



THE
Hibernia 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:

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1859.



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—Chas. C. P. STETSON, com., forty-eight men.

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

ENGINE COMPANY No. 7—Capt. T. WHIFFLE, 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.

THE HIBERNIA ENGINE COMPANY.

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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. R. TARNOR, fifty men.

ENGINE COMPANY No. 9—Capt. J. P. SOMMERBY, 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. RONNIX, 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. BOURISS, 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. DANRELL, 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 COSS 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 THORNTON, 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 DANRELL 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.

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 Tremont 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 544 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 104 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 11 inch nozzle.

At 10.244, started with eighty pounds steam pressure, 84 pounds water pressure.

At 10.264 stopped; steam pressure 80 pounds, water pressure 84—11 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—11 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 11 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 11 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—14 inch nozzle.

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

One stream vertically, estimated 125 feet high—14 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.



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 Aetna 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.

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!

THE HIBERNIA ENGINE COMPANY.

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Col. PAIR 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 LEXINGTON 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. FERRIS, 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 THORNTON, 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 DAMRELL. 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. ROSSIGN, in behalf of Miss L. LINDSAY, 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. ROSSIGN, 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. RYHILL, Clerk.