R. ROBBINS, fifty-two men.

BECK'S PHILADELPHIA BAND.

HIBERNIA ENGINE COMPANY, No. 1, OF PHILADELPHIA—One hundred men under proper officers.

HOOK AND LADDER COMPANY, No. 2—Capt. C. SIMMONS, twenty men.

HOOK AND LADDER COMPANY, No. 3—Capt. G. W. WARREN, twenty-four men.

LOUD'S WEYMOUTH CORNET BAND.

ENGINE COMPANY No. 8—Capt. B. TARBOX, fifty men.

ENGINE COMPANY No. 9—Capt. J. P. SOMERBY, thirty men.

ENGINE COMPANY No. 11—Capt. C. MAXFIELD, thirty-two men.

ENGINE COMPANY No. 13—Capt. H. WESTON, twenty-six men.

This comprised the procession, which was highly creditable to our firemen, having been got up at so short notice.

All along the route, notwithstanding the inclemency of the weather, crowds assembled to see the show and greet the Philadelphians with cheers, and at numerous points grand displays of pyrotechnics were made. The entire route at the South End, as advertised, was marched rapidly over, and the head of the procession reached Court street shortly after 8 o'clock.

On arriving at the Ward room on Warren street, (which was especially appropriate for the occasion, on account of its close proximity to No. 12's house,) the procession halted, and Tremont Company with their guests, filed in to partake of a supper, while the others were dismissed.

We had expected to find a mere collation at the hall, as the regular festival takes place at the Sturtevant House to-day, but on entering it, we found a banquet in active progress, of a style and a quality to do honor to any purveyor. The hall was beautifully decorated with flags, ornaments, and bunting. From the centre of the ceiling streamers were extended across the hall in each direction. Trees of evergreen were arranged around the sides, hung with Chinese lanterns. At the head of the hall, on a ground-work of bunting were two arches, the one inscribed "Tremont," and the other "Hibernia;" and over these respectively, "Mass.," and "Penn." The platform at the head of the hall contained three tables, facing the door, for the principal officers, and in front of these were three long tables extending to the door. The sides of the platform were hung with bunting. The tables were spread with a splendid supper, and the whole appearance was very attractive.

As soon as all were in the hall, Capt. ROBBINS, in a few remarks, welcomed the company, and then all were bade to partake of what was before them. Appetites sharpened by exercise were not easily satisfied, and ample justice was done to the repast.

Capt. ROBBINS, at the close of the supper, introduced Chief Engineer BIRD, who was received with three cheers and a tiger. He spoke but briefly, and was followed by Capt. DAMRELL, Assistant Engineer in the Boston Fire Department. He welcomed the company to the City of Boston in behalf of the Board of Engineers, and alluded to the pleasant acquaintance he had formed with some of the members while on a visit to New York. He was heartily applauded.

Col. PAGE, Chief Marshal of the visiting company, was next speaker, and made a fine speech. He spoke of the hospitality he had received in this cordial reception, and said if it were possible that a positive infliction of hospitality could quicken memory, he should long remember this visit to Boston, as it stiffened him in every joint. He also complimented his entertainers for the attractions of their bounteous board, and alluded to a visit to Boston twenty-five years ago, and the improvements which had since been made here. Their visit was not one merely of conviviality—they had a higher object in view; they had brought their new machine to show the superiority of steam over hand power.

Common Councilman COBB was then introduced, and was received with three cheers by the Hibernias. He expressed his great satisfaction at the appearance of the company, and his desire to do all in his power to make their stay agreeable. He closed with giving—

“The Hibernia Engine Company of Philadelphia.”

JOHN THORNLEY, a contributing member of the Hibernia Company, and one of the merchants of Philadelphia, was next introduced, and spoke well of the success of the steam engines. He closed with—

“The Fire Department of the City of Boston.”

This was received, standing, with three cheers, by the Boston Department.

Assistant Engineer DAMRELL then made some remarks expressive of the confidence of the Boston Fire Department in the ultimate success of steam for Fire Engines.

Capt. BIRD endorsed what he had said, and then took his leave of the company, receiving three cheers from the Hibernias, and they also honored Engine Company No. 12 with the same compliment.

The President of the Hibernias then made a few remarks to his company, and they were then escorted to their quarters at the American House.

At this hotel the company was not only handsomely accommodated, but abundantly served, and the proprietor, Lewis Rice, Esq., made a decidedly favorable impression upon the visitors. At no place on the route, were more pains taken to please, and the American House in point of excellence, is deserving of special notice, and worthy of the most liberal patronage.



GEORGE W. HOLLOWAY,

ENGINEER

EXHIBITION OF THE HIBERNIA STEAM ENGINE ON STATE STREET.

A large crowd assembled in State street, in front of the *Traveller* office, yesterday morning at 9 o'clock, to witness the exhibition of the Steam Fire Engine of Hibernia Engine Company, No. 1, of Philadelphia. The visiting company was escorted to the place of trial from their quarters at the American House, by Tremout Company, No. 2, of this city. Besides its own band, it was also accompanied by the Germania band, and the combined music conducted to increase the crowds attracted to the spot.

The following is a report of the trial :

At 5½ minutes past 9, commenced firing up.

At 7 minutes and 40 seconds past 10, commenced to play with 44 pounds steam pressure and 45 pounds water pressure.

At 10¼ o'clock, her steam pressure was 51 pounds, water pressure 90.

At 10.20 o'clock, steam pressure 70, water pressure 108.

At 23 minutes 50 seconds past 10, stopped.

The above playing was through 1½ inch nozzle.

At 10.24½, started with eighty pounds steam pressure, 84 pounds water pressure.

At 10.26½ stopped; steam pressure 80 pounds, water pressure 84—1½ inch nozzle.

At 10.28 started—steam pressure 87 pounds, water pressure 57 pounds.

At 10.35 stopped; steam pressure 100 pounds, water pressure 60—3¾ inch nozzle.

At 10.40 started—steam pressure 100 pounds, water pressure 100 pounds.

At 10.45 stopped; steam pressure 70 pounds, water pressure 20 pounds—through four 1 inch nozzles.

At 10.48 started—steam pressure 90 pounds, water pressure 125 pounds—through two 1½ inch nozzles.

Hose burst—this was 3 inch hemp hose, 2 ply. Another piece was then put on, 125 feet long, 3 ply, of the same material and size; they then played through a 1½ inch nozzle, a single stream, 20 feet over the flag staffs on the old State House, with the wind unfavorable—steam 95, water 120

SUMMARY.

Time from firing to commencing to play, 13 minutes 10 seconds.

Greatest horizontal distance, 280 feet—1½ inch nozzle.

Four streams vertically, estimated one hundred feet high—1 inch nozzles.

One stream vertically, estimated 125 feet high—1½ inch nozzle.

Some disadvantages were labored under—a strong wind, wet fuel, &c. But notwithstanding this, and the extreme cold weather of the day, it was a successful affair, and Philadelphia still maintains her high position in regard to the utility and effect of her steam engines.

The above trial was made under the superintendence and direction of the engineers of the Boston Fire Department, and the results given are from the official document. Great care was taken by these gentlemen, and their preliminary arrangements reflected the highest credit upon them, for all was done that they deemed necessary for a fair trial of the powers of the steam engine. State street was crowded with spectators, and several amusing incidents occurred. Water from the pipe in one instance, having struck a lad with such force as to throw him a considerable distance, fortunately without doing him any personal injury. The effect when throwing four streams at once, was very fine, and elicited shouts of applause. The exhibition seemed to give entire satisfaction, and at no time during the excursion, were the powers of the engine so fairly proven as on this occasion.



RECEPTION AT CHARLESTOWN.

The Hibernia Fire Engine Company of Philadelphia was received at the draw of Charles river bridge (which forms the dividing line between the cities of Boston and Charlestown), by a committee of Washington Engine Company, No. 5, of Charlestown, consisting of Benjamin Brintnall, M. F. Webster, B. S. Drew, B. F. Gardner, M. P. Smith, T. J. Whittemore, J. L. Perry, under the marshalship of the foreman, Mr. Albert Chandler.

After marching through some of the principal streets, by invitation of Hon. G. Washington Warren, President of Bunker Hill Monument Association, they were escorted to Bunker Hill, and inspected the monument; the remains of the breast-work thrown up by Americans on the night previous to the battle; the spot where Warren fell on the ever memorable June 17, 1775, and also the statue of Warren erected to his memory. From thence the guests marched through some of the principal streets, passing the house of Washington Engine Company, on Harvard street, from which was extended numerous flags, bearing the inscription "Welcome Hibernia, Welcome." They then marched to Harvard Hall, where tables were spread for two hundred persons.

The repast being concluded, Mr. CHANDLER, foreman of Washington Engine, welcomed the Philadelphians to Charlestown, which was responded to by Col. JAMES PAGE, President of the Hibernia. His Honor JAMES DANA, Mayor of Charlestown, was next introduced, and extended the freedom of the city to the Philadelphia firemen so long as they would remain. He spoke highly of the organization of the Philadelphia department, of the introduction of steam fire engines as a valuable auxiliary for the extinguishment of fires, and complimented the firemen of Philadelphia for their progressive spirit in introducing them. Col. PAGE responded in an eloquent speech.

CHAS. FIELD, Esq., Councilman of the First Ward, and also a member of the Washington Engine Company, was next introduced, and presented to the Hibernia Company in behalf of the Washington Engine Company, a beautiful engraving of "The Father of our Country," handsomely framed. To this Col. PAGE also replied in a very eloquent and patriotic speech.

The time of the Hibernia being very limited, they were obliged to retire, and were escorted from the hall to the draw of the bridge, by the members of Washington Engine Company, No. 5, who were well pleased with the acquaintance formed with so gentlemanly a body of men as composed the Hibernia Fire Engine Company, No. 1, of Philadelphia.

GEORGE STIMPSON, JR., Esq., a member of No. 5, a very patriotic gentleman, extended the hospitalities of his mansion, abounding in beautiful specimens of art, to the officers of both companies, who were much gratified with their visit.

CORRESPONDENCE.

CHARLESTOWN, Dec. 1st, 1858.

DEAR SIR:—

We have sent you this day, per Adams' Express, the picture of "Washington," which we had the pleasure of presenting to you and your command on the 25th November last.

I am, sir,

Respectfully your obed't servant,

BARTLETT S. DREW,

Sec'y W. E. Co.

Col. JAMES PAGE,

President Hibernia Fire Co.,

Philadelphia, Pa.

PHILADELPHIA, Dec. 3d, '59.

DEAR SIR:—

The box, containing the picture of Washington presented by your company to the Hibernia Fire Engine Company, No. 1, on its recent visit to Boston and Charlestown, is received.

We shall ever cherish this testimony of the kind feelings of your organization; hang up the picture in some prominent place in the room where we assemble, and as we gaze upon it full of the patriotic emotions it is calculated to inspire in the heart of every true American, remember the unbounded hospitality which induced its presentation, and strive on all occasions, to imitate, if we cannot equal, the noble spirit of your comrades.

I pray you to present to the company, in whose behalf you write, my grateful acknowledgments, and assure them that their cordial and gentlemanly reception will long be remembered by those who were fortunate enough to fall under its inspiring influence.

Very respectfully,

Your ob't serv't,

J. PAGE,

Chief Marshal, and

President Hibernia Fire Co.

BARTLETT S. DREW,

Sec. W. E. Co.



THE GREAT EASTERN...

BATTLE OF BUNKER HILL.

(FROM LOSSING'S FIELD-BOOK OF THE REVOLUTION.)

Under cover of the discharges of artillery, the British army moved up the slope of Breed's Hill toward the American works, in two divisions, General Howe with the right wing, and General Pigot with the left. The former was to penetrate the American lines at the rail fence; the latter to storm the redoubt. They had not proceeded far before the firing of their artillery ceased, in consequence of discovering that balls too large for the field-pieces had been sent over from Boston. Howe ordered the pieces to be loaded with grape; but they soon became useless, on account of the miry ground at the base of the hill. Small arms and bayonets now became their reliance.

Silently the British troops, burdened with heavy knapsacks, toiled up the ascent toward the redoubt, in the heat of a bright summer's sun. All was silent within the American intrenchments, and very few provincials were to be seen by the approaching battalions; but within those breast-works, and in reserve behind the hills, crouched fifteen hundred determined men, ready, at a prescribed signal, to fall upon the foe. The provincials had but a scant supply of ammunition, and, to avoid wasting it by ineffectual shots, Prescott gave orders not to fire until the enemy were so near that the whites of their eyes could be seen. "Then," he said, "aim at their waistbands; and be sure to pick off the commanders, known by their handsome coats!" The enemy were not so sparing of their powder and ball, but when within gunshot of the apparently deserted works, commenced a random firing. Prescott could hardly restrain his men from responding, and a few did disobey his orders, and returned the fire. Putnam hastened to the spot, and threatened to cut down the first man who should again disobey orders, and quiet was restored. At length the enemy reached the prescribed distance, when, waving his sword over his head, Prescott shouted "FIRE!" Terrible was the effect of the volley that ensued. Whole platoons of the British regulars were laid upon the earth, like grass by the mower's scythe. Other deadly volleys succeeded, and the enemy, disconcerted, broke, and fled toward the water. The provincials, joyed at seeing the regulars fly, wished to pursue them, and many leaped the rail fence for the purpose; but the prudence of the American officers kept them in check, and in a few minutes they were again within their works, prepared to receive a second attack from the British troops, that were quickly rallied by Howe. Colonel Prescott praised and encouraged his men, while General Putnam rode to Bunker Hill to urge on re-enforcements. Many had arrived at Charlestown Neck, but were deterred from crossing by the enfilading fire of the Glasgow and two armed gondolas near the causeway. Portions of regiments were scattered upon Bunker Hill and its vicinity, and these General

Putnam, by entreaties and commands, endeavored to rally. Colonel Gerrish, who was very corpulent, became completely exhausted by fatigue; and other officers, wholly unused to warfare, coward-like kept at a respectful distance from danger. Few additional troops could be brought to Breed's Hill before the second attack was made.

The British troops, re-enforced by four hundred marines from Boston, under Major Small, accompanied by Dr. Jeffries, the army surgeon, advanced toward the redoubt in the same order as at first, General Howe boldly leading the van, as he had promised. It was a mournful march over the dead bodies of scores of their fellow-soldiers; but with true English courage they pressed onward, their artillery doing more damage to the Americans than at the first assault. It had moved along the narrow road between the tongue of land and Breed's Hill, and when within a hundred yards of the rail fence, and on a line with the breast-works, opened a galling fire, to cover the advance of the other assailants. In the meanwhile, a carcass, and some hot shot, were thrown from Copp's Hill into Charlestown, which set the village on fire. The houses were chiefly of wood, and in a short time nearly two hundred buildings were in flames, shrouding in dense smoke the heights in the rear whereon the provincials were posted. Beneath this veil the British hoped to rush unobserved up to the breast-works, scale them, and drive the Americans out at the point of the bayonet. At that moment a gentle breeze, which appeared to the provincials like the breath of a guardian angel—the first zephyr that had been felt on that sultry day—came from the west, and swept the smoke away seaward, exposing to the full view of the Americans, the advancing columns of the enemy, who fired as they approached, but with little execution. Colonels Brener, Nixon and Buckminster, were wounded, and Major Moore was killed. As before, the Americans reserved their fire until the British were within the prescribed distance, when they poured forth their leaden hail with such sure aim and terrible effect that whole ranks of officers and men were slain. General Howe was at the head, and once he was left entirely alone, his aids and all about him having perished. The British line recoiled, and gave way in several parts, and it required the utmost exertion in all the remaining officers, from the generals down to the subalterns, to repair the disorder which this hot and unexpected fire had produced. All their efforts were at first fruitless, and the troops retreated in great disorder to the shore.

General Clinton, who had beheld the progress of the battle with mortified pride, seeing the regulars repulsed a second time, crossed over in a boat, followed by a small reinforcement, and joined the broken army as a volunteer. Some of the British officers remonstrated against leading the men a third time to certain destruction; but others, who had ridiculed American valor, and boasted loudly of British invincibility, resolved on victory or death. The incautious loudness of speech of a provincial, during the second attack, declaring that the ammunition was nearly exhausted, gave the enemy encouraging

and important information. Howe immediately rallied his troops and formed them for a third attack, but in a different way. The weakness of the point between the breast-work and the rail fence had been discovered by Howe, and thitherward he determined to lead the left wing with the artillery, while a show of attack should be made at the rail fence on the other side. His men were ordered to stand the fire of the provincials, and then make a furious charge with bayonets.

So long were the enemy making preparations for a third attack, that the provincials began to imagine that the second repulse was to be final. They had time to refresh themselves a little, and recover from that complete exhaustion which the labor of the day had produced. It was too true that their ammunition was almost exhausted, and being obliged to rely upon that for defense, as comparatively few of the muskets were furnished with bayonets, they began to despair. The few remaining cartridges within the redoubt were distributed by Prescott, and those soldiers who were destitute of bayonets resolved to club their arms, and use the breeches of their guns when their powder should be gone. The loose stones in the redoubt were collected for use as missiles, if necessary, and all resolved to fight as long as a ray of hope appeared.

During this preparation on Breed's Hill, all was confusion elsewhere. General Ward was at Cambridge, without sufficient staff officers to convey his orders. Henry (afterward general) Knox was in the reconnoitering service, as a volunteer, during the day, and upon his reports Ward issued his orders. Late in the afternoon, the commanding general dispatched his own, with Paterson's and Gardner's regiments, to the field of action; but to the raw recruits the aspect of the narrow Neck was terrible, swept as it was by the British cannon. Colonel Gardner succeeded in leading three hundred men to Bunker Hill, where Putnam set them intrenching, but soon ordered them to the lines. Gardner was advancing boldly at their head, when a musket ball entered his groin and wounded him mortally. His men were thrown into confusion, and very few of them engaged in the combat that followed, until the retreat commenced. Other regiments failed to reach the lines. A part of Gerrish's regiment, led by Adjutant Christian Febiger, a Danish officer, who afterward accompanied Arnold to Quebec, and was distinguished at Stony Point, reached the lines just as the action commenced, and effectually galled the British left wing. Putnam, in the meantime, was using his utmost exertions to form the confused troops on Bunker Hill, and get fresh corps with bayonets, across the Neck.

All was order and firmness at the redoubt on Breed's Hill, as the enemy advanced. The artillery of the British swept the interior of the breast-work from end to end, destroying many of the provincials, among whom was Lieutenant Prescott, a nephew of the colonel commanding. The remainder were driven within the redoubt, and the breast-work was abandoned. Each shot of the provincials was true to its aim, and Colonel Abercrombie,

and Majors Williams and Speedlove fell. Howe was wounded in the foot, but continued fighting at the head of his men. His boats were at Boston, and retreat he could not. His troops pressed forward to the redoubt, now nearly silent, for the provincials' last grains of powder were in their guns. Only a ridge of earth separated the combatants, and the assailants scaled it. The first that reached the parapet were repulsed by a shower of stones. Major Pitcairn, who led the troops at Lexington, ascending the parapet, cried out, "Now for the glory of the marines!" and was immediately shot by a negro soldier. Again numbers of the enemy leaped upon the parapet, while others assailed the redoubt on three sides. Hand to hand the belligerents struggled, and the gun-stocks of many of the provincials were shattered to pieces by the heavy blows they were made to give. The enemy poured into the redoubt in such numbers that Prescott, perceiving the folly of longer resistance, ordered a retreat. Through the enemy's ranks the Americans hewed their way, many of them walking backward, and dealing deadly blows with their musket-stocks. Prescott and Warren were the last to leave the redoubt. Colonel Gridley, the engineer, was wounded, and borne off safely. Prescott received several thrusts from bayonets and rapiers, in his clothing, but escaped unhurt. Warren was the last man that left the works. He was a short distance from the redoubt, on his way toward Bunker Hill, when a musket ball passed through his head, killing him instantly. He was left on the field, for all were flying in the greatest confusion, pursued by the victors, who remorselessly bayoneted those who fell in their way.

Major Jackson had rallied Gardner's men upon Bunker Hill, and pressing forward with three companies of Ward's, and Febiger's party of Gerrish's regiment, poured a destructive fire upon the enemy between Breed's and Bunker Hill, and bravely covered the retreat from the redoubt. The Americans at the rail fence, under Stark, Reed, and Knowlton, reinforced by Clark's, Coit's, and Chester's Connecticut companies, and a few other troops, maintained their ground, in the meanwhile, with great firmness, and successfully resisted every attempt of the enemy to turn their flank. This service was very valuable, for it saved the main body, retreating from the redoubt, from being cut off. But when these saw their brethren, with the chief commander, flying before the enemy, they too fled. Putnam used every exertion to keep them firm. He commanded, pleaded, cursed and swore like a mad-man, and was seen at every point in the van, trying to rally the scattered corps, swearing that victory should crown the Americans. "Make a stand here," he exclaimed; "we can stop them yet! In God's name, fire, and give them one shot more!" The gallant old Pomroy, also, with his shattered musket in his hand, implored them to rally, but in vain. The whole body retreated across the Neck, where the fire from the Glasgow and gondolas slew many of them. They left five of their six field-pieces, and all their intrenching tools, upon Bunker Hill, and they retreated to Winter Hill, Prospect Hill, and to Cambridge.

The British, greatly exhausted, and properly cautious, did not follow, but contented themselves with taking possession of the peninsula. Clinton advised an immediate attack upon Cambridge, but Howe was too cautious or too timid to make the attempt. His troops lay upon their arms all night on Bunker Hill, and the Americans did the same on Prospect Hill, a mile distant. Two British field-pieces played upon them, but without effect, and both sides feeling unwilling to renew the action, hostilities ceased. The loss of the Americans in this engagement was one hundred and fifteen killed and missing, three hundred and five wounded, and thirty who were taken prisoners; in all, four hundred and fifty. The British loss is not positively known. Gage reported two hundred and twenty-six killed, and eight hundred and twenty-eight wounded; in all, ten hundred and fifty-four. In this number are included eighty-nine officers. The Provincial Congress of Massachusetts, from the best information they could obtain, reported the British loss at about fifteen hundred. The battle from Howe's first attack until the retreat, occupied nearly two hours. The number of buildings consumed in Charlestown, before midnight, was about four hundred; and the estimated loss of property (most of the families, with their effects, having moved out) was nearly six hundred thousand dollars.

The number engaged in this battle was small, yet cotemporary writers and eye-witnesses represent it as one of the most determined and severe on record. There was absolutely no victory in the case. The most indomitable courage was displayed on both sides; and when the provincials had retired but a short distance, so wearied and exhausted were all, that neither party desired more fighting, if we except Colonel Prescott, who earnestly petitioned to be allowed to lead a fresh corps that evening and retake Breed's Hill. It was a terrible day for Boston and its vicinity, for almost every family had a representative in one of the two armies. Fathers, husbands, sons, and brothers were in the affray, and deep was the mental anguish of the women of the city, who, from roofs and steeples, and every elevation, gazed with streaming eyes upon the carnage, for the battle raged in full view of thousands of interested spectators in the town and upon the adjoining hills. In contrast with the terrible scene were the cloudless sky and brilliant sun.

"The heavens, the calm pure heavens, were bright on high;
 Earth laughed beneath in all its freshening green;
 The free, blue streams sang as they wandered by;
 And many a sunny glade and flowery scene
 Gleaned out, like thoughts of youth, life's troubled years between,"

[WILLIS GAYLORD CLARK.]

while upon the green slopes, where flocks were quietly grazing but a few hours before, WAR had reared its gory altars, and the earth was saturated with the blood of its victims. Fear-

fully augmented was the terror of the scene, when the black smoke arose from Charlestown on fire, and enveloped the redoubt on the summit of Breed's Hill, which, like the crater of a volcano, blazed and thundered in the midst of the gloomy curtain that veiled it.

“Amazing scenes! what shuddering prospects rise!
 What horrors glare beneath the angry skies!
 The rapid flames o'er Charlestown's heights ascend;
 To heaven they reach! urged by the boisterous wind.
 The mournful crash of falling domes resound,
 And tottering spires with sparkles reach the ground.
 One general burst of ruin reigns o'er all;
 The burning city thunders to its fall!
 O'er mingled noises the vast ruin sounds,
 Spectators weep! earth from her center groans!
 Beneath prodigious unextinguished fires
 Ill-fated Charlestown welters and expires.”

[EULOGIUM ON WARREN, 1781.]

“It was,” said Burgoyne, who, with Gage and other British officers, was looking on from a secure place near Copp's Hill, in Boston, “a complication of horror and importance, beyond anything that ever came to my lot to witness. Sure I am that nothing ever can or has been more dreadful than what was to be seen or heard at this time.” But it is profitless to dwell upon the gloomy scene. Time hath healed the grief and heart-sickness that were born there; and art, in the hands of busy men, has covered up forever all vestiges of the conflict.

Many gallant, many noble men perished on the peninsula upon that sad day; but none was so widely and deeply lamented, because none was so widely and truly loved, as the self-sacrificing and devoted Warren. He was the impersonation of the spirit of generous and disinterested patriotism that inspired the colonies. In every relation in life, he was a model of excellence. “Not all the havoc and devastation they have made, has wounded me like the death of Warren,” wrote the wife of John Adams, three weeks afterward. “We want him in the Senate; we want him in his profession; we want him in the field. We mourn for the citizen, the senator, the physician, and the warrior.” General Howe estimated his influence, when he declared to Dr. Jeffries, who recognized the body of Warren on the field the next day, that his death was worth, to the British, five hundred of the provincial privates. Eulogy and song have aided history in embalming his memory with the immortality that rests upon the spot where he fell. He was a hero in the highest sense of the term, and so were Prescott and other compatriots in the struggle; but all were not

heroes who surrounded them. Unused to war; some entirely ignorant of the sound of a cannon; inferior, by two-thirds, in number, and vastly so in discipline, to the enemy, the wonder is that the provincials fought so well, not that so many used their heels more expertly than their hands. Many officers, chosen by the men whom they commanded, were totally unfitted in knowledge and spirit for their stations, and a few exhibited the most arrant cowardice. They were tried by court martial, and one was cashiered for disobedience and for being a poltroon. But they have all passed away; let us draw the curtain of charity around their resting-place, remembering that

“Hero *motives*, placed in judgment’s scale,
Outweigh all *actions* where the heart is wrong.”

The time spent in Boston was brief; short as it was, however, the Hibernias experienced a full share of that genuine hospitality for which the modern Athens is so justly and widely celebrated. Tremont Engine, No. 12, with its Chief, Oliver R. Robbins, Esq., had the custody of the visiting company, and manifested an earnest desire to make their stay pleasant and agreeable. The excursion to Charlestown, and inspection of the grounds and towering monument of Bunker Hill, are incidents that will long be remembered. To look upon the beautiful tribute erected to the memory of one of the first and noblest of martyrs in the cause of freedom, the gallant Warren, and stand on the spot where he fell, yielding up his life in the first great battle of the Revolution—was indeed, a source of melancholy gratification to the visitors. They naturally brought the Hall of Independence and Faneuil Hall—the one the birth-place of liberty, and the other its cradle—into closer association, and made the truth that we were all one people, inheritors of the same rights, and bound to preserve the same UNION, sink deeper into their hearts, and give a stronger and holier glow to their patriotism.

GENERAL JOSEPH WARREN.

[FROM LOSSING'S FIELD-BOOK OF THE REVOLUTION.]

Joseph Warren, son of a Massachusetts farmer, was born in Roxbury in 1740, and graduated at Harvard College in 1759. He studied the science of medicine under Dr. Lloyd, and rapidly rose to the head, or, at least, to the front rank of that profession in Boston. Sentiments of patriotism seemed to form a part of his moral nature, and courage to avow them was always prompting him to action. He became necessarily a politician, at a time when all men were called upon to act in public matters, or be looked upon as drones. He was one of the earliest members of the association in Boston known as the Sons of

Liberty, and from 1768 was extremely efficient in fostering the spirit of rational liberty and independence in the wide and influential circle in which he moved. His mind, suggestive and daring, planned many measures, in secret caucus with Adams and others, for resisting the encroachments of British power. In 1771 he delivered the oration on the anniversary of the Boston Massacre. He solicited the honor of performing a like duty on the 5th of March, 1775, in consequence of a threat of some of the British officers that they would take the life of any man who should dare to speak on that occasion. The old South meeting-house was crowded on the appointed day, and the aisles, stairs, and pulpit were filled with armed British soldiers. The intrepid young orator entered a window by a ladder, back of the pulpit, and, in the midst of a profound silence, commenced his exordium in a firm tone of voice. His friends, though determined to avenge any attempt at assassination, trembled for his safety. He dwelt eloquently upon the early struggles of the New England people, their faith and loyalty, and recounted, in sorrowful tones, the oppressions that had been heaped upon them. Gradually he approached the scene on the 5th of March, and then portrayed it in such language and pathos of expression, that even the stern soldiery that came to awe him, wept at his words. He stood there in the midst of that multitude, a striking symbol of the revolt which he was leading, firm in the faith of that sentiment, "Resistance to tyrants is obedience to God." Looking at him, it might be said, as Magoon remarks, in classic quotation,

"Thou hast seen Mount Athos ;

While storms and tempests thunder at its brows
And oceans beat their billows at its feet,
It stands unmoved, and glories in its height.
Such is that haughty man ; his towering soul,
Mid all the shocks and injuries of fortune,
Rises superior, and looks down on Cæsar."

When John Hancock went to the Continental Congress, Warren was elected to fill his place as President of the Provincial Congress. Four days previous to the action on Breed's Hill, that body gave him the commission of Major General, and he was the only officer of that rank engaged in the conflict ; yet he was without command, and fought as a volunteer. "He fell," as Everett has beautifully expressed it, "with a numerous band of kindred spirits—the gray-haired veteran, the stripling in the flower of youth—who had stood side by side on that dreadful day, and fell together, like the beauty of Israel in their high places!" Warren's body was identified, on the morning after the battle, by Dr. Jeffries, who was his intimate acquaintance. He was buried where he fell, and the place was marked. After the evacuation of Boston in 1776, his remains were disinterred, and, on the 8th of April, were carried in procession from the Representatives' chamber to King's

Chapel, and buried with military and Masonic honors. The Reverend Dr. Cooper offered prayers, and Perez Morton pronounced an oration on the occasion. Warren's remains now rest beneath St. Paul's Church. He was Grand Master of Freemasons for North America at the time of his death. A lodge in Charlestown erected a monument to his memory in 1794, on the spot where he fell. It was composed of a brick pedestal eight feet square, rising ten feet from the ground, and supporting a Tuscan pillar of wood eighteen feet high. This was surmounted by a gilt urn, bearing the inscription "J. W., aged 35," entwined with Masonic emblems. On the south side of the pedestal was the following inscription:—

"ERECTED A. D. MDCCXCIV,
BY KING SOLOMON'S LODGE OF FREE-MASONS,
CONSTITUTED IN CHARLESTOWN, 1788,
IN MEMORY OF
MAJOR-GENERAL JOSEPH WARREN
AND HIS ASSOCIATES,
WHO WERE SLAIN ON THIS MEMORABLE SPOT JUNE 17,
1775.

None but they who set a just value upon the blessings of liberty are worthy to enjoy her. In vain we toiled; in vain we fought; we bled in vain, if you, our offspring, want valor to repel the assault of her invaders.

Charlestown settled, 1628. Burned, 1775. Rebuilt, 1776."

This monument stood forty years, and then was removed to give place to the present granite structure, known as Bunker Hill Monument. A beautiful model of Warren's monument stands within the colossal obelisk.

On the 8th of April, 1777, Congress, by resolution, ordered "that a monument be erected to the memory of General Warren, in the town of Boston, with the following inscription:—

IN HONOR OF
JOSEPH WARREN,
MAJOR GENERAL OF MASSACHUSETTS BAY.
HE DEVOTED HIS LIFE TO THE LIBERTIES
OF HIS COUNTRY;
AND IN BRAVELY DEFENDING THEM, FELL
AN EARLY VICTIM,
IN THE BATTLE OF BUNKER HILL,
JUNE 17th, 1775.
THE CONGRESS OF THE UNITED STATES,
AS AN ACKNOWLEDGMENT OF HIS SERVICES,
HAVE ERECTED THIS MONUMENT TO HIS MEMORY.

Congress also ordered "that his eldest son be educated at the expense of the United States." The patriotic order for the erection of a monument has never been obeyed.

RETURN TO BOSTON.

The refreshments so seasonably and liberally provided after the long route, on entering Boston, by Tremont Engine, No. 12—the splendid and luxurious banquet by the same company at the Sturtevant House, East Boston, graced by his Honor Mayor Lincoln, where wit, eloquence and wine were happily mingled, and the magnificent ball given by them in honor of the Hibernias—beauty lending enchantment to the scene—are prominent among the features of the excursion.

Washington Engine Company, No. 5, of Charlestown, and Deluge Hose, No. 6, of East Boston, were also marked in their attention, and their acceptable offerings are well remembered and gratefully appreciated.

In truth, Boston and its vicinity abounding in objects of historic and revolutionary interest, were made doubly attractive to the Hibernias by the warm and cordial greeting which met them on every hand from all classes of people. Imperative engagements at other points, compelled them to leave that city sooner than they wished. With feelings of sincere regret, and a gratitude of no ordinary character, the visitors bade adieu to their friends, and turned their faces homeward.

RETURNING HOME.

The company left Boston on Friday morning, in the 8 o'clock train. At Hartford, on the stopping of the train, a committee from the Ætna Fire Company of that city, waited upon the Chief Marshal, and presented through him to the Hibernia Fire Company, a piece of the celebrated Charter Oak, which is highly valued, and now constitutes a part of the museum of the latter company.

THE CHARTER OAK.

James II. succeeded Charles II. in 1685, and upon coming into power, resolved to carry out a pet scheme of entirely subjugating the New England Colonies. Massachusetts had been deprived of her charter, Rhode Island and Connecticut remained—he issued three writs of quo warranto upon the latter. The Assembly, after an anxious discussion, returned for answer that they desired to be attached to Massachusetts; this James took for a virtual submission, and did not push the writs, and hence the charter was eventually preserved.

Sir Edmund Andross, who had been lately appointed Governor of New England, left Boston with seventy soldiers, and proceeded to Hartford, to receive the formal submission of the Assembly. That body being in session, he demanded the charter, which was produced and laid on the table; the point was then discussed until after night, very ably, on the part of the Colonists, by Governor Trent, the room was warm and the windows low, an excited crowd stood on the outside, suddenly they threw their jackets upon the lights and extinguished them; before they were relit, Capt. Wadsworth, of Hartford, seized the charter and escaped with it. He concealed it in a large oak in front of the house, and it remained hidden until better times, some two years afterward, when William of Orange deposed James, and James' favorite, Andross, was deprived of his power in the Colonies.

The Charter Oak stood till very recently, a memorial of the early and stormy days of Connecticut. It was blown down in a severe storm, August 20th, 1856, in the afternoon of said day. Fragments are scattered in all directions, as keepsakes, in the hands of the sons of Connecticut and others; a massive chair constructed from its roots, has been placed in the office of the State Secretary, and as one of the notabilities of Hartford, is temporarily occupied by many strangers visiting the city.

RETURN TO NEW YORK.

On their arrival in the City of New York, which they reached on the evening of Friday, the 26th, on the way to Newark, N. J., the Hibernia Company were again met by the untiring members of Americus, No. 6, and their indefatigable chief, William M. Tweed, Esq., and warmly welcomed. An escort was formed at the depot, consisting of Americus, No. 6, and Warren Hose, No. 33, and with banners and torches, proceeded through a number of the principal streets, to the house of the latter, in Sullivan street, where a most timely and sumptuous repast had been prepared by the members of that spirited organization, which was fully enjoyed by a large number of persons. During the festivities, C. E. Blumenthal, Esq., in an eloquent speech, presented to Col. Page, on behalf of the Tompkins Hose Company, one of their hat fronts elegantly framed. A hat front of the Warren Hose was presented at the same time. Suitable replies were made by Col. Page, and the testimonials are now part of the treasures of the Hibernia Fire Company, and with many others, are carefully preserved in their cabinet. After doing justice to the well supplied board set before them, the line of march was again taken up, the streets being thronged with spectators, and on reaching the ferry on the North river, the Hibernia Fire Company were met by a committee from Newark, and being placed in their charge by Marshal Tweed, started in the cars for the latter city.

RECEPTION AT NEWARK.

A very brilliant and flattering reception was given to Hibernia Engine Company, No. 1, of Philadelphia, by almost the entire Fire Department of this city, last evening. The arrangements were carried out successfully, producing a demonstration of welcome such as our Fire Department never gave to any company before. The principal credit of the affair is of course due to Lafayette Engine Company, No. 4, which, however, since the subject was first proposed to the other companies, has received the hearty co-operation of the entire Department.

The streets during the entire evening, were crowded with an immense throng, which blockaded the walks and filled all the stoops on the line of the route, and particularly at the depot, where the populace were present by thousands. Shortly after dark, the participating companies proceeded to the place of forming, with their apparatus, the lanterns and torches not being lighted. They were then arranged in line by their respective marshals, and at about 8 o'clock marched to the depot, and halted with the right resting at Alling street, and the left at Mulberry street.

At about 9 o'clock the Hibernia Company arrived in the 8.30 train, and were received at the depot with a few appropriate remarks by the Chief Engineer, welcoming them to the city, to which Col. PAGE briefly responded. A salute was fired during these proceedings, by Engine Company No. 8, which also fired a salute at the upper Park when the procession passed that point. The Hibernia Company then formed in line, escorted by Lafayette Engine Company, and passed up Market street, in front of the receiving companies.

The display at this time was remarkably brilliant. Nearly every man's head was uncovered, the machines were illuminated, rockets and balls of fire constantly streamed into the sky, bengola lights and Roman candles kept up a steady blaze, and cheers upon cheers rent the air. The whole line was in a blaze of light, and excited much admiration from the immense crowd. All the windows at this part of the route were crowded with spectators, and some of the places were illuminated.

After this splendid ovation, the route of the parade, as previously announced, was marched over. The line was headed by Rubsam's Brass Band, followed by Lafayette Engine Company, No. 4, with their apparatus illuminated with Chinese lanterns, their members also bearing similar lanterns. They were followed by the Chief Engineer, W. H. Whittemore, after whom came the Hibernia Company, headed by Beck's Band. The following was the order:—

THE HIBERNIA ENGINE COMPANY.

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BAND,

Numbering seventeen pieces, with the men dressed in white overcoats (from which hung their fatigue caps), black pants, and regulation caps.

THE TRUSTEES OF THE HIBERNIA ENGINE COMPANY OF PHILADELPHIA.

THE HIBERNIA COMPANY

Marched in platoons about fourteen deep, and bore an American flag. Their steam apparatus, unfortunately, was not with them, having been delayed for the freight train from Boston, the company having come through on an express train. The apparatus, however, reached here with the midnight train, and was housed by No. 4, whose engine was placed in the hose depot.

ENGINE COMPANY No. 1

Followed, with their engine lighted with Chinese lanterns. The men wore red shirts.

NEPTUNE HOSE COMPANY, No. 1,

Was next, with their beautiful carriage lighted up with two signals and two lanterns. The members were dressed in dark coats and red shirts, and bore lanterns of various colors.

RELIEF ENGINE COMPANY, No. 2,

Followed, the men bearing lanterns.

WASHINGTON ENGINE COMPANY, No. 3,

Was next, its members also bearing lanterns.

CROCKETT HOOK AND LADDER COMPANY, No. 2,

Had their apparatus handsomely lighted up with Chinese lanterns. The members appeared in red shirts, and bore torches.

PROTECTION ENGINE COMPANY, No. 5,

Had their apparatus adorned with an arch, in which two game cocks were placed, with a lantern in the centre.

COLUMBIAN ENGINE COMPANY, No. 6,

Was adorned with Chinese lanterns.

HARRY MARTIN, No. 10, AND SOUTHWARK, No. 11,

Were illuminated with lanterns.

A salute was fired by the Third Ward Artillery, Capt. Nichols, composed of members of No. 3, as the procession passed Court street.

Various engine houses and other places on the route were illuminated, and transparencies and other devices were exhibited. No. 4 and No. 2 displayed transparencies, "Welcome Hibernia."

After the procession, the line was dismissed, the Hibernia being escorted by No. 4 to their quarters at Kolb's Union Hotel, in Market street, where they were treated to a collation,

the guests being welcomed to this city by Dr. J. J. CRAVEN, on behalf of Lafayette Engine Company, No. 4. This was responded to by Col. PAGE, of the Hibernias. After partaking of the provision, the Hibernia Company retired for the night.

A collation was also partaken of at the house of Hook and Ladder Company, No. 2, at which a number of invited guests, including some of the Hibernias, were present.

THE TRIAL AT NEWARK.

This morning a trial of the steam apparatus was made in Broad street, in front of the Tower, water being obtained from the canal, which, we learn, gave them the best supply which the company have had since they left Philadelphia. The fire was lighted fifteen minutes before 11 A. M., and in eight minutes steam was up, in twelve minutes the machine was in operation, and in seventeen minutes she had eighty pounds pressure to the square inch on the boiler.

Water was first forced through one length of hose and a 1½ inch nozzle, to a distance of 160 feet, with 160 pounds pressure to a square inch upon the hose, the greatest amount which it will bear. A stream was then thrown over the top of the Tower, its extreme height being about 160 feet, and the pipe being about 100 feet from the base of the Tower; the length of the stream was some 190 feet.

Four streams were then thrown—two through a ½ inch nozzle, and two through a ¾ inch nozzle, and water was forced, with 120 pounds pressure on the hose, 162 feet in distance.

It should be stated that the water was drawn from the canal to the engine, a height of about 20 feet—thus illustrating the immense powers of suction of the engine. The trial was made under the superintendence of Messrs. John Thornley, Jacob Bennett, and Joseph Parry, the Engineer.

The apparatus weighs 7,000 pounds without water, 7,700 with, and cost \$4,500.

A large number of the exempt firemen, who have it in contemplation to procure a steam engine, were present, and the measurements given above were made by their committee. The trial was very satisfactory, and was witnessed by an immense concourse of spectators.

They then formed in line and marched to the house of Engine Company No. 4, and thence proceeded to have a photograph of the company taken by O. C. Benjamin, who also took a fine picture of Union Hook and Ladder Company.

This afternoon both companies partook of a dinner at Kolb's, at which JOHN Y. FOSTER presided, and speeches were made by MESSRS. J. Y. FOSTER, DR. BALDWIN, and J. J. CRAVEN, of this city, and Col. PAGE and Mr. COLEMAN, of Philadelphia.

The Company return home at 4½ P. M., and will be received in Philadelphia by thirty-four companies.



Alex Henry

RETURN TO PHILADELPHIA.

GRAND ILLUMINATED PARADE—A HEARTY HOME RECEPTION—THIRTY-FOUR COMPANIES IN LINE, &C.

Last night will long be remembered in the history of the Philadelphia Fire Department, for never within our recollection was there such a magnificent display as the occasion of the return of the members of the Hibernia Engine Company, with their new steam fire engine, from the cities of New York, Boston, and Newark, which they have visited since last Saturday. The arrangements were made for the escort by the Convention of firemen held during the past week, presided over by Col. T. G. Morehead, Thos. C. Thompson, Secretary, and John E. Neal, being Chairman of the Committee; but though these preliminaries induced us to anticipate a demonstration worthy of our city, we had no idea that the reception would be on as grand and magnificent a scale as it really was. Honored as the Hibernia members have been elsewhere during the week which has just closed, the evidence of the genuine respect entertained for them here, where they are best known, and where their laudable efforts in the great field of enterprising philanthropy, have been so often witnessed and commended, which was extended to them last evening, must have affected them more pleasantly than any tribute of hospitality received abroad.

At an early hour, the companies which designed participating in the escort left their respective localities, and, accompanied by excellent bands of music, marched to the vicinity of the Kensington depot. The streets were brilliantly illuminated with thousands of torches, and alive with excitement.

Previous to the formation of the line, the companies composing the different divisions formed in the following order:—

CHIEF MARSHAL and AID, CHIEF ENGINEER and ASSISTANTS, on Frankford road, north of Montgomery street.

FIRST DIVISION on Frankford road, right resting on Montgomery.

SECOND DIVISION on Frankford road; right, on Oxford.

THIRD DIVISION on Frankford road; right, on Jefferson.

FOURTH DIVISION on Frankford road; right, on Master.

FIFTH DIVISION on Frankford road; right, on Phoenix.

SIXTH DIVISION on Frankford road; right, immediately in the rear of the Fifth Division.

SEVENTH DIVISION on Franklin street; right, on Frankford road.

It having been previously announced that the Hibernia members would arrive at the Kensington Depot at 7½ o'clock, the companies were promptly at their allotted places at that time. It was subsequently ascertained, however, that the train would not reach the city until 8½ o'clock, and, in the meantime, the firemen passed the hour as best they could. We noticed that the publicans in the neighborhood did an exceedingly thriving business. Bonfires were started, music was heard in all directions, and a vast scene of excitement prevailed.

The Hibernia members reached the city at twenty minutes before 9 o'clock, having come in a special train from Tacony. Their arrival was the signal for some enthusiastic cheering by those within the depot enclosure, and shouts of welcome for squares around. When the members had left the cars, and formed in order under the skilful marshalship of Col. JAMES PAGE, they were addressed by PHILIP S. WHITE, Esq., who was selected to present a beautiful wreath of flowers, and who, in a clear and strong voice, spoke as follows:—

Mr. PRESIDENT—You and your associates, actuated both by pleasure and a desire to enlarge the sphere of benevolence and patriotism among your brother firemen of the country, have returned from a visit characterized by unusual and extraordinary manifestations of urbanity and hospitality. The public papers along your route seemed to vie with each other in paying respectful homage to the excellence of your motives and the gallantry of your department. You have returned with your blushing honors thick upon you—you have come back crowned with victorious wreaths—your laurels are unstained with human blood. I have been made by the vast concourse around me, the honored instrument of bidding you all a heartfelt welcome home. They might have selected a medium of more ability to do so, but they could not have found one who can embark a bigger heart in such an agreeable duty.

A member of one fire company myself, I feel that I am a member of all of them. I love the motive, the glory, the heroism—I venerate the pride that is watchful to hear the first alarm, and eager to be the first to respond to it. It is interesting at all times to see a noble spirit struggling successfully with misfortune; it is animating to see a warrior entering a breach amid a shower of musketry and the thunders of artillery; but to see a gallant fireman in the fourth story of a burning building, enveloped in smoke, and encircled in the lurid flames, seizing upon, enfolding to his bosom, bearing safely to the ground, and placing in its distracted mother's arms, the unscathed infant that she loves, is a spectacle too sublime for description—too towering to place the actor in any other light than that of being "but a little lower than the angels."

But, Mr. President, besides these gallant spirits who have come to welcome you home, there is another human element here to welcome you back, which is nearer still to the

angelic circle. It is the wives and daughters of the firemen, who are here to present you and your associates an humble testimony of their affectionate devotion. I am requested by Mrs. Henry Marmen to present you this beautiful wreath of flowers. Its composition speaks for itself. Cherish it, for next to an angel's blessing is the suitable gift of a beautiful and virtuous woman.

In conclusion, gentlemen, accept our deep and heartfelt congratulations upon your safe return to the smiling faces, the warm hearts, and bright eyes that await you at your several homes.

Col. PAGE responded gracefully and feelingly. He referred to the cordial reception which had been extended to them in the cities of New York, Boston and Newark, and said that unprecedented hospitalities had everywhere been shown them. They could never forget the many kindnesses of their brother firemen of their sister cities, and the recollection of them would be cherished to the last moments of life.

But after all these reception courtesies abroad, he was glad to see the glorious demonstration made by the department in Philadelphia. It assured him and the members of the Hibernia, that Philadelphia was greatly glad that during their absence from the homes and the hearts which they had left, they had done nothing of which they had not just cause to be proud. Col. PAGE also spoke of the responsibility which rested upon him as the Marshal of the company during the visit, and said that he had earnestly endeavored to discharge the really onerous duties which had devolved upon him. Now his gratification commenced. Abroad, he was uneasy under the weight of his charge, but here, in the city of his birth, he was indeed gratified to see that his labors had not been in vain. As the best and brightest event of his life, he would ever consider the hearty home reception which had been extended to the Hibernia. It was indeed, a gratifying spectacle to behold in the immense gathering by which he and his companions were surrounded, so many of the fairer part of creation assembled to bid them welcome. To know that he returned to their mothers, wives, sisters and daughters, each and every of his command, improved by what had been seen, and worthy of the hospitalities all had so liberally experienced, was a source of infinite gratification. To him and to them, therefore, the wreath was a most acceptable offering, since it assured them that the eyes that watched, and the hearts which beat for them in their absence, were not disappointed in the result. They returned happy in the consciousness of duty performed and reputation maintained. To the cherished homes that impatiently awaited them, he would soon be able to dismiss his comrades with a warm and grateful remembrance of their excellent deportment, and a heart that should never cease its wishing for their individual prosperity and happiness. Enthusiastic cheers greeted the conclusion of both speeches, which were in excellent taste.

THE HIBERNIA ENGINE COMPANY.

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Shortly after 9 o'clock the line of procession commenced moving in the following order:—

CORDON OF RESERVE OFFICERS UNDER CHIEF S. G. RUGGLES AND LIEUT. HENDERSON,
OF THE RESERVE CORPS.

DAVID M. LYLE, CHIEF MARSHAL.

GEO. W. SHOESTER, SPECIAL AID.

THOS. THOMPSON, THOS. SHARP, H. J. GARINGER, C. S. AUSTIN, AID.

ASSISTANT ENGINEERS.

FAIRMOUNT FIRE COMPANY,

With over two hundred equipped members, with torches and transparencies.

GUARD OF HONOR,

Consisting of one member from each company in the line.

HIBERNIA FIRE COMPANY.

The members, notwithstanding what they had gone through during their trip, looked exceeding well; their steam engine was drawn by six horses, (which were kindly loaned to the company on their departure and return, by Simon Gartland, Esq.,) and was covered with bouquets and wreaths.

Then came the companies in the following order:—

FIRST DIVISION.

HENRY. ROBINSON, MARSHAL.

NORTHERN LIBERTY FIRE COMPANY.

PHILADELPHIA HOSE COMPANY.

EMPIRE HOOK AND LADDER COMPANY.

VIGILANT ENGINE.

GOOD INTENT HOSE COMPANY.

THE HIBERNIA ENGINE COMPANY.

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SECOND DIVISION.

GEORGE W. DOWNING, MARSHAL.

RELIANCE ENGINE COMPANY, NEPTUNE HOSE COMPANY,
ASSISTANCE ENGINE COMPANY, HOPE HOSE COMPANY,
FRANKLIN ENGINE COMPANY.

THIRD DIVISION.

JOHN CURRY, MARSHAL.

PHOENIX HOSE COMPANY, HUMANE ENGINE COMPANY,
UNITED STATES HOSE COMPANY, COLUMBIA ENGINE COMPANY,
NORTHERN LIBERTY HOSE COMPANY.

FOURTH DIVISION.

JOSEPH ROBINSON, MARSHAL.

PHILADELPHIA ENGINE COMPANY, PENNSYLVANIA HOSE COMPANY,
UNITED STATES ENGINE COMPANY, LAFAYETTE HOSE COMPANY,
WEST PHILADELPHIA ENGINE COMPANY.

FIFTH DIVISION.

JOHN M'GIRR, MARSHAL.

MARION HOSE COMPANY, UNION ENGINE COMPANY,
MOYAMENSING HOSE COMPANY, MECHANIC ENGINE COMPANY,
GOOD-WILL HOSE COMPANY.

SIXTH DIVISION.

AMOS E. DRESSLER, MARSHAL.

WESTERN ENGINE COMPANY, FRANKLIN HOSE COMPANY,
WARREN HOSE COMPANY, KENSINGTON HOSE COMPANY,
GENERAL TAYLOR HOSE COMPANY.

SEVENTH DIVISION.

MORRIS RODGERS, MARSHAL.

UNITED HOSE COMPANY, WEST PHILADELPHIA HOSE COMPANY,
COUHOOKSINK HOSE COMPANY, ROBERT MORRIS HOSE COMPANY,
WASHINGTON HOSE COMPANY.

Nearly every company in the line had a fine band of music. The sidewalks and streets were thronged with spectators all along the route; a number of the houses in the vicinity of the depot were brilliantly illuminated, and the bells of several of the fire companies kept constantly ringing. There must have been between three and four thousand firemen in the line, and the flaring of as many torches upon the broad expanse of night, was strikingly suggestive of an extensive conflagration. Never before have our eyes greeted such a remarkably brilliant sight, and never have we, within our reportorial experience, witnessed such a heartfelt reception. A number of the companies carried blue lights, others set off an indefinite quantity of rockets, Roman candles, and other fireworks—the pyrotechnic exhibition being worthy of Professor Jackson. Throughout the line were large transparencies, containing the words “Welcome Home,” “Hibernia, No. 1,” “Hearty Welcome,” and numerous others of a similar sort. The members of the Philadelphia Hose walked in citizens’ dress, and presented an exceedingly neat appearance. Every company turned out in unusual force. We noticed this more especially of the Columbia Engine, who had all their members in the line. In fact, the display was universally admitted on all sides, to be the largest and best that has ever occurred in this city.

The reception, unexpected as it was to the Hibernia boys, must have been most grateful to their feelings. Cheers were given at every corner to each company as they passed. All the engine houses were illuminated, and the bells kept ringing while the line was moving. The route was not gone over until midnight, when the Hibernia members reached their destination.

The house of the Hibernia, in York street, was brilliantly illuminated, and tastefully decorated with numerous American flags. A large flag was suspended across Third street, and many others were displayed in the immediate neighborhood. An arch of gas jets, with a large star in the centre, kindly furnished by Messrs. Archer & Warner, for the occasion, was erected across York street, from the engine house to the residence of Mrs. Willing, directly opposite. The entire front of the house was illuminated with gas, on either side of the front were two stars, formed of gas jets, and a large figure "1," consisting of seventy jets, in the middle window of the second story front, all fitted up gratuitously, by Mr. Lewis H. Plum.

Flags of every size were hung about in what may well be termed "a perfect state of looseness." Large bonfires were kindled in the neighborhood, and kept up until midnight. Upon the arrival of the Hibernia at the house, a salute of one hundred guns was fired by Col. John K. Murphy, of the National Artillery.

The display reflected the highest credit upon David M. Lyle, Esq., the Chief Marshal, and the Fairmount Engine Company, under whose auspices the whole was arranged, and the prompt and splendid manner in which their call was responded to by the various companies taking part in the parade, convinced the Hibernias of the kind feeling entertained for them by their brother firemen of the city, a feeling they will do their utmost to preserve and cherish, by faithfully performing their duty to the public and to each and every member of the department.

The Hibernias did not reach their engine house until late at night. For some time before the close of the procession, the snow fell in abundance. The members, wearied by the fatigues of the day, and the long march they had undergone, were anxious to be dismissed and return to their homes. Col. Page called them to order, and in a brief and touching address, bid them farewell. In dismissing them, he stated that the baton which he then held in his hand, the evidence of the authority which had been confided to him for a given period, had been used by him for the first and last time—he now surrendered it, without stain—never more by him to be resumed; to be cherished, he hoped, by them as a memorial of their brilliant excursion.

Thus was brought to a happy termination the excursion of the Hibernia Fire Company, (all the preliminary arrangements for which were made by John R. Downing, Esq., its Secretary,) after a visit to New York, Brooklyn, Boston, Charlestown, Mass., and

Newark, N. J. The time occupied was eight days, for they left Philadelphia on the morning of Saturday, the 20th of November, 1858, and returned on the evening of Saturday, the 27th of the same month, without having encountered the slightest occurrence to mar the harmony or disturb the pleasure of the jaunt; and every member of the body improved and instructed by what he had seen, and gratefully impressed by what he had experienced. The descriptions contained in the preceding pages convey but a faint idea of the splendor of the reception which everywhere awaited the company, and no language can do justice to the warm and generous devotion of their brother firemen in all the cities visited, and along the route, and the attention of the citizens and municipal bodies. It was from the start to the close, a march of triumph never to be forgotten by those who were the objects of so much and such extraordinary COURTESY and HOSPITALITY, an out-pouring of WELCOME without a parallel in the annals of the Fire Department.

After the return, the Hibernias, to make glad the hearts of the children at Randall's Island, and show this multitude of little ones that neither time nor absence had driven them from the memories of their visitors, sent on to them in season for the New Year of 1859, a large quantity of pound cake and a variety of confectionary, which were distributed among them, much to their gratification and enjoyment.

For the boys, there was prepared and will be presented to them, a small national standard of silk, handsomely ornamented, to be borne in their ranks while parading and performing their military evolutions, with a view to inspire in their young hearts a proper feeling and love for the glorious stars and stripes, so that in the language of one of the gifted poets of the city, which is their common mother and protector, they may be at all times ready to exclaim—

“Flag of the free heart's hope and home!
 By Angel hands to valor given;
 Thy stars have lit the welkin dome,
 And all thy hues were born in heaven.
 Forever float that standard sheet!
 Where breathes the foe but falls before us,
 With Freedom's soil beneath our feet
 And Freedom's banner streaming o'er us?”

The incidents of the visit to Randall's Island, the most touching episode in the excursion, will be long and pleasantly remembered by all who were present on the interesting occasion. The great commercial emporium has no institution of which she has greater reason to be proud, than this HOME for her DESTITUTE CHILDREN.



JOHN EISENBREY, Jr. Esq.

TREASUR.



RECEIVING COMPANIES.

NEW YORK.

AMERICUS ENGINE COMPANY, No. 6.

Stationed at No. 269 Henry street, near Gouverneur street.
Instituted January 1, 1849.

OFFICERS.

WILLIAM ANSPACH, Foreman, WILLIAM B. DUNLEY, Assistant Foreman.
THOMAS SHANDLEY, Secretary, WILLIAM GAYTE, Treasurer,
JAMES MAHON and JOHN MCGARIGAL, Representatives.

WARREN HOSE COMPANY, No. 33.

Stationed at No. 118 Sullivan street, between Prince and Spring streets.

OFFICERS.

ANTHONY YEOMANS, Foreman, JAMES T. CRAFT, Assistant Foreman,
JOHN STOOTHOFF, Secretary, JOHN S. ANDERSON, Treasurer,
HENRY C. DENNETT and WILLIAM MEIGHAN, Representatives.

THE OLD GUARD.

In the Fire Department of a great city, as in all bodies composed of many members, an honest difference of opinion exists as regards the manner in which its duties are performed, and its general discipline, and by the time an election takes place, resolves itself down into two parties, administration and anti-administration men, although all aim at one point, and that is, the general good of the department. Still in the anxiety of both to claim the greatest amount of usefulness, they are apt to over-step the bounds of moderation and propriety, and in the absence of wholesome influence and mediation, would lay themselves open to public condemnation, and injure the institution to which all bear so strong an attachment.

There is in the City of New York, a body, composed of men whose time of service has expired, and who, to a certain extent, have withdrawn from active duties as firemen, but yet retain all their interest for the welfare of the department. From the absence of association, and giving more time to reflection, their feelings and prejudices have become mellowed, and they stand ready to take the breach and defend it from external injuries, or preserve it from internal dissensions, irrespective of party—this body has been familiarly styled the Old Guard.

It never assumed the shape of organization until November 3, 1858, when on receipt of the news that the Hibernia Engine Company was about to pay a visit to New York, a few of its present members accidentally met, and the conversation turning to that visit, it was proposed that a meeting should be called for the purpose of tendering a banquet. It met with so spirited a response, that an organization at once took place under the name of the Old Guard—James L. Miller was elected President, Charles L. Curtis Secretary, and Lawrence Taylor Treasurer. It numbered at the time of the visit, eighty members, and had been in existence about two weeks. Among its members are men of all political parties, many of them occupying very prominent positions; of the respectability, wealth, and intelligence of that city, they claim a full share. The only requisites for membership, are good character and exempt firemanship.

BROOKLYN.

CONSTITUTION ENGINE COMPANY, No. 7.

Instituted October 24, 1828.

OFFICERS.

JAMES LYNCH, Foreman,	JAMES BURNS, Assistant Foreman,
MICHAEL KENNEDY, Second Assistant Foreman,	
JOHN F. O'HARA, Secretary,	THOS. D. FARRALL, Treasurer,
WILLIAM A. FUREY and JOHN KELLY, Representatives,	
P. DOUGHERTY, Trustee,	J. FITZPATRICK, Steward.

WILLIAMSBURG, N. Y.

ZEPHYR HOSE COMPANY, No. 4.

Instituted July 28, 1853.

Located No. 114 South Third, between Fifth and Sixth streets.

OFFICERS.

F. H. BROWNING, Foreman,
FRANCIS SMITH, Secretary,

C. W. HAYS, Assistant Foreman,
T. W. LEWIS, Treasurer.

BOSTON.

TREMONT FIRE ENGINE COMPANY, No. 12.

The old organization dates beyond June, 1790. At that time, Capt. Jonathan Lovering was Foreman, and the engine was stationed where the liberty tree stood in 1775. This tree was cut down by the English troops because of its name. In addition to the civility already noticed on the part of this company, they gave the Hibernias a grand dinner at the Sturtevant House, East Boston, of which, the following account is taken from the Firemen's Advocate :—

The line formed and marched to the Sturtevant House, where dinner had been provided. At the tables we noticed his Honor Mayor Lincoln, Ex-Alderman Drew, Col. French, Francis Richards, Noah Sturtevant, Engineer Damrell, and others. "Mine host," Tafts, had provided a most excellent dinner, which was well appreciated. It was alike creditable to the host and the Tremonts, and they may well be proud of it. The large dining hall was well filled, and everything looked like contentment throughout. After the inner man had been provided for, the intellectual feast was opened by Capt. Robbins, who, after a brief speech, gave the first regular toast :—

The True Fireman—His history is before the world; we are proud to have with us one of its brightest PAGES!

Col. PAGE responded in an eloquent and complimentary manner; he spoke of the uses of the Steamer, and alluded to Charlestown, Bunker Hill, Faneuil Hall, and the surroundings, of the firemen; and said that they could be no otherwise than patriotic.

Second regular toast—

His Honor the Mayor—A true man; the friend of the true man, especially of true firemen everywhere.

His Honor Mayor LINCOLN, responded in a patriotic manner, and alluded to the dangers of the firemen.

Third regular toast—

Our Guests—Thrice welcome in their intercourse with us; may they find us gentlemen as well as firemen.

Mr. COLEMAN, of the Hibernia, spoke in an eloquent manner, and alluded to the introduction of steam engines into Philadelphia.

Fourth regular toast—

The Cities of Philadelphia and Boston—One had a Penn, the other her Franklin: may their descendants emulate their virtues.

Responded to by Col. FRENCH, who spoke of the reception of the City Guard in Philadelphia, in 1831, and paid a fitting tribute to the military of both cities, and gave a sentiment:—

Firemen and Soldiers—Their interests are identical, their friendship should be lasting.

Fifth regular toast—

The Firemen of the Quaker City—They ignore slow coaches, and go by steam.

Sixth regular toast—

Steam Fire Engines—Give them fair play, a free fight, and a fair field, and they will ask no quarters.

Ex-Alderman DREW responded and defined his position.

Seventh regular toast—

The Trustees of the Hibernia Steam Fire Engine—They deserve the thanks of the friends of the Steam Fire Engine, for their untiring efforts to have a machine constructed which cannot fail.

JOHN THORNLEY, of the Hibernia, responded, and gave as a sentiment:—

The Boston Firemen.

A sentiment complimentary to the Chief was read, but as he was not present, a letter was read excusing himself for not being present.

A sentiment complimentary to the Assistant Engineer, was responded to by Capt. JOHN DAMBELL. Citizens and friends were next toasted, to which Mr. FRANCIS RICHARDS responded. The Press was next toasted, and responded to by the editor of the Firemen's Advocate, who gave in conclusion—

The Firemen of the City of Brotherly Love, and the Firemen of the City of Notions—May each soon take a *notion* to continue to entertain *brotherly love* for each other.

A letter was read from WM. LONG, stating his inability to be present. A splendid bouquet of artificial flowers was presented to the Hibernias, by Capt. ROBBINS, in behalf of Miss L. LINDSAT, 27 Hanover street, Boston, which was received by Col. PAGE in a brief but eloquent address.

After giving three times three cheers, the company retired to the American House to prepare for the ball, which was a grand affair, and held at the Union Hall. It broke up about day-light.

The Union Hall, the place selected for the ball, stands upon and covers the spot where the liberty tree stood. On the front of this building is a large free-stone block with the liberty tree cut in relief. The ball was a superb affair, the rooms being crowded with the youth and beauty of Boston. Banners and transparencies, interspersed with festoons of flowers, added to the general effect.

OFFICERS OF THE TREMONT.

OLIVER R. ROBBINS, Foreman,
LEVI W. SHAW, Secretary,

JOHN HAWKINS, Assistant Foreman,
CHARLES H. PRINCE, Steward.

EAST BOSTON.

DELUGE HOSE COMPANY, No. 6.

Instituted January 1, 1852. Located on Paris street.

OFFICERS.

JOSEPH BARNES, Foreman,

WM. H. POOLE, Assistant Foreman,
WM. H. RYMILL, Clerk.

CHARLESTOWN, MASS.

WASHINGTON ENGINE COMPANY, No. 5.

Instituted September 18, 1826.

OFFICERS.

BENJAMIN BRINTNALL, Foreman,

BARTLETT S. DREW, First Assistant,

ALFRED MORSE, Second Assistant,

M. P. SMITH, Secretary,

ELIAS CROFTS, Jr., Treasurer.

HARTFORD, CONN.

The Aetna Fire Company, and Damper Engine Company, No. 4, had deputations on the arrival of the Hibernias at this point, and hat fronts were presented by each of them.

NEWARK, N. J.

LAFAYETTE ENGINE COMPANY, No. 4.

Instituted June 5, 1834. Located No. 19 Academy street.

Motto—"Veni, vidi, vici."

OFFICERS.

WILLIAM O'BRIEN, Acting Foreman,

EZRA S. AXTELL, Assistant Foreman.

ALBERT SMITH, Secretary,

THOMAS STEVENSON, Steward,

ISAAC B. RILBURN, Treasurer.

COMMITTEE ON RECEPTION.

WILLIAM O'BRIEN,

WILLIAM W. SMITH,

FRANCIS STERLING,

JOHN H. BALL,

WILLIAM GODBER,

JOHN NUGENT.

The Foreman of this company, Mr. JACOB ALLEN, was accidentally killed on the 28th of May, 1857, at a fire which occurred in the India Rubber Works, a high brick chimney falling upon him while conversing with Assistant Engineer JOHN B. THORN, who was also severely hurt.

Mr. ALLEN was much respected and esteemed by all who knew him, and the company have encaused his hat and trumpet, which are preserved by them as a sad memento of the past.

Short as was the stay of the Hibernias in Newark, the attention of their brother firemen and the citizens generally, enabled them to see much of that prosperous and beautiful city. Specially the guests of Lafayette Engine Company, No. 4, the members of that excellent body were constant in their efforts to please, and deeply impressed their visitors by their generous deportment. The following account of the dinner given just before leaving that city, is thus described in the papers of the day :—

DINNER AT NEWARK.

At 2 o'clock, the Hibernias, with their hosts, and several invited guests, sat down to a sumptuous dinner at Kolb's Union Hotel, in Market street. Upon marching into the dining hall, the company took their places at the tables, of which there were four, and were welcomed to the festive board by a representative of No. 4, in a few remarks.

Col. PAGE responded on behalf of the Hibernias, and said that, although greatly wearied, he yet had sufficient tongue-power to acknowledge the kindness of the Newark firemen, and to say that while his company had been the recipients of marked kindness elsewhere, they would never forget the hospitable attentions bestowed upon them here.

Due attention having been paid to the viands, the following regular toasts were given :—

1. Our Guests—*The Officers and Members of Hibernia Engine Company, No. 1, of Philadelphia*—Lafayette No. 4, of Newark, extends to them one and all, the hand of fellowship, hoping that the friendship this day established may be perpetual.

2. The City of Philadelphia—Distinguished for its patriotic devotion in the American Revolution, its statesmen and heroes are embalmed in the pages of its history; in its increased prosperity, population and power, we see evidences of its olden energy, enterprise and independence.

3. The Common Council of our city—Their prompt legislation in behalf of the department claims for them our warmest acknowledgments.

4. The Fire Department of the City of Philadelphia—Foremost in any work that promises for the public good, may their reward be commensurate with their zeal and deserts.

5. Woman—Mistress of our hearts and homes—the best gift of Heaven to Man—the true fireman is always her servitor and defender.

The first toast was received with three cheers and a tiger, and was responded to by Col. PAGE, who, in concluding, gave a sentiment in honor of Lafayette Engine Company, No. 4, which was received with the usual honors. The second toast was responded to by Mr. COLEMAN, of the Philadelphia *Ledger*, who spoke of the position which Philadelphia occupies

among the cities of the Union; the importance of the application of steam to the uses of firemen, and the pleasure which the Hibernias had experienced during their stay in Newark. His remarks were loudly applauded at the close.

The last toast—To Woman—was responded to by Dr. J. J. CRAVEN, in some excellent remarks. No one, he said, could so well appreciate the value of woman as the fireman. It is she who, when he comes in from the performance of his duty, comforts and cheers him with her genial attentions—having the warm slippers and dry clothing ever ready, and kind words in abundance to crown her welcome. He did not doubt that many a wife and sister was eagerly awaiting the return of the Hibernias, and his wish was that they might all safely reach their homes, and find all their receptions eclipsed by that of the circle at home.

The sentiments having all been duly honored, the company rose, and with hands linked, closed the festivities with the good old air of "Auld Lang Syne"—every voice mingling in the chorus. Few banquets, from commencement to close, have been more agreeable than was that which thus pleasantly terminated.

PHILADELPHIA.

FAIRMOUNT ENGINE COMPANY.

Instituted February 22, 1823.

Incorporated April 19, 1850. Located on Ridge Avenue, above Vine.

Motto—" Prompt to action."

OFFICERS.

DAVID M. LYLE, President.

EDMUND BURKE, Vice President.

WILLIAM S. MANN, Treasurer,

A. C. STEVESON, Secretary,

JNO. J. BATES, Assist. Secretary.

DAVID M. LYLE and JOHN FREDERICKS, Delegates to Fire Association.

ALFRED RUHL, Director to the Fire Department.



DR. DAVID JAYNE.

TRENT.

Among the illustrations of the work will be found likenesses of the following gentlemen who are not active members of the Hibernia Fire Company:—

HON. ALEXANDER HENRY,

At present Mayor of the Consolidated City of Philadelphia. He is a gentleman of distinguished ability and popular manners, and has occupied numerous public positions, having been a Director of the Public Schools, Manager of the House of Refuge, Director of the Girard College, Member of the Common Council of the City, Inspector of the Eastern Penitentiary, and other posts.

JOHN THORNLEY, Esq.,

A well known and enterprising citizen, celebrated for his industry and correct business habits, and for the introduction of India Rubber Goods in all their varieties. President of the Board of Trustees of the Company.

JACOB BENNETT, Esq.,

Formerly Captain of Police under Mayor Gilpin, at present engaged in his business as a Jeweller. He was an able and efficient officer, and is deservedly esteemed for his good qualities, a useful, experienced and active member of the Board of Trustees.

JOHN EISENBREY, Jr., Esq.,

An estimable and liberal member of the community, extensively engaged in business, and highly esteemed for his general courtesy and excellent heart. A member of the Board of Trustees.

DR. DAVID JAYNE,

Of world-wide celebrity and a public spirited citizen, as his many splendid and substantial improvements in the city attest. To no one of her opulent sons is Philadelphia more indebted than she is to this gentleman; for her streets abound with the beautiful palatial edifices he has erected without regard to cost. The University at Lewisburg, Pa., recently conferred upon him the honorary degree of LL.D.

GEORGE MEGEE, Esq.,

Late High Sheriff of the City and County of Philadelphia. Captain of the First Company of National Guards, a well known and prominent citizen. He acted as one of the Assistant Marshals.

CASPER M. BERRY, Esq.,

This gentleman acted as right guide on the excursion. He served in the Mexican War, holding the commission of Second Lieutenant of Company C, Capt. Wm. F. Small, Pennsylvania Volunteer Regiment, and was at Vera Cruz and other places during the campaign. At present he is Captain of the Minute Men of '76, and is an active and popular officer.

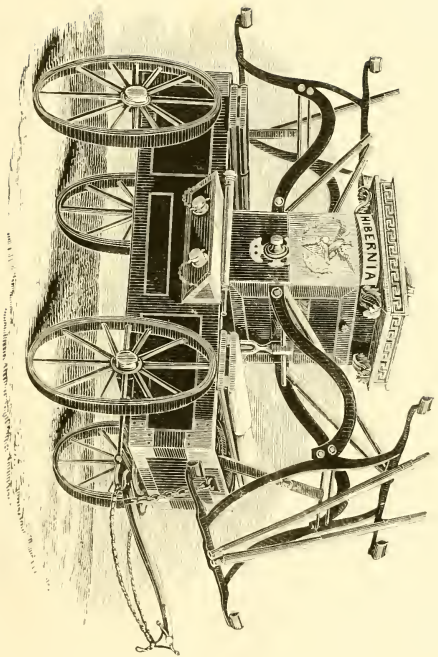
THE HAND ENGINES.

LOCATIONS, PRESENTATIONS, AND OTHER MATTERS.

The hand engine represented in the plate, was built by John Agnew in 1836. When she was received from the builder in September of that year, she was found to play so badly that the members refused to keep her, and she was at once returned to him. He discovered on examination, that a small piece of leather had got into one of the valves, and prevented her from being properly worked. She was again delivered to the company, and a trial of power took place between her and the Peterson Fire Company, No. 15, of New York, then on a visit to Philadelphia—the guests of the Good Intent Hose Company—in front of the Exchange on Dock street, in which the Hibernia proved successful. The result gave general satisfaction to the company, and she ever after proved a reliable hand engine. At this time the engine house was in Dock street, two doors east of Upton's hotel, where the company had been located for over seventy years. The engine stood there until 1839, when in consequence of some difficulty as to title to the ground, they had to give up the possession, and were out of a situation for upwards of a year. During this period, the engine was placed in a stable in Fourth street above Harmony court, back of where the auction mart of Moses Thomas & Sons now stands. While on this spot, a levy was made by the Sheriff, on the tenant's property, the levy including the hand engine as well as other articles belonging to the company. After considerable trouble, the engine was released, but the other property was detained and sold by that officer.

The engine was then taken to Coates alley to be repaired and re-painted. Here by some rogue, she was stripped of all her brass work, which was afterwards found in a junk shop in Water below Race street, and recovered. This year (1839) the City Councils refused an appropriation on the ground that the engine had not been in service, but the minutes of the recorder of the company showed that she had been at the great fire at the corner of Front and Chestnut streets, where some fifty stores were destroyed (a well-remembered and disastrous conflagration), and at other fires, and upon this evidence the company obtained the money, which placed them in a condition for increased usefulness, and enabled them to negotiate for the purchase of a house and lot in Pear street, just below Third, south side, 13 by 44 feet. Here they placed the engine after she had been repaired and painted anew, on the 6th of May, 1840. She continued in active service until 1844, when a new and improved hand engine (the present one) was provided by the same builder, and housed on

IRENIA HAND THE ENGINE OF 1868. BUILT BY JOHN AUSTEN



the 20th of February of that year, being the anniversary of the company, and the event was celebrated by a supper at the old Indian Queen Hotel, in Fourth street below Market, attended by over one hundred and twenty persons.

In 1851 the company sold the property in Pear street, because it proved too small for them, and purchased a lot in York (now Evelina) street. They removed the hand engine to a temporary building put up on a lot in Walnut above Second street, north side, which they had rented from F. Lennig, Esq., while waiting the completion of their new house in York street. This new building, of which the engraving conveys a correct idea, was finished and taken possession of in 1852, the same year in which the centennial anniversary was held. It has since been enlarged, to accommodate the Steam Fire Engine, and has stabling in the rear for horses. The first story, 57 feet by 17 feet 4 inches, is appropriated to the Steam and Hand Fire Engines, Tender and Spider, with closets for the use of the members. The second story has the Engineer's office, alarm telegraph, and a large meeting room 50 by 17 feet 4 inches, furnished with lounges, carpet, desks, and mirrors, and is ornamented with a number of portraits and paintings. The third story is occupied as a library, sitting and reading room, and is of the same size. In it are cases for books, and a museum, and at the head of the stairs a recess for the Directors and Recorder. The fourth story, also of same size, is used as a sleeping room, with twenty iron bedsteads, and is handsomely furnished and kept scrupulously neat and clean, and governed by rigid rules. The whole building is admirably arranged, and fitted up in a complete manner.

Among the numerous testimonials held by the company, are the following:

An octagon shaped Silver Horn, presented by Mr. William Maroney, September 1, 1838.

Two Silver House Horns, with this inscription—"Presented to the Hibernia Engine Company, No. 1, by the Young Men's Social Assembly, 20 February, 1855."

Two Silver Fire Horns delivered after addresses by the Hon. Robert T. Conrad and Philip S. White, Esq., in behalf of the donors, immediately before the triennial parade of the Fire Department, with the following inscriptions:—"Presented to the Hibernia Fire Engine Company, No. 1, by their neighbors, October 5, 1857." "Presented to the Hibernia Fire Engine Company, No. 1, by their friends, October 5, 1857."

A Brass Horn, silver mounted, to be run for by the members monthly, was also presented by Mr. Francis H. Finney, on the 2d of June, 1837. And one of like description by the Page Assembly.

A Silk Banner beautifully embroidered and splendidly decorated, was presented with appropriate ceremonies, on the 27th of March, 1843, (triennial parade of department) by Miss Emily Tempest, daughter of Robert Tempest, Esq., the President, in testimony of her respect for the company who had so long reposed confidence in her father.

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A Silver Pitcher was provided by the company, with the following inscription :—

“Presented to
ROBERT TEMPEST, PRESIDENT
of the
HIBERNIA FIRE ENGINE COMPANY, No. 1,
by his fellow-members, as a token of their high regard for him as
a Fireman and Presiding Officer,
February 20th, 1851.” Reverse—“Reward of merit.”

On the 6th August, 1858, the company gave a testimonial to its present chief officer, in the shape of a massive Silver Pitcher, two Goblets and a Salver. The inscription on the plate is as follows :—

“HIBERNIA FIRE ENGINE COMPANY, No. 1,
Instituted February 20, 1752.
To
COL. JAMES PAGE,
their President,

In testimony of their esteem for him as a faithful member and efficient officer.”

There are numerous portraits (the gift of David L. Donaldson, Esq., a member and artist) and other paintings on the walls of the meeting room, forming subjects for study and instruction. These latter are presents from Hibernia Fire Engine Target Company, an association of the members who make an annual parade on Thanksgiving Day, and fire for prizes, the first of which is always appropriated as a decoration for the engine house.



FINAL CARD.

The undersigned, a committee in behalf of the Hibernia Fire Engine Company, No. 1, of the City of Philadelphia, charged with the duty of making some suitable acknowledgment for the very noble reception and unstinted hospitality exhibited everywhere upon the route which that company pursued on its excursion to New York, Brooklyn, Boston, Charlestown, and Newark, and back to Philadelphia, in November, 1858, have deemed the publication of the preceding pages as the most acceptable card of thanks they could offer to the thousands who united to bid them welcome, since it best serves to perpetuate the occurrences of which the members of the Hibernia have so much reason to be proud, and records for them the impressions which can never be eradicated from grateful hearts. Where so many extended welcome and lavished kindness, it is impossible to particularize, yet the committee would but poorly discharge the trust reposed in them, if they failed to speak specially of the untiring and indefatigable attentions of William M. Tweed, Esq.; the Americus Engine Company, No. 6; Warren Hose Company, No. 33; The Old Guard and its President, James L. Miller, Esq., and Governor Moloney and his associates, of the City of New York; Zephyr Hose, No. 4, of Williamsburg; Engine Company No. 7, of the City of Brooklyn; Chief Engineer George W. Bird, William C. Long, Esq., Capt. O. R. Robbins, and the Tremont Engine, No. 12, of the City of Boston; Hon. George W. Warren, and Washington Engine, No. 5, of the City of Charlestown; William W. Smith, William O'Brien, William Godber, and Lafayette Engine Company, No. 4, of the City of Newark, and David M. Lyle, Esq., and the Fairmount Engine Company, of the City of Philadelphia.

To their Honors Daniel F. Tiemann, Mayor of the City of New York; Frederick W. Lincoln, Jr., Mayor of the City of Boston; James Dana, Mayor of the City of Charlestown, and Alexander Henry, Mayor of the City of Philadelphia, thanks are specially due for the municipal courtesies so freely offered, and the distinction of a public notice.

The manner in which Messrs. Louderback & Hoffman have engraved the portraits (decidedly the most difficult branch of the art) is especially worthy of mention, and proves them fully entitled to the high rank they hold in their profession. The likenesses are admirable, and the expression and character so well preserved, that it is with great pleasure the committee accord to them the credit due for the style in which they have executed them and the other cuts engraved by them for this work.

To J. B. Chandler, the committee are also under obligations for the care and skill he has manifested in getting up the printing and press-work. The book is a beautiful specimen of the typographical art, and reflects the highest credit upon him and all those of his establishment engaged in its production.

The compilation embraces extracts from the Fireman's Magazine, published in 1851, and the details of the excursion are taken nearly word for word, from the various newspaper reports of the time, on the correctness of which the committee were obliged to depend, as it was deemed most advisable not to interfere with or alter them in any respect. Many incidents are omitted which no doubt ought to have been mentioned, and many names passed entitled to honorable notice, but where so much was done, and so many took part in doing, perfect accuracy is not to be expected, and great allowances should be made. The delay in getting out the work is to be accounted for by its contents—the matter and illustrations requiring time for their production in a desirable shape.

"The Battle of Bunker Hill" and "Life of Warren," are from Lossing's "Field Book of the Revolution," a work which should be in the hands of every American. The picture of the battle is from an engraving specially prepared for Virtue, Emmins & Co's work, "Battles of America by Sea and Land," now being published by that house, and every way worthy of patronage.

The only errata to be noticed are that the name on page 12 should be read Mr. Robert "Milnor," instead of "Wilson;" and on page 61, "J. H." instead of "B. F." Hoyt.

The company reached New York on the night of Saturday, the 20th November, 1858. They remained in that city, visiting Blackwell's and Randall's Islands, on the morning of Monday, the 22d, and Brooklyn, the afternoon of the 23d; left New York on the morning of Wednesday, the 24th, and arrived in Boston the evening of that day, visiting Charlestown, Bunker Hill, and East Boston, on the 25th; left Boston on the morning of the 26th, and arrived at Newark, N. J., the night of that day, and finally left Newark on the afternoon of the 27th of November, 1858, for Philadelphia.

JAMES PAGE,	}	COMMITTEE.
JOHN THORNLEY,		
HENRY A. COOK,		
JACOB BENNETT,		
JOHN R. DOWNING,		
JAMES M. COLGAN,		
JOHN T. DOYLE,		

PHILADELPHIA, *September 1, 1859.*

GREAT TRIAL OF SKILL

AT THE

FAIR OF THE PENNSYLVANIA STATE AGRICULTURAL SOCIETY.

GRAND TOURNAMENT OF STEAM FIRE ENGINES.

The contest for the prizes designed for the best Steam Fire Engines, took place on the Society's grounds, West Philadelphia, on Wednesday, Thursday and Friday, the 28th, 29th and 30th of September, 1859, in presence of the judges and thousands of spectators, causing the most intense excitement. The engines entered were the Southwark, Good Intent, Weccacoe, Baltimore, Independence, Washington, Mechanic and Hibernia. The official report of the judges is as follows:—

The judges of Fire Engines report that the eight Steam Fire Engines entered for competition, exhibited their performance on the three days allotted for their trial. Their names and general dimensions are as given below.

Name.	Builders.	Steam Cylinder.	Pumps.	Weight.	Stated Cost.
Southwark, - - -	Lee & Larned, N. Y.,	7½ by 14,	Rotary,	9,000 lbs.,	\$6,250
Good Intent, - - -	Reany & Neafe, Phila.,	8 " 12, 4½ by 12,		5,400 "	3,150
Weccacoe, - - - -	Merrick & Son. "	8½ " 14, 6 " 15,			3,500
No. 7, Baltimore, - -	Poole & Hunt, Baltimore,	14 " 12, 4½ " 12,		5,456 "	3,000
Independence, - - -	People's Works, Phila.,	10½ " 14, 5½ " 14,			3,800
Washington, - - - -	Poole & Hunt, Balt.,	12½ " 12, 6½ " 12,		8,582 "	3,000
Mechanic, - - - -	Reaney & Neafe, Phila.,	8 " 16, 4½ " 16,		5,760 "	3,300
Hibernia, - - - -	" " "	11½ " 14, 6½ " 14,		8,000 "	4,325

Although three only of these can be distinguished by the award of premiums, the judges are happy to express their opinion that all are highly creditable to the skill of the mechanics who have brought these valuable machines to such a degree of excellence so soon after their first introduction. The points most accurately observed and recorded as the basis on which the award of the judges should be founded, were the time occupied in getting up steam from the lighting of the fire, the pressure of steam at starting, and at intervals of five minutes, the pressure in the air vessel at like intervals, the regularity and apparent ease of working, and the hydraulic efficiency as shown by the size and distance of water thrown.

In the points of steady action and free generation of steam, the Good Intent surpasses all her competitors, but in consequence of her small capacity of steam and pump chambers, the amount of duty performed was below that of several others. In the latter characteristic the Hibernia occupied the first rank, and the Washington approached nearly to the same standard. Their mechanical action was also very good, though not quite equal to that of the Good Intent.

To these three engines, after carefully weighing their respective merits in comparison with each other, and with all their competitors, the judges have awarded the three premiums in the following order:—

First premium to the	HIBERNIA.	(A Silver Horn, \$250.)
Second “ “	WASHINGTON.	(A Silver Horn, \$150.)
Third “ “	GOOD INTENT.	(A Gold Medal, \$100.)

Below is a tabular statement of the facts noted respecting each of the successful machines:—

	HIBERNIA.	WASHINGTON.	GOOD INTENT.
Time of getting up steam, - - -	12:21".	18:30".	14:20".
Pressure of steam, - - - - -	60 lbs.	85 lbs.	35 lbs.
At five minutes interval, - - -	105,65,90,95.	90,80,80,70.	63,75,77,90.
Pressure of air vessel, - - - -	0,190,135,75,210	0,125,160,120,143	0,119,125,130,142
Diameter of nozzle, - - - - -	1 $\frac{5}{8}$ inches.	14 inches.	1 inch.
Maximum horizon'l distance of stream,	254 feet.	239 feet.	203 feet.
Mean distance estimated, - - -	200 “	190 “	169.
Maximum vertical distance estimated,	188 “	178 “	140.
Length of hose & pipe played through,	203 “	205 “	219.

The Hand Engines were two of the first class, namely, the “Citizens” of Harrisburg and the “Assistance” of Philadelphia; and five of the second class, “Washington,” “Philadelphia,” “Weccaco,” “Globe,” and the “Franklin” of Frankfort.

Making the allowance required by the regulations on account of the difference in size of chambers, the first prize was won by the "Assistance," and the second prize by the "Philadelphia," and are accordingly awarded. There were two hose reels exhibited, both were well finished and very creditable to their makers—the premium is awarded to the "Perseverance."

The only lot of hose shown the judges, was a short piece of double rivetted, which appeared to be well made, and of excellent quality, deposited by Konigmacher & Bauman, of Lancaster.

The hose coupling of Lawton & Bliss' patent, is deemed very superior to those in common use, and worthy the award of a diploma.

(Signed) PHILIP G. EASTWICK,
PETER FRITZ,
JOHN A. FISHER,
JOHN C. CRESSON,
JOSEPH HARRISON, JR.,
A. W. EASTWICK.

NAME OF ENGINE.	TIME IN RAISING STEAM.		PRESSURE.										STREAM.							
	Minutes.	Seconds.	STEAM					AIR VESSEL					LEAVE OF BORE.	DIAMETER OF NOZZLE.	HORIZONTAL.		VERTICAL.			
			AT RAISING.	PER SQUARE.	PER SQUARE.	PER SQUARE.	PER SQUARE.	AT RAISING.	PER SQUARE.	PER SQUARE.	PER SQUARE.	PER SQUARE.			Mean.	Maximum.				
SOUTHWARK, - - -	-	-	*115	117	67	445	56	175	40	0	75	46	35	44	75	35.210	14	145		
GOOD INTENT, - - -	14	20	35	63	75	*77	90	95	95	0	110	125	130	142	219	*1	203	160	140	
WECCACOE, - - -	15	-	50	47	*40	37	35	70		0	47	60	50	60	208.5	14	109	83		
BALTIMORE, No. 7, - - -	11	-	50	60	100					0	32	180			205	*1	130			
Do 24 Exhibition,	-	-	100	72	81	90	40			70	156	100	170	80			196	167		
INDEPENDENCE, - - -	15	30	60	80	70	70	77			0	100	120	97	133	216.5	14	193	143		
WASHINGTON, - - -	13	36	85	*90	80	80	70	95		0	125	100	120	143	200	14	230	178		
MECHANIC, - - -	13	20	55	92	105	92	80	115		0	65	32	180	100	210	*1	208	167		
HIBERNIA, - - -	12	21	60	105	65	90	95			0	190	135	75	210	208.5	1 ¹ / ₂	254	188		



PENN STEAM ENGINE & BOILER WORKS

FOOT OF PALMER STREET KENSINGTON, PHILADELPHIA

REANEY NEAFIE & CO.

ENGINEERS MACHINISTS BOILER MAKERS BLACK SMITHS & FOUNDERS

Manufacturers of High Pressure Marine & Stationary Engines, Boilers of all descriptions, Propellers, Iron Bands, Water Tanks, heavy & light Forges, Iron & Brass Castings, Copper Smelting, Lathes, Milling Machines, and every assortment of Patterns of all kinds always on hand.

Having Extensive Wharves & Docks, we are always prepared to build & repair Steam & Sailing Ships at the shortest notice. Iron & Brass castings of all kinds, heavy and light weights.

Thomas Reaney Jacob G. Neafie John P. Levey

The firm of Reaney, Neafie & Co., is composed of Thomas Reaney, Jacob G. Neafie, and John P. Levey. The Messrs. Reaney & Neafie have each had a long and practical experience in machine shops—the latter having served his apprenticeship with Mr. Holloway, the first marine engine builder in Philadelphia; while Captain Levey, the financial partner, is a practical seaman and shipwright, possessing a familiar knowledge of the rules, rigging, and engines of steamers. The result of this union, is that the firm are prepared to build any description of steam vessel outright, and owners have but one contract to make, and that with a very responsible firm. In the construction of iron boats of all classes, both side wheels and propellers, this firm do a large business. They also make all kinds of engines and boilers, high and low pressure, heavy and light forgings, and iron and brass castings of all sizes and patterns—the stock of patterns is very large.

Their establishment, which commenced operation in 1845, and since that time has gone on increasing rapidly, and is now one of the largest in the country, is situated on the river Delaware, contiguous to the spot of ground where William Penn made his famous treaty with the Indians. The works throughout, consist of several docks and wharves along four hundred feet of river front of deep water; a marine railway for hauling out vessels for repairs; a boat yard occupied for building iron steamers; a large and commodious boiler shop; a substantial and spacious brick smith shop, containing two steam hammers, besides the various smaller forges; a large and well ventilated three story brick machine shop, abundantly supplied with tools for doing all kinds of work, from the smallest fire engines up to the heaviest marine or stationary engines.

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