

...OF THE...

CINCINNATI FIRE DEPARTMENT

As gleaned from all available sources of the History of Cincinnati from its earliest incipiency A. D. 1800 to A. D. 1895, (a period of almost a century) and from Fire Department Records.

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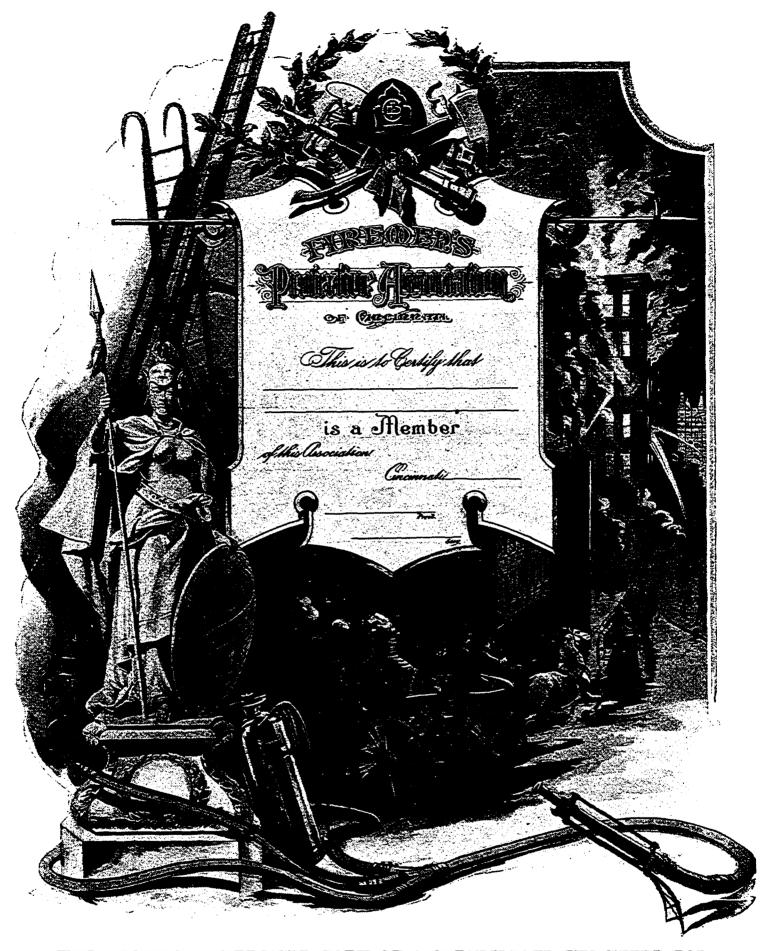
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OF THE

CINCINNATI FIRE DEPARTMENT.

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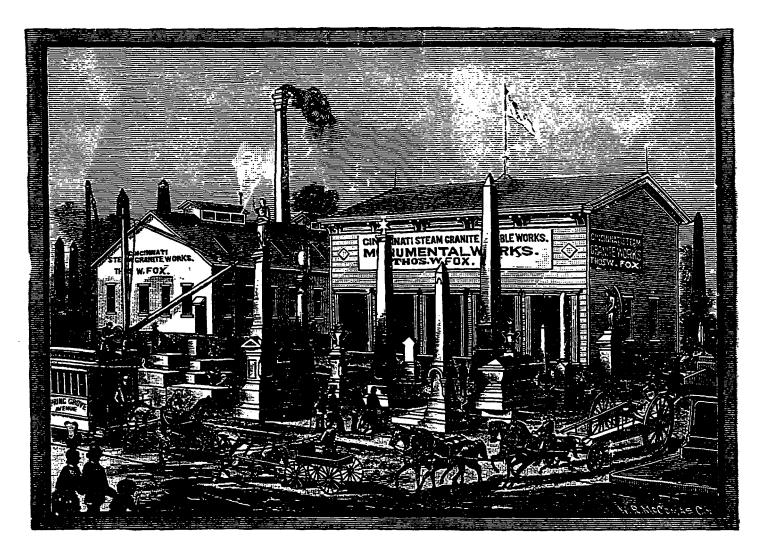
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HON. JOHN A. CALDWELL,

Mayor of Cincinnati.

As the Chief Executive of the city has the appointing power of the Fire Trustees, he is virtually the head of the Fire Department. Hon. John A. Caldwell, the present Mayor of the Queen City, was born at Fair Haven, Preble County, Ohio, April 21, 1852. He received his education in the common school of his native county, and at the age of 17, began teaching school there. He afterward studied law at the Cincinnati Law School, and graduated with the class of 1876. In 1878 he began the practice of his profession in the office of Moulton, Johnson and Levy, and at once took an active interest in public affairs. In 1881 he was elected Prosecuting Attorney of the Police Court, and was reelected two years later. In 1885 he was a candidate for Police Judge, but was defeated. Two years later, however, he was elected to that office by a handsome majority. In 1887 he was unanimously elected President of the Ohio Republican League. In 1888 he was elected to Congress, and was re-elected in 1890, and in 1892. In 1894 he was elected Mayor of Cincinnati by 7,000 plurality. Mayor Caldwell lives with his interesting family on Glen Parker avenue, Cumminsville.

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INTRODUCTORY.

THIS volume is issued under the auspices of the Firemen's Protective Association of Cincinnati. No history of the Cincinnati Fire Department has ever been gotten together in book form, the only record of its work being given from time to time in the incomplete and ephemeral columns of the daily papers.

The many friends of the department and the members of the fire force themselves, will appreciate the benefit of having such a history as this, which, beginning with the first fire-fighting organization of almost five-score years ago, when this city was an insignificant village, continues the history down to August 1, 1895.

None survive of these pioneer firemen, and a few remain of the members of the volunteer system of a half of a century ago. last-named period will be of special interest, not only to those veterans who were of it, but to their children. Time has added the glamour of romance to the old volunteer system, which it must be said did not hold the peril that is an every-day affair in the life of the fireman of the present. He leads a life which is perilous—to face danger is the business of his vocation. His services require the exercise of the highest courage, the greatest calmness, the readiest and most discriminating judgment. He is part of a department, a system, and his personality is little regarded by those who nightly sleep secure in their reliance upon his alert, vigilant and faithful discharge of his important duties. To him, perhaps, more than to any other, life insurance is a matter of vital consequence, especially if he has at home a wife Dangers lurk in unexpected places for all of us, death and little ones. hovers behind the footsteps of everyman; but here is a man who must earn his daily bread by braving death in its most horrible and painful forms; by whom dangers from which humanity instinctively shrinks must be constantly faced with calm indifference, who is liable at any

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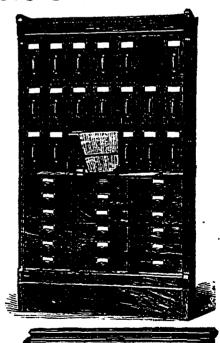
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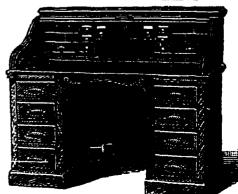
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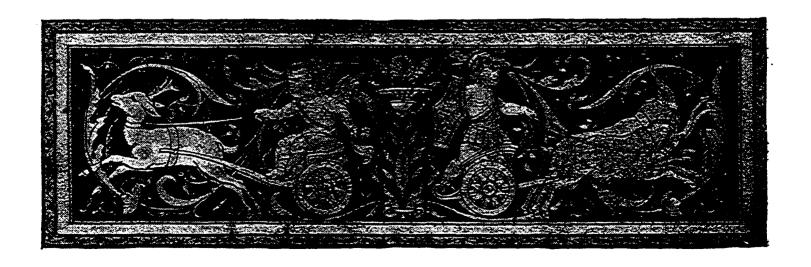
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moment to be called upon to risk his own existence, and even, if need be, to sacrifice it for the safety of others. No wonder that he is marked as "extra hazardous" by the insurers, and that when he comes, with a hard saved portion of his scant wages, to purchase that protection for those who are dear to him, which it is the impulse of every true man to provide, he finds that he must pay more than the ordinary citizen for the benefit. Hence, he must look to "The Firemen's Protective Association," the status of which is set forth in these pages, by which the firemen of this city seek to provide a fund which will be available in their time of need. The subscribers to this volume have, therefore, the satisfaction of knowing that whatever profit there may be in the enterprise, is consecrated to a purpose to which any one might well be asked to contribute without the expectation of a direct return.

The work of the Fire Department is before the eyes of the public and needs no comment; it is an unbroken record of entire devotion to the exacting demands of an arduous and thankless calling; of tireless labor; of heroic self-sacrifice and of brave deeds done in secret. Who that has ever witnessed, read or heard of the sublime heroism of firemen in risking and even sacrificing their lives for the sake of the weak and helpless, has not felt an ennobling thrill of gratitude toward the brave men who thus exemplify what is best and noblest in human nature.



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HON. ABE FURST, President of Board of Fire Trustees.

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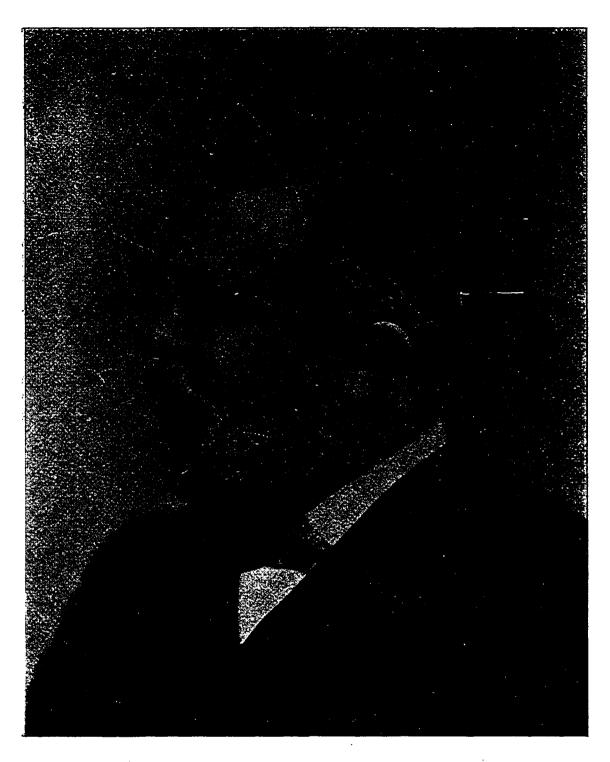
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HON. WILLIAM T. PERKINS, Vice President Board of Fire Trustees.

HON. ABE FURST.

One of the best known business men of Cincinnati is Abe Furst, as he is known to his host of friends. He has been identified with a number of large business enterprises during the past quarter of a century, and has, perhaps, as wide a circle of acquaintances as any man in the Ohio Valley. Mr. Furst is noted for his sterling business qualities, and his good sound judgement.

Abe Furst was born in the State of Bavaria, Germany, in the year 1837, but has been a resident of Cincinnati for many years. He is at present connected with the cattle business, and he holds a high commercial standing. In the year 1885, he was appointed Fire Commissioner, which position he held to the expiration of his term of office (1889) with much credit to himself, and to the great advantage of the Department. During this period, as later, he manifested much zeal in the direction of reforms, by which the fire system of Cincinnati could be perfected to a degree unsurpassed in any other city of the world. He was especially active in behalf of the enforcement of strict discipline in the companies, and by a close supervision to the details, he was zealous to make the entire service proficient in every point.

When the Board of Fire Trustees was introduced to succeed the Board of Fire Commissioners, Mr. Furst was appointed by the mayor of Cincinnati to become a member of that body. His present term will expire in the year 1896. During his terms of offices, he was elected thrice President of the Board, which position he now holds.

During the last decade in the history of the fire department, many changes have been introduced, and many evils have been abolished. With the improvements made in fire appliances, buildings, discipline of the firemen, etc., many reforms had to be introduced, if we were to keep apace with the departments of other cities. It was during this period that Mr. Furst could exercise his judgment and execute his plans with reference to needed changes in the organization at the best advantage, owing to the position he held as member of the Board. In his efforts for reform he was worthily supported by his colleagues, and the period of his activity may be regarded as most momentous, and of lasting benefit to the Cincinnati Fire Department.

The name of the fire engine, formerly known as the "John Shillito," was subsequently changed to "Abe Furst," to commemorate the services of the noted member of the Board in behalf of the Cincinnati Fire Department.

HON. WILLIAM T. PERKINS.

Among Cincinnati's most enterprising men, deserving of especial mention, is Hon. William T. Perkins. To his untiring efforts to awaken a lively interest in behalf of the city, it was largely due that the manufacturers of the United States assembled this year in Cincinnati, and established a permanent organization, which promises to be of the greatest benefit to the entire country. He is generally intimately associated with every commercial and political movement which has in view local improvements. He is a prominent member of the Chamber of Commerce, and is the President of the Manufacturer's Association of Cincinnati and Hamilton County. He is also a member of the well known firm of John J. Perkins & Co.

William T. Perkins was born in Xenia, Ohio, December 8, 1834. He was appointed by Mayor Mosby a member of the Board of Fire Trustees in May, 1893. From the first day of his office he has devoted the same painstaking interest to the Fire Department of Cincinnati, as to the duties of his firm, and united with his colleagues, he has ever been zealous to place our fire system upon a strict business basis. How far he has succeeded is easily demonstrated by the great improvements made in the department within the last two years.

The people of Cincinnati are realizing the necessity of having thorough business men in the management of the Fire Department, It is only under such a regime that a great efficiency in the system can be acquired and maintained. It is, therefore, imperative that the Board of Fire Trustees should be composed of such members only, who can meet the most exacting requirements, a policy which is strictly adhered to. Of the present Board no member has established a greater zeal in behalf of the Fire Department than its indefatigable Vice-President, William T. Perkins.

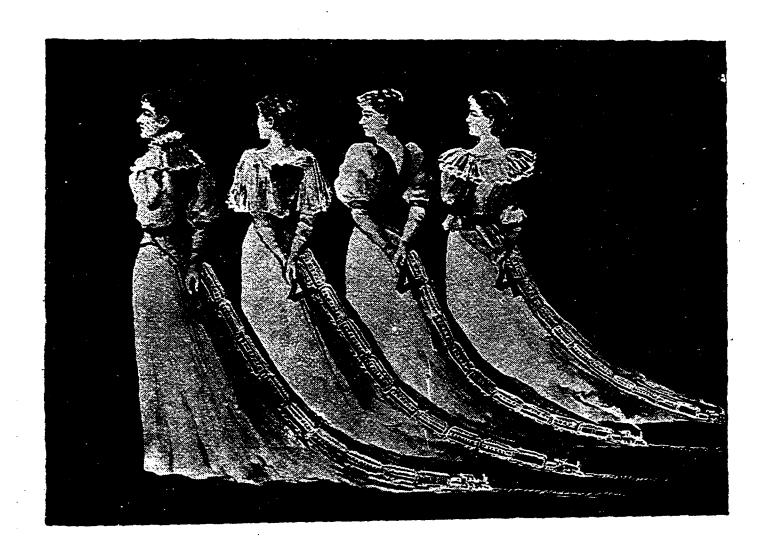


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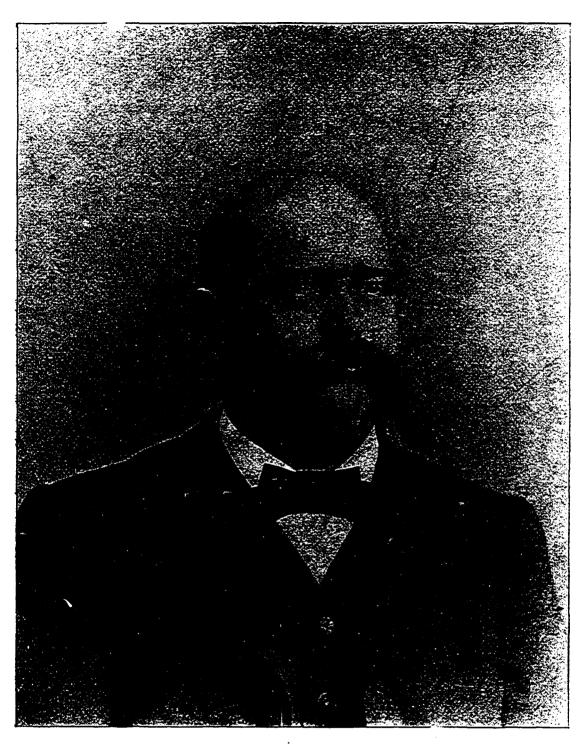
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HON. JOHN GOETZ, JR. President Board of Fire Trustees. May 1894 to May 1895.

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HON. JAMES J. FARAN, JR. Member Board of Fire Trustees.

HON. JOHN GOETZ, JR.

The Cincinnati Fire Department owes much of its present excellence to the many public spirited men who in the course of its history have directed its affairs. Conspicuous among these, and worthy of especial mention, is John Goetz, Jr. The zeal he has manifested in behalf of this important branch of our municipal government, is worthy of the most favorable comment, as his energies have been crowned with signal success.

John Goetz, Jr., was born in the city of Cincinnati on January 28, 1855. His education was acquired in the schools of his native city. Having given evidence of superior ability in his profession, he was appointed Assistant City Solicitor under Judge Bates. His faithful services in that capacity were readily recognized and appreciated. Having identified himself closely with the republican party of Hamilton County, he soon became known as one of its most earnest workers, and is to-day a member of all the republican clubs in the city. He was recently re-elected President of the Lincoln Club, one of the most noted political organizations in the country.

Mr. Goetz was appointed by Mayor Amor Smith, Jr., Fire Commissioner on February 24, 1888. He continued in this position until May 4, 1895, when he was appointed by Mayor John Caldwell to serve another term of four years as Fire Trustee. His zeal as a member of the Board is exhibited on all occasions when the material interests of the Department are involved, for which services he was honored with the Presidency of the Board, 1894-1895. A further recognition of the faithful performance of duty is the naming of an engine the "John Goetz, Jr.," which is in the service of Fire Engine Company No. 22.

In his commercial relations the record of Mr. Goetz is not less noteworthy. He has been closely associated with many of the city's industrial interests, and has worthily labored for the progress and improvement of Cincinnati. As a member of the Centennial Exposition Commission, President of the Board of Trade, member of the old Merchants' and Manufacturers' Association, and of the new organization, he achieved an honorable record.

The importance of his commercial position is also largely due to his close association with the Christian Moerlein Brewing Company, of this city, one of the largest enterprises in its line in the world, of which corporation he is the present Vice-President.

As a member of the masonic order, Mr. Goetz has taken the thirty-second degree, and he is also prominently identified with the orders of the Knights of Pythias and of the B. P. O. Elks.

HON. JAMES J. FARAN, JR.

James J. Faran was born in Cincinnati in the month of April, 1856. For thirteen years he was connected with the transportation department of the H. & D. R. R., and has long been conspicuously known as an energetic worker in every movement pertaining to the city's good. His first relation with the Cincinnati Fire Department was established in the year 1891, when he was appointed by Mayor Mosby member of the Board of Trustees for three years. During this term of office he gave evidence of the highest ability in directing the affairs of the Department, so that in 1894 he was reappointed to the same position by Mayor Caldwell In the year 1893, during his first term, he was elected to the position of President of the Board. In honor to his meritorious services it was concluded by the Board to name a new engine the "James J. Faran," which was placed at Engine Company No. 10.

Few men at his time of life have been so successful as James J. Faran in gaining the public confidence. His great popularity is owing to the energy he exhibits on all suitable occasions to enhance Cincinnati's interests. In this noble work he is sustained by the conviction that the city of his birth is amply fitted by nature and fortunate opportunities to cope with any industrial center in the country. His efforts appeal strongly to popular sentiment and stimulate public pride. His executive ability is of a higher order, which was amply proven during his term as President of the Board of Fire Trustees, and on numerous other occasions.

Mr. Faran's interests are centered in the Cincinnati Fire Department, he grows eloquent when discoursing on its excellencies. He has made its history a thorough study, and is always keenly alive to any deficiencies which may be apparent. With the co-operation of the other members of the Board he is active in correcting any shortcomings of the Department, and quickly perceives the needed reform. He strongly advocates precise and emphatic measures for the guidance of the companies, the enforcement of a strict discipline in the department and exacting requirements for admission into the service. Although Mr. Faran has not stepped beyond the meridian of life, he has already achieved such distinction which generally only falls to the share of maturer age. It may therefore be prognosticated that with the increase of years, he will find golden rewards in store for him.

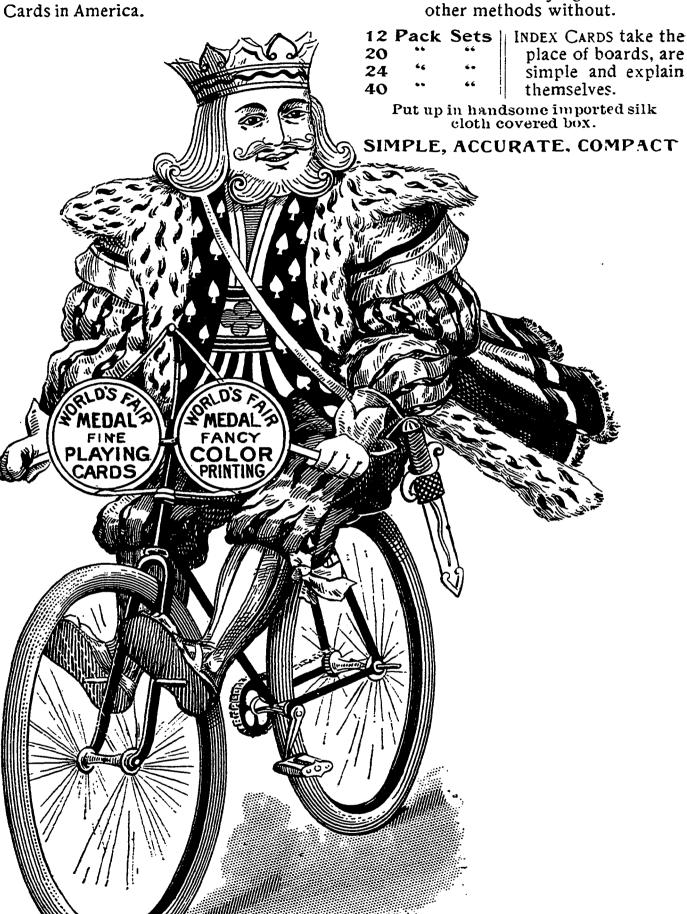
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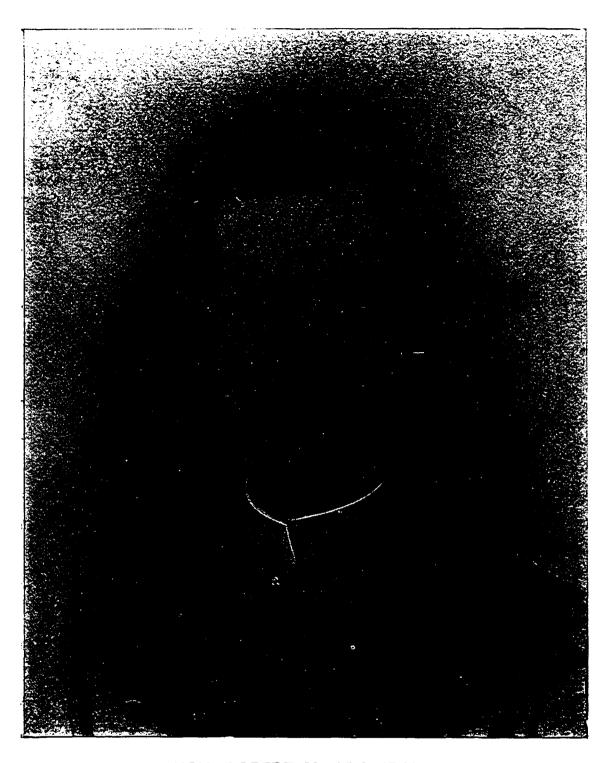
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HON. ROBERT M. ARCHIBALD, Ex-President Board of Fire Trustees. 1893-1894.

HON. ROBERT M. ARCHIBALD.

Although no longer actively associated with the Cincinnati Fire Department, Robert M. Archibald has a deserved claim for consideration in this work, owing to the untiring zeal with which he conducted his office when connected with the Boards of Fire Commissioners and Fire Trustees.

There are few men in any community who are so worthy of success as Mr. Archibald. The history of his career is a progressive march, step by step, toward the goal of his hopes and ambition. Of a sociable nature, possessing nothing of the condescending manner, so frequently noticed in men who have been especially favored with fortune's smiles, he is, in spite of his frequent success, as accessible as in the days when he first harbored political aspirations.

The fire department of Cincinnati has always claimed a large share of his solicitude, and although officially no longer connected with it, he is ever interested in its welfare. With him this is not the love of a passing hour, but a deep-rooted passion only extinguished with life. His first acquaintance with the Board of Fire Commissioners was in 1890, when he was appointed by Mayor Mosby to fill the unexpired term of Thomas Smith. In 1891 he was re-appointed to serve five years, but in the same year he was legislated out of service by a bill passed at Columbus. In May, 1892, he was re-appointed as Fire Trustee to serve two years. During this term he was elected President of the Board, and resigned his membership to assume the office of Sheriff. As a Commissioner and a Trustee he was an earnest advocate of the improvement of the department in every direction, and his efforts were rewarded by frequent changes being introduced during his terms of office, which were of material benefit to the service.

Mr. Archibald has deservedly earned for himself the enviable distinction of being one of Cincinnati's most progressive citizens, who ever manifests a lively interest in the development of the city, and who is always willing to aid any enterprise which promises to be serviceable to her interests. Always faithful in the performance of his duties while in office, he has, in spite of political factions, won for himself a host of friends in the ranks of the opposing party.

CAPT. D. W. SHEDD.

Capt. D. W. Shedd, the present popular and efficient Secretary of the Cincinnati Fire Department, was born in Hillsboro, Ohio, July 3, 1847. When quite young his parents moved to Ripley, on the Ohio, and much of his life has been spent on the turbulent waters of the His father was among the first to respond to the call to save the Union, and met his death at Pittsburg Landing. The following summer young Shedd, then sixteen years old, volunteered with Captain John Foster's cavalry, but was subsequently rejected by the inspecting officer on account of his small stature. In the winter of 1864, he joined the Fourth Independent Battery, and served until mustered out at the close of the War. In 1869 he went to work for the Big Sandy Packet Company as freight clerk on the old steamer Fleetwood, and climbed the ladder until he finally became its captain. 1884 he became General Freight and Passenger Agent, and for ten years held that position, retiring to serve a costly year's experience in hotel keeping, On April 3, 1895, he was elected Secretary of the Fire Department, which position he now holds to the satisfaction of all. Captain Shedd is a prominent Mason and a leading member of the shrine.

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HENRY SCHLOTMAN, JR.

Henry Schlotman, Jr., the Assistant Secretary of the Fire Department, was born August 7, 1854. He is a native of Cincinnational lives today with his wife and four children within a few blocks of his birth-place; in fact he has always lived in the district now known as the 27th ward. In April, 1892, he was appointed Assistant Secretary, and for seventeen months, the interim between the death of the former secretary. Thomas Brown, and the appointment of Capt. Shedd, he officiated as Secretary of the Department. For six years he was Clerk of the Board of County Commissioners, and also served three and one-half years in the Internal Revenue service. His public services have always been markedly efficient, and as Assistant Secretary he was notably conscientious in the faithful performance of his duty

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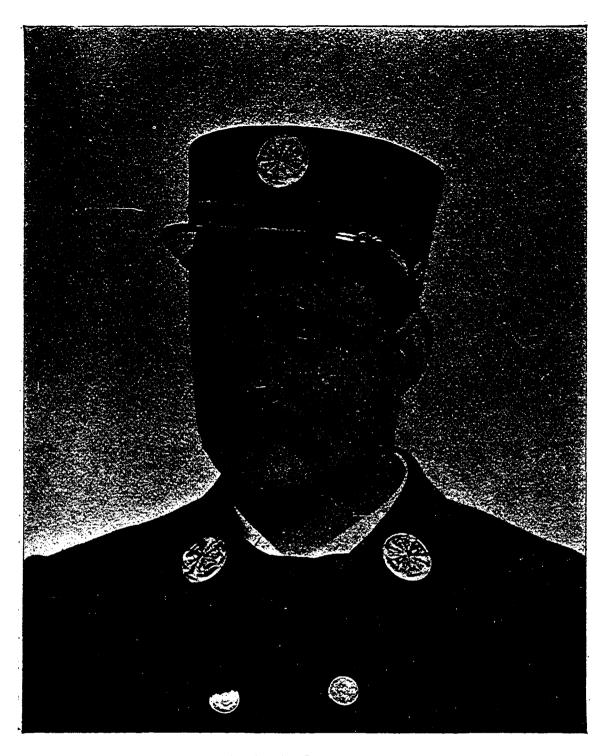
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J. A. ARCHIBALD. Chief Fire Department.

JOHN A. ARCHIBALD.

J. A. Archibald was born in Cincinnati, on January 21st, 1859. He entered the department as pipeman of the Chemical Company No. 1, on January 1st, 1882, which position he held for nine months, when he was transferred to Fire Engine Company No. 3, as pipeman. He was appointed Lieutenant, October 3, 1884, of Fire Engine Company No. 3. May 1st., 1887, he was promoted to a Captaincy of Company No. 1, and finally became Chief Marshal, March 1st., 1893.

Chief Archibald, during his present term of service, has won for himself the highest approval of the department, and his merits as a fireman are much esteemed by the public at large. He possesses great endurance and is most vigorous in action, and he has won for himself a widespread reputation as an efficient officer, and as one of the most popular who have ever held the position of Chief. He worthily represents the department in every direction, and during his administration many reforms and improvements have been introduced which materially rebound to the benefit of the organization.

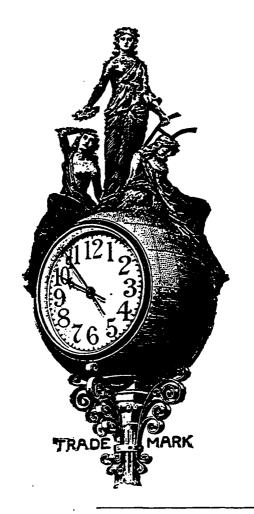
Chief Archibald is a zealous member of the Masonic order, in which body he has achieved enviable distinction. He is a thirty-second degree Scottish-rite Mason, and in other branches of the order has been honored to an equal extent. He belongs to the Knights of Pythias and Ancient Essenic Orders.

Chief Archibald is a strong advocate of our present fire system, and he is a firm believer in its great possibilities. Even when compared to cities of larger population than Cincinnati, he is firmly convinced that our fire department has few rivals and no superiors in the world. He is therefore most zealous in its behalf, and its welfare claims his constant solicitude. Every detail of the entire system is guarded with scrupulous care, and nothing of whatever insignificance escapes his watchful eye. It is therefore with particular pride that his past efforts are regarded by his numerous friends, and his future success in the department assured.

Chief Archibald is a member of a family well known for its public spirited sentiment, and he is a brother of the present sheriff of the county, who was in former years closely identified with the department in the capacity of Fire Commissioner and Fire Trustee, which positions he held with honor to himself and credit to the department.

The great progress made in the Cincinnati Fire Department within recent years demands a most efficient officer for the highest position and when the choice fell upon the present Chief, at first much concern was expressed as to his ability to direct the affairs of the organization, as he had not arrived at an advanced age. But this supposition was totally unfounded, as was later proven, the young Chief giving every evidence of the highest qualities for the position and by his courage, cool judgment and energetic management, even during the early fires of his present official career, he at once received the unstinted applause of an admiring public and the praise of the press. His future career therefore promises to be one of the most notable in the annals of the department.





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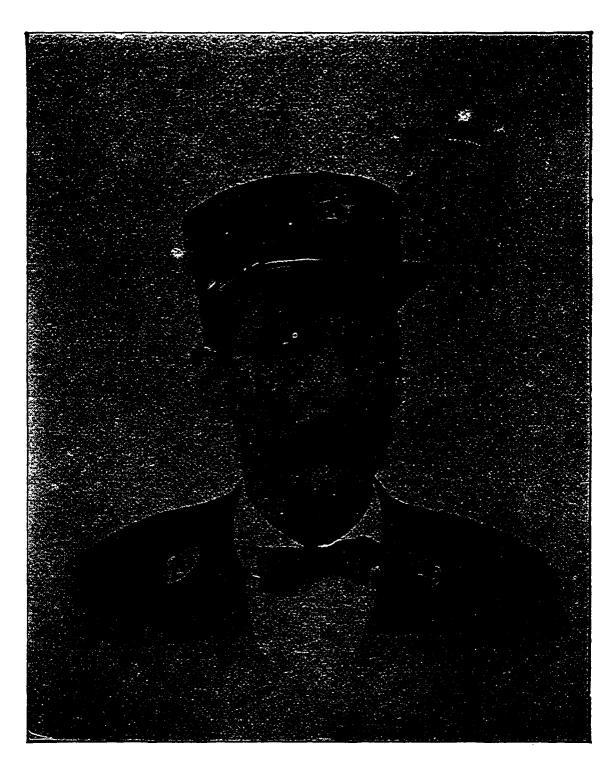
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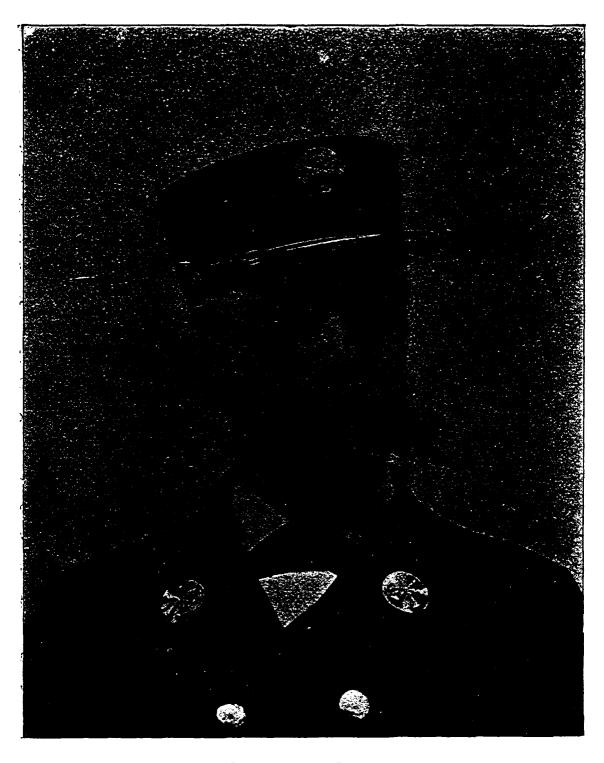
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JOHN C. DONOVAN.
Assistant Fire Marshal.

THOMAS McAVOY.

Assistant Fire Marshal.

Thomas McAvoy was born in Ireland in the month of October, 1840. He came to America when he was in his teens, and after wandering about for a short time located in Cincinnati. He entered the Cincinnati Fire Department in the year 1867, serving as reel driver in Company No. 9, until April 1st, 1868, after which he became pipeman of Company No. 14. In 1875 he was appointed captain of the same company. In the year 1878 he was elected Assistant Marshal of the Third District. He held this position for three years when he resigned and became an officer at the court for four years. month of March 1885, he re-entered the service as captain of Company No. 8, which position he held for five years, until elected First Assistant Fire Marshal in 1890. Marshal McAvoy is favorably known as a bold fireman, who in the hours of danger exercises a cool judgment, and has therefore been most successful in his There are numerous occasions to be cited when he accomcareer. plished most satisfactory results by his wise management. less he was not always able to protect himself against danger, and on many occasions he has been seriously injured. His services to the department are such as to make him almost indispensable in the position he now holds.

Thomas McAvoy entered the service when the department was in a primitive condition, and its gradual development to its present stage of excellence has passed under his personal, practical observation. He has been closely identified with the department in various positions for many years, and his career embraces perhaps the most interesting period of the history of the fire system in Cincinnati. Such experience makes him a most valuable officer, and he is fully deserving of the high honors which have been bestowed upon him.

JOHN C. DONOVAN.

Assistant Fire Marshal.

This well-known firemen first saw the light of day in Morgan County, Va., April 15, 1840. He entered the Cincinnati Fire Department in November, 1861, as pipemen of Fire Engine Company No. 4. He was what was known as minute man, or outside pipeman, receiving for his services five dollars a month. This position he held only a short time, and he retired from the service and worked at the trade of carriage blacksmith. September 1, 1862, he returned to the department in the capacity of regular pipeman of Company No. 10. He remained in that position for eleven years. The Board of Fire Commissioners having made the Captains of the companies stationary, pipeman Donovan was appointed Captain of Company No. 6, where he remained for five years, after which he was transferred to Company No. 4, holding the same position. A year later he was again transferred to Company No. 10, and thence after a year's service to Company 3. With this company he remained Captain until the death of Chief Bunker. With the election of Chief Wisbey, Captain Donovan was made Fire Marshall of the Western District. This position he has occupied for eleven years, having been re-elected several times.

Marshal Donovan is regarded by the department as a most efficient officer, and his record bears the closest inspection. During his career he has met with numerous accidents of a more or less serious nature. He was seriously burned during a fire in the summer of 1866 which might have caused him his life, but he fortunately recovered from his wounds. On occasions of danger he preserves a marvelous coolness, which enables him at all times to command the situation, and his promptness and efficiency is service assured him rapid promotion during his eventful career as fireman.

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Marshal First District.

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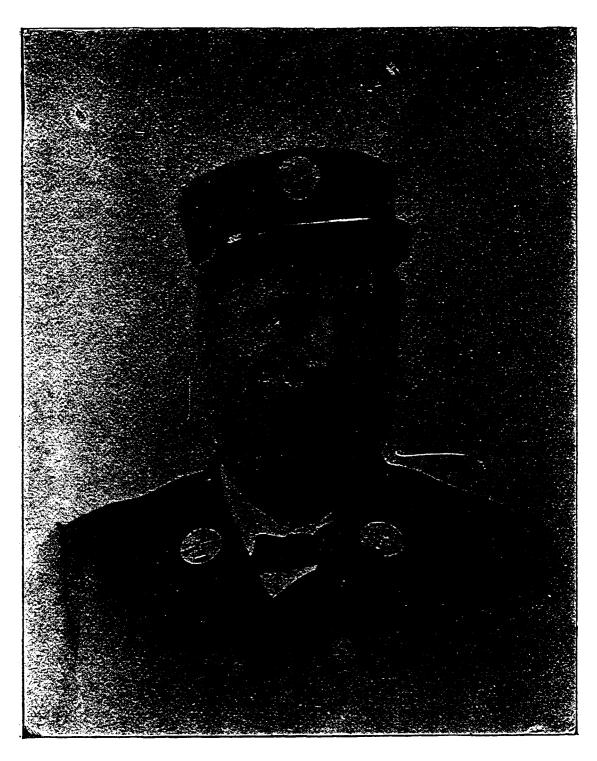
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MILTON L. CAMPBELL, Marshal Second District,

### HENRY C. BUNKER.

#### Marshal of First District.

Henry C. Bunker is one of the handsomest men in the Fire Department. He is a nephew of the late Chief Bunker, and was born in Cincinnati April 2, 1856. He entered the Fire Department as pipeman January 18, 1879. In 1880, May 3, he drove the reel of Company No. 3. July 7, 1881, he was fearfully blistered during the Marqua fire. January 1, 1883, he was transferred as pipeman to Company No. 6, and was promoted to a Lieutenancy in that company, November, 1884. October 4, 1884, he was appointed Fire Marshal pro tem for two months. In December, 1884, he was made Captain of Company No. 3. August 9, 1888, he was on back end of the hose wagon that collided with a street car, corner of Sixth and Elm streets and fractured several of his ribs. He was elected District Fire Marshal, February 6, 1890, to which position he was re-elected in the year 1893.

The popularity that Marshal Bunker enjoys with his comrades is only equaled by the admiration he receives from public favor. At a Fireman's ball given January 10, 1895, a valuable badge of gold, studded with diamonds of a most artistic design, was presented him by the Fire Trustees and the Firemen of the First District to commemorate his valuable service in the department.

Henry Bunker is a most zealous fireman; he feels the responsibility of his position with the gravity of a veteran. Having such an illustrious example before him as his deceased relative, who died as a hero in humanity's cause, he wants no further stimulus to mount higher on the ladder of success. Affable in manner to all who approach him, ever accessible to the appeals of his friends, firm in his convictions as to the duties of his calling, he has few rivals and no superiors in the department.

## MILTON L. CAMPBELL.

Marshal of Second District.

Milton L. Campbell was born in the State of Kentucky, February 14, 1844. He entered the Cincinnati Fire Department in September, 1871, as a running member of Hook and Ladder Company No. 2, but he only held this position for a short while. He was appointed Captain of Company No. 13, in the year 1874, and four years later was transferred as Captain to Company No. 3. In the year 1881, he was made Captain of Hook and Ladder Company No. 1. In February, 1893, Milton L. Campbell was promoted to his present position, as Assistant Fire Marshal of the Second District.

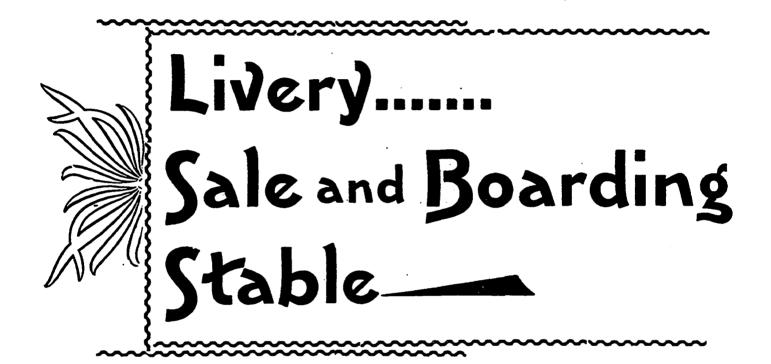
Marshal Campbell is one of the most efficient officers of the service and his record as a fireman is unimpeached. His ability and popularity assured him recognition in various directions outside of the regular service. He was elected President of the Firemen's Protective Association, of this city, in the year 1889, and has continued in that position with credit to himself ever since. In the Masonic order he has obtained the thirty-second degree, and in the orders of the Knights of Pythias and Odd Fellows he is equally distinguished. He participated in the late Civil War and achieved an honorable record for faithful fulfillment of duty and personal bravery.

Marshal Campbell is a true fireman. He is in every sense of the word a most reliable officer; his executive ability, which he possesses in a marked degree, has received ready recognition in the department, making him almost indispensable to the service. In his social relations he is most congenial, and has numerous admiring friends. His future career in the service is assured, if ability and faithful performance of duty will continue to be the true criterion of a fireman's standing, spurred by a noble ambition to excel in his calling, no doubt, he will overcome all obstacles which may arise between him and the consummation of his most ardent wishes.

## Edward Meier

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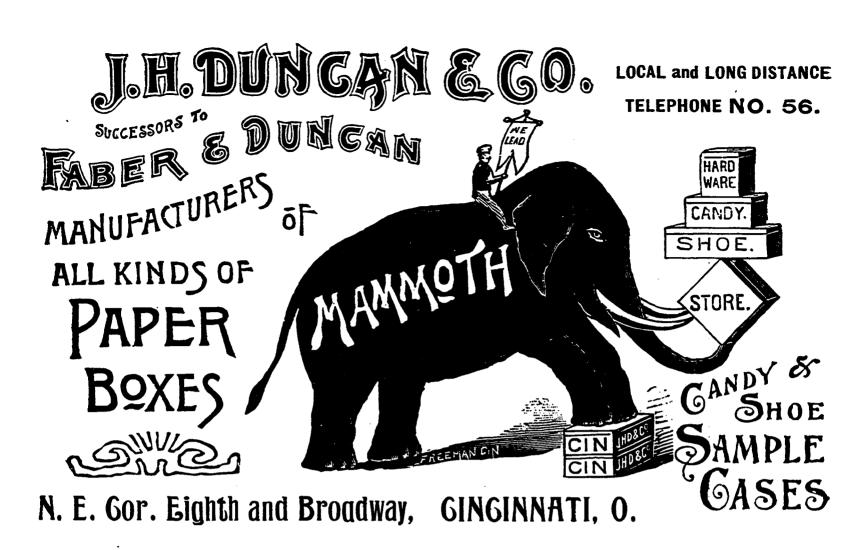


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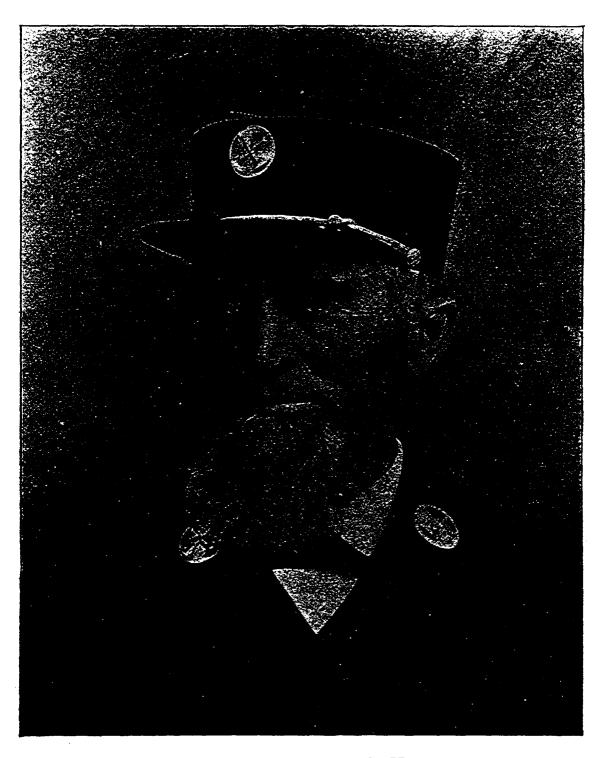
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HENRY H. SCHILDMEYER, Marshal Fourth District.

### HENRY H. SCHILDMEYER.

#### Marshal of Fourth District.

Henry H. Schildmeyer was born April 9, 1836, in the Province of Hanover, Germany. He sailed to this country in the fall of 1849, and took up his abode in Cincinnati after a short sojourn in Kentucky. In the spring of 1856 he concluded to become a member of the Cincinnati Fire Department, and for that purpose he joined the Hook and Ladder Company, No. 1, which was the only Hook and Ladder Company in the city at the time, and was drawn by one horse. His services were rewarded with the munificent sum of five dollars a He remained with this company, however, for seven years, after the expiration of which he was transferred to Fire Engine Company No. 10. He was connected with that company until the year 1878 when he was elected Assistant Chief of the Eastern District, and remained in that position for twelve years until he was transferred as Assistant Chief to the Fourth District. After serving in the Fourth District for three years, he was appointed Assistant Marshal of the Third District, the old Northern District. Marshal Schildmeyer has, during a long term of service in the department, proven himself a very efficient officer. His career has been most eventful, and he has had numerous hair-breadth escapes. When reviewing some of the startling episodes of his life, it appears almost a miracle that he should have faced serious dangers so often without having been numbered among the dead. During the Bloch fire, where one fireman met with immediate death and three others died from the injuries received on that occasion, and a dozen were severely injured a falling wall threw him from a ladder a distance of fifty-four feet to the ground without his being seriously injured. On another occasion, during the last Emery fire he was struck by a falling wall with a serious effect, but he finally recovered from his injuries. Marshal Schildmeyer is one of the most deserving firemen in the service, and his age and long experience entitle him to the highest respect. He is in good physical condition, and judging by appearances he is destined to answer the tap of the bell for many years to come.

## THE PIONEER FIRE DEPARTMENT.

During the earliest settlement of Cincinnati a little or no anxiety was felt as to the extinguishing of fires, as there are no records in existence which touch upon this subject. It was not until the month of December, 1800, that the good citizens of Cincinnati began to feel seriously alarmed at the frequency of fires. The settlement at that time had less than 800 inhabitants, and the buildings, log, frame and brick, did not exceed one hundred and fifty. But it was not until a year later when other conflagrations occurred that the purchase of an engine was seriously contemplated. A meeting was speedily held for this purpose, but as there were no municipal authorities to give the movement legal weight, the assembly was dissolved without any measures having been taken to remedy the evil.

In the year 1802, Cincinnati received its first village charter, and on July 7 of the same year, the select Council passed an ordinance for the purpose of establishing a fire organization. The ordinance provides, that each inhabitant of Cincinnati who is a freeholder or householder, paying an annual rent of thirty-five dollars, shall furnish him or herself with one substantial black jack leather bucket of the following dimensions: to contain two and one-half gallons of water, with a rope handle covered with leather, which bucket shall be at least one-third wider at the top than at the bottom, and fourteen inches in length, with the initials of his or her name painted on the side thereof in large letters, and shall be hung up in some convenient and conspicuous part of his or her dwelling house. Any person offending against this ordinance was liable to a fine of six dollars, which was placed in the treasury of the corporation.

If any inhabitant of the age of sixteen years and upwards, and not exceeding fifty, should, upon being warned or hearing the cry of fire, refuse or neglect to give his assistance to extinguish the same, or if any freeholder or householder, unable to go himself by reason of sickness, should refuse to furnish his or her bucket, forfeited a sum not exceeding five dollars. Any person maliciously causing a false alarm of fire forfeited upon conviction the sum of five dollars. If any minor or bond servant should be guilty of the offense, his father, guardian or master had to pay the penalty. It was also prohibited for persons to stack wheat, oats or other small grain, within two hundred feet of any house or outhouse within corporation limits, except in a stable or other service house. Persons offending against this ordinance forfeited the sum of three dollars and fifty cents for every twenty-four hours the stack remained in the locality. The fines were collected by warrant. In case there were no goods and chattels upon which to be levied, the offender was committed to the jail of the county, and remained there five days.

This ordinance regulated the fire organization until after the incorporation of the town.

On July 14, 1802, a meeting of the citizens was held in the new Court House, southeast corner of Walnut and Fifth streets, to pass upon the expenditure of forty-six dollars by the select Council, of which twelve dollars were to be appropriated for six fire ladders and the same sum for as many hooks. These constituted the entire Cincinnati Fire Department until the year 1808. August 2, 1808 an ordinance was passed providing that the sum paid for the buckets might be charged to the landlord in case the annual rent amounted to \$36.00.

In the year 1808, the select Council contemplated the purchase of an engine. A meeting was called for the purpose, and after much discussion it was finally decided to execute the plan. For this purpose an Association was formed called the "Union Fire Company," which comprised nearly the entire male element of Cincinnati. But the engine proved very unsatisfactory and its inefficiency to perform the required task became the source for loud and frequent complaints. The organization was still worse, and there being no interest manifested on the part of the members the meetings became less frequent and finally ceased altogether.

In July 1808, the Cincinnati Fire Bucket Company was organized, their apparatus consisting of a large willow basket placed upon a four-wheeled truck, and containing the leather fire buckets, and was about ten feet in length and six feet in height. An ordinance was passed

requiring every householder to keep not less than two of these fire buckets in a prominent place on his premises.

The Fire Bucket Company was quartered on the north side of Fourth street, opposite the St. Paul building, of the present time.

#### THE OLD FIRE DRUM.

In the year of 1808 it was concluded to construct a gigantic drum to serve as a fire alarm. This cumbrous invention exists to-day and is in the possession of the Volunteer Firemen Association of Cincinnati. and is preserved with jealous care by the veterans of the old department. It is five feet high and has a circumference of sixteen feet five inches. The heads are five feet four inches in diameter. In that year and until 1824 this drum was used to call the citizens to fires. The corporation line at that time was at Main and Fourth streets, and the principal part of the town, with Fort Washington, was east of Walnut and along the river. In a field, about where the end of the esplanade. facing Walnut street, now stands, was a one story frame building, used as a carpenter shop, and on the roof of this house the drum was placed.  $\Lambda$  ladder was in the rear of the house which enabled any one to reach the drum in case of necessity. But with the gradual expansion of the town's limits, the drum eventually proved insufficient as a fire alarm. and the bell was substituted in its place. The principal one of these was the alarm bell of the Presbyterian church, corner of Fourth and Main streets, the sound of which could be distinctly heard for miles along the Reading Road. It continued to serve fire purposes until about 1845.

In 1824 the drum was placed in a hay press, south-east corner of Sixth and Walnut streets, where it was found in later years by Oliver Lowell, an old painter, who took it to his home and used it as an oat bin. It was later discovered in his stable and appropriated by the members of the old Volunteer Fire Department. The only person living, perhaps, who ever beat the old drum is the venerable Linnaeus Broadwell, of Cumminsville, who first entered the Volunteer Fire Department as a member of the Boys' company.

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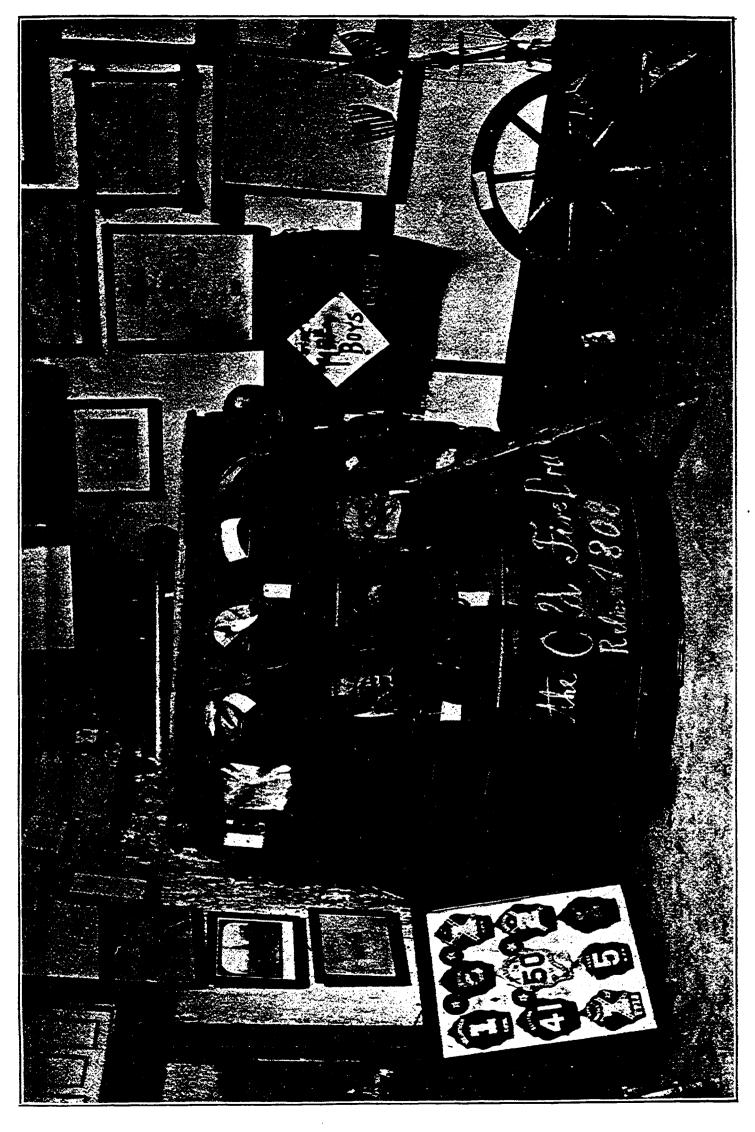
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## THE OLD VOLUNTEER COMPANIES.

In the year 1810 the Washington Company No. 1 was organized, which was merely the outgrowth of the Union Fire Company, and in 1813 the purchase of a new engine was authorized by the Council. In 1814 an ordinance was passed, but caused little or no change in the fire service. Most of the ordinances passed at this time related more to buildings than the fire department proper. In the year 1816, the Council authorized the mayor to purchase an engine, which was ordered by Gen. John G. Gano and was put in charge of the company known as Relief Fire Company No. 2. The following account transmitted to us of the condition of the Fire Department in the year 1819 is by no means flattering:

"There are two engines owned by the corporation, but strange as it may appear, neither of them are kept in proper repair. A most unpardonable apathy on this subject pervades our citizens generally. Almost destitute of ladders, fire-hooks, buckets (or even water in most parts of the city) should the fiery element assail us in a dry and windy season, the denouncement of the awful tragedy would be a general devastation of our now flourishing city. The most practicable means ought immediately to by taken for creating a supply of water, the number of engines increased and put in working condition, and every other apparatus procured which can be of service in restricting the ravages of this powerful destroyer. Otherwise the "good easy man" who retires to his couch meditating of the competency of his fortune, may stalk forth a beggar in the morning."

The two engines referred to were in the service of Washington Fire Company No. 1 and Relief Fire Company No. 2. Although the Department at that time was in a most inefficient condition, it must be remembered that fires occured at long intervals and rarely assumed large dimensions.

June 30, 1819, the following Fire Wardens were selected: First Ward—John S. Wallace, John Shally, Peter McMide, Benjamin Mason;

Second Ward—Thomas Tucker, Oliver Lovell, J. Wolf, Stephen McFarland; Third Ward—J. B. Shenning, William Green, F. Carr, Moses Brooks; Fourth Ward—D. Loring, John Whetstone, John Mahord, Peter Brett. On October 2, of that year, a fire ordinance was passed re-establishing the Department, and re-enacting in the main, with a few trivial amendments, the original ordinances by which the department was governed under the town organization; Cincinnati became an incorporated city in 1819.

October 3c, 1819, the Cincinnati Fire Wardens' Association was organized, which became one of the prominent features of the Fire Department. The Presidents of the Association and their terms of office from the date of the organization to the introduction of the Pay Department in 1853 are as follows: Benjamin Mason, 1819-1821; David Embree 1821-1825; R. L. Coleman, 1825-1829; J. L. Avery, 1829-1831; O. Lovell, 1831-1836; George W. Jones, 1836-1838; Archibald Irwin, 1839-1843; William Stephenson, 1843-1846; Aaron Valentine 1846; S. Hogan, 1847; D. H. Horne, 1848-1852. The Secretaries were M. Brooks and F. H. Oehlmann.

#### INDEPENDENCE FIRE COMPANY NO. 3.

In the year 1819 Independence Company No. 3 was formed, which became the third engine company of the department. The first meeting was held at the store of Thomas Tucker, November 15, Mr. Tucker having been chosen the foreman, and James Conley, secretary. Eighteen members were present, and it was unanimously resolved that "the painted hat is heavy and uncomfortable to the wearer; that a committee be appointed to request council to rescind so much of the ordinance establishing the Fire Department as relates to the painted hat." Samuel Newell, James Ward and James Conley composed the committee. At a later meeting held December 14, 1819, the above committee reported that "they had performed that duty, and that council readily acceded to the wishes of the company and repealed so much of the ordinance as related to the painted hat." The company was first located on the north side of Fourth street, between Walnut and Main streets, on the lot of the old Presbyterian church, adjoining the Cincinnati Fire Bucket Company.

The first engine of the company was styled the "Constitution." The members of the Bucket company supplied the "Constitution"

with water in the following manner: a line was formed from the river or nearest cistern, and the buckets were emptied into the box of the "Constitution."

The first American engine was built in the State of New York, probably at Troy.

To the "Constitution" were later added the "Liberty" and the hose reel "Veteran."

David T. Disney, who had resigned his membership with the "Flat Irons," became a member of this company.

Albert Paddock served in the capacity of foreman of the company; Thomas Spooner also held an official position after the company had been formed; property was purchased of Mr. Gest on the south side of Fourth street, between Vine and Walnut streets, on the spot where the Robert Clarke Co. book establishment is situated today, and the handsomest engine house in Cincinnati was erected thereon. There was a clause in the constitution of the company which permitted a member after having served actively for three years, to become a life member. The "life members" were distinguished by badges which were worn on the hats, with the words, "Independence No. 3, L. M." These initials were interpreted by the boys as "Lazy Members," and the company thereafter became known as the "Lazy Three's."

When the engine house was located on the lot of the First Presbyterian church, and the latter desired to obtain possession of the ground but the boys refusing to yield, men were employed by the authorities of the church to pull down the building and push the engine into Fourth street. The boys having received word of the conspiracy, they speedily filled the box of the engine about one-third full of lamp black and the remainder water. When the men began their work of destruction, the firemen attached a line of hose and gave the intruders a good dose of the contents of the engine box. Peace, however, was soon established by the church paying the company \$500, after which the premises were vacated.

After the reorganization of the company the presidents were Miles Greenwood, Erasmus Gest, and Frederick U. Stoker. Miles Greenwood was elected in the year 1836 and served successively twelve years. Amos L. Burke occupied the position of secretary for several years.

Among the most prominent members were: C. H. Paddock, Charles W. McElfresh, Linnaeus Broadwell, William B. Smith and others.

An ordinance was passed November 27, 1819, modifying the one of October 2, requiring badges to be worn by the Fire Wardens and Fire Companies, allowing the wardens and members of the companies to adopt their own devices. In the same month Thomas Tucker was elected Chief Engineer, and duly confirmed by the Council.

In August, 1820, another engine was purchased and named the "Independence." This engine was substituted for the first. The second annual meeting was conducted at the residence of Gabriel Hubbell, October 25, 1820. At this meeting the following officers were chosen: Thomas Tucker, foreman; Gabriel L. Benson, assistant; James Cobb, treasurer; James Conley, secretary. During his term Mr. Tucker resigned, and J. Seymour succeeded him.

October 25, 1821, S. Aukeny was elected foreman of the company, and in the same year the headquarters were removed to a brick engine house. Previous to this time the engines were placed in a frame building owned by Jacob Bennett, and located on Fourth street.

In 1822 the Chief Engineer issued an order directing the company to appear with their engines at the river, with which order the company refused to comply, claiming that they did not stand under the authority of any city official. The Council sustained the chief, but the company returned the report of the Council and declared their independence, October 25, 1822. August 11, 1823, S. L. Fosdick was elected foreman. Isaac Stevens was elected his successor in 1831. Benjamin Chase was foreman and Robert Rands, assistant.

### THE FRANKLIN FIRE ENGINE AND HOSE CO. NO. 4.

The Franklin Fire Engine and Hose Company No. 4 was formed in 1819, as Fire Engine Company No. 4, and on May 19, 1820, was placed into regular service. The engine of the company was called the "Nereide," which was supplied with water buckets. The company was located on the west side of Sycamore street, near lower Market. In the year 1821 the city purchased an engine house on the same square. This house measured 12 x 18 feet, was a frame, and cost the munificent sum of \$75.00. Later, in 1824, it was moved to the corner of Sycamore and Third streets, where the company was quartered for several years, after which it moved to the corner of Third and Hammond streets, to

a building later used as the mayor's office. At a later period, the name of the company was changed to the "Eagle Fire Company No. 4."

#### PROTECTION COMPANY NO. 1

On December 21, 1820, Protection Company No. 1 was organized and continued to do duties similar to those of a salvage corps for many years. It was conducted as an independent organization, but constituted at the same time an important part of the fire department. The object of the organization was to preserve lives and property from destruction, and prevent theft during fires. The membership of the society was limited to one hundred.

An ordinance was passed Feb. 3, 1821, authorizing the fire wardens to act in any of the wards. The marshal was also privileged to examine buildings and dwellings, and to see that fire buckets were kept. The sum of \$3.50 could be paid by owners or occupants who might be in default in keeping buckets as required by the ordinance.

July 5, 1821, the City Council enacted a new fire ordinance for the government of the department, and which, in reality, was the first city ordinance passed which caused any particular change in the department after the organization of the city government in 1819. It provides that at least three persons be appointed annually by the City Council from each ward, to be denominated fire wardens, who shall provide themselves with speaking trumpets and such other distinguishing badges as will render them conspicuous in time of fire, and it shall be lawful for them to order fences, lumber or any other combustibles to be removed, and any three of them may order any house or building to be pulled down, when public safety requires it; they may order able-bodied men into the ranks to convey water, or to perform other necessary duties during a fire, not attendant with immediate personal danger. Any person refusing to obey the fire warden in time of fire was punished by a fine not exceeding twenty dollars.

The fire wardens were privileged to enter any premises for the purpose of examining fire-places, stoves, chimneys, etc. Any person resisting the fire warden in the discharge of his duty, or refusing to comply with his orders, was fined in a sum not exceeding fifty dollars, and the further sum of five dollars for each day the neglect was continued.

The head of the department was denominated Chief Engineer and was armed with a speaking trumpet, upon which the words "Chief

Engineer" were painted, which trumpet, as well as those possessed by the fire wardens were paid for out of the corporation treasury, and were delivered to their successors. The Chief had to provide himself with a badge of his own choice. The condition of the department he had to announce to the City Council in an annual report.

Volunteers of a proper age were privileged to form companies, chose a foreman and secretary, who had to report their names to the City Council for acceptance as a fire engine company, their number being limited by the City Council, and one company was appointed to take charge of each engine belonging to the corporation. The companies had the authority to form a constitution and enact by-laws for their government. All fines and penalties incurred by members could be recovered by prosecution in the name of the corporation before the mayor. It was the duty of the foreman of the company to appoint one man to convey to fires all the fire buckets, and when the fire was extinguished they were returned to their places washed and cleaned, and the engine company was compelled at least once a month, under the direction and order of their foreman, to draw out their engine, and wash, cleanse and exercise the same. Similar regulations were enacted to govern the Hook and Ladder Company.

The Protection Society was governed in all respects like the other companies, except that they were not controlled by any authority except the officers of their own company. Their duty was to prevent all suspicious persons meddling or interfering with the removal of property, during fires, by placing a guard over the same. And they were enjoined to use all endeavors for the safe keeping and return of all property taken under their care to the owner thereof.

The members of the fire companies were privileged to commence the service required of them on the highway, by presenting to the supervisor of the ward, their certificate of membership from the City Council, provided that such certificate should not entitle any fireman to the commutation for more than one year, unless renewed by the City Council upon the application of the foreman of the company, the application being accompanied by a certified list of the membership of the company.

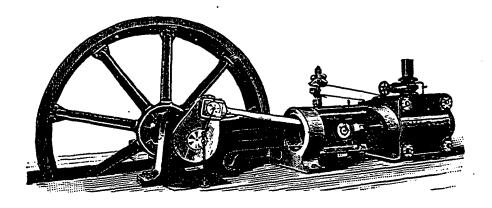
The owner or occupant of every house within the city having less than four fire-places, had to provide one leather fire bucket; and having four fire places and less than eight, two fire-buckets; and having eight

## THE LANE & BODLEY CO.

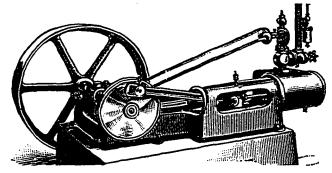
CINCINNATI, O.

# ENGINES

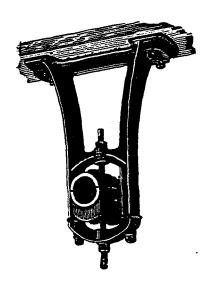
Simple and Compound. For all Purposes.



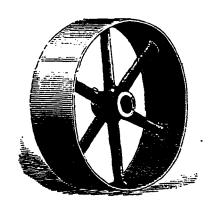
CORLISS ENGINES.
SLIDE VALVE ENGINES.



Hydraulic and Belt Freight Elevators.



SHAFTING,
HANGERS,
PULLEYS.



fire-places or more, four fire-buckets, which had to be marked with at the least the initials of the owner. The owner or occupant of every brew-house, distillery, sugar-house, or air furnace, had to provide four fire-buckets for each; in addition to those required for dwelling houses; and the owner or occupant of every soap and candle factory or bakehouse had to provide two additional buckets, all of which had to be well made, painted or glazed, and capable of containing two and a half gallons. All leather buckets were procured by the persons occupying the building at the expense of the owner. In case of refusal or neglect to furnish fire-buckets, the offending parties were condemned to pay every month while violating the ordinance the sum of fifty cents. citizen having buckets who refused to deliver them at the alarm of fire to be used paid fifty cents for every bucket detained. In case of loss of buckets during fires, the persons owning the same were entitled to three dollars, to be paid out the treasury of the corporation, if new, or if damaged, such sum as was deemed a just compensation; the money to be applied only to the purchase of new buckets.

The marshal examined all buildings twice a year, in July and January. When he found any person who had not supplied himself with buckets he was privileged to receive three dollars for each bucket wanting. This sum was paid into the corporation treasury and applied exclusively to the Fire Department, as the council directed.

If any chimney in the city took fire owing to neglect of being properly cleaned, the owner or occupant of the house forfeited the sum of five dollars. It was forbidden to put fire into the chimneys for the purpose of cleaning them, except in the day time, and not then unless it was raining or there was snow on the roof of the houses. The violation of this ordinance was punished by a forfeit of five dollars. also unlawful to burn shavings or other combustibles in the streets, lanes or alleys of the city, except in the cases of workmen whose business required outdoor fires, nor then if the fire endangered any building, and it had to be extinguished immediately after serving the purpose for which it was built. Persons violating this ordinance were liable for all damages resulting from their acts and were fined in any sum not exceeding ten dollars. It was also strictly prohibited to keep wheat, rye, oats or barley in sheaf, or hay, straw or fodder, in stack or pile within one hundred yards of any building within the lots of the city, including the lots laid out by Jesse Hunt and others on the north, and Nicholas Longworth and others on the west, and Main and Columbia streets to the corporation lines (except in a stable, barn or warehouse), nor in any dwelling house whatever, where fire was used for any purpose. For the violation of the foregoing ordinance a penalty not exceeding twenty dollars was exacted.

Persons were not allowed to keep in any building within the corporation limits of the city more than twenty-eight pounds of gunpowder at any one time, which had to be divided into at least four parcels, and each parcel had to be secured in stone jugs with tight stoppers or in tin cannisters provided with safe and sufficient covers. Any person violating this law forfeited the powder to the corporation, and in case of keeping more than twenty-eight pounds of gunpowder at any one time was compelled to pay twenty dollars for every hundred pounds, and in that proportion for any greater or less quantity. This ordinance did not prohibit persons conveying gunpowder through the streets to some place of deposit without the limits of the corporation, provided that the gunpowder was put up in tight and sufficient kegs or casks.

The Marshal and the Fire Wardens were privileged at any time between sun rising and setting, (Sunday excepted), to enter any house or building where gunpowder was kept or suspected to be kept, and examine the premises, and if they found any gunpowder contrary to the law, they seized the same and conveyed it to a safe place of deposit beyond the city limits. If a fire warden seized the gunpowder he reported to the Marshal, whose duty it was to sell it for the benefit of the corporation, provided that the sale was advertised in at least three of the most public places in the city, and the sale was made by sample, and conducted in one of the market places, on market day, to the highest bidder. Persons refusing the Marshal or Fire Wardens entering houses for the purpose of searching for gunpowder were amenable to the law to the extent of a fifty dollar fine.

It was also prohibited for any person within corporation limits to use in any stable a lighted candle or other light except it was secured within a tin horn or glass lantern, for which offense there was exacted a penalty of ten dollars.

On March 28, 1822, an ordinance was passed providing that persons shall not burn shavings or other combustible matter in lots or yards, under a penalty of \$10.00. A fine was imposed for boiling either

oil or varnish within twenty-five feet of a building. Boilers when used were placed in furnaces, and the persons handling them had to obtain a Fire Warden's certificate of safety.

On November 23, 1823, a serious conflagration took place, which at the time created considerable consternation. An immense stone mill, situated on the river front, foot of Broadway, was burned.

In the year 1825, the Cincinnati Fire Department consisted of four engine companies of twenty-five men each, under command of a Captain; one Hose Company of twenty-five members; one Hook and Ladder company with thirty members, equipped with hooks, ladders and ropes; one Bucket Company and one Protection Company, having about fifty members, in all 150 members and sixteen wardens. Thomas Tucker was Chief Engineer and Jeremiah Keirsted, assistant.

February 3, 1825, the chief and assistant chiefs of the department were allotted the same powers as the Fire Wardens, but were subject to the control of a majority of the wardens.

#### GENERAL LAFAYETTE'S RECEPTION.

An interesting incident is narrated by the historians, which shows how cautious our forefathers were on all occasions, and would not let enthusiasm get the better of their reason. Marquis Lafayette was admired by the American people almost to the extent of idolatry, and his coming to Cincinnati created a great stir, and in consequence elaborate arrangements were made to receive him in a manner becoming his rank, and the respect in which he was held by the entire nation. Among other things it was suggested to have a grand street illumination in the illustrious guest's honor, but owing to the remonstrance of the Fire Wardens the illumination did not take place, as the following council minutes show. "September 29, 1825, the Fire Wardens reported to the City Council, that in their opinion an illumination of the city would be attended with danger, and that a committee be appointed to confer with the committee for the reception of General Lafayette, and request that an illumination be waived."

General Lafayette was welcomed to Cincinnati in a very festa manner, although he had to forego the pleasure of seeing the city illuminated.

On April 15, 1826, at a meeting of the Eagle Company, held at the house of David Kantz, Moses Lyon was chosen foreman and Jeremiah

Kiersted, Chief Engineer. The following members were present: Moses Lyon, David Kantz, Thomas Borwise, Seth Folger, J. C. Folger, Ezra T. Gund, J. L. Hudson, Philip Skinner, W. M. Smith, John H. Andrews, Isaac M. Lee, John Norris, W. Wallis, James Stephenson, James Armstrong, Samuel Lovejoy, Jeremiah Williamson, Joseph Hill, James Kemper, James Dean, Moses Coffin, Josiah Collins, D. Brunson, Thomas J. Osborn.

On June 28, of the same year, an ordinance was passed authorizing a loan of \$5,000.00, "for the purpose of sinking cisterns in different parts of the city, obtaining a new engine with an additional supply of hose, as well as to improve the Fire Department of the city generally."

From 1826 to 1829 Jeremiah Keirsted was Chief Engineer and William Sayre, assistant. In 1829 John Mahara succeeded William Sayre.

#### THE OLD "FIVES."

In 1829, Fire Company No 5, was organized. At that time the population of the city was 24,148. The building the Fives occupied was located over the canal, at the northeast corner of Vine and Canal streets, but as the great majority of the fires were south of the canal, it being quite a pull on to the bridge, the city finally decided to purchase a lot on the east side of Vine street, between Court street and the canal, south of where the Standard theatre is now located, and where Snellbaker had his famous varieties, and in 1839 erected a commodious building. The first engines of the old Fives were named "Fame" and "Jefferson," and the hose reel was called the "Canal Hose Company." The engines were of a domestic make, and were built by Jeffrey Seymour who owned a shop in what was known as Pleasant Court, between Fourth and Fifth streets, immediately in the rear where the Indiana House is located. After being established in their new quarters, the company purchased an entire new outfit and apparatus, and adopted the name of Invincible Fire Company No. 5, and changed the title of the hose-reel to "Hornet." By public subscription in the old Fifth ward, the company secured ample funds to purchase a gigantic figure of Jefferson, which was placed into a niche over the door in Vine street. The figure was about ten feet high. Among the many prominent members claimed by this organization, Nicholas W. Thomas was one of the most conspicuous figures. He was for several years President of the Company, which position he held with much credit.

1847 he served in the City Council and in April, 1857, he was elected Mayor for one term. David T. Snellbaker, (the father of the late "Tom Snellbaker") was also President of the old Fives for a number of years, and he was elected mayor in 1853, serving one term. Finley Torrence, one of the Fives' most active members, was president of the Cincinnati Chamber of Commerce, to which position he was elected in 1855, serving one term. He also filled the position of Vice-President of the Young Men's Mercantile Library Association and served during the years 1839 and 1849. Meigs Robinson was also president in the forties. He however caught the gold fever when thousands were migrating to the El Dorado, and in company with a number of the "boys" he made an overland trip to the Pacific Slope in search of the glittering metal which was to yield him untold wealth. Until recently one of the oldest members of the old Fives was Colonel Samuel H. Dunning, who died on the 9th of January, 1892, at the age of seventy years. He was one of the first to organize the Fifth Ohio Regiment in the late civil war. He entered the service in June, 1861, and was elected colonel of the regiment when only thirty-eight years of age, and did not leave his post until the year 1863, when he was compelled to resign his position on account of ill health. Hedger was for many years vice-president of the company, and the position of secretary was long filled by Godfrey Ludwig. George W Runyan was for a number of years a conspicuous member of the Fives. He served in the state senate, and was appointed under Abraham Lincoln's administration superintendent of the construction of the post office building, located at the southwest corner of Fourth and Vine streets, on the spot where the magnificent edifice of the Cincinnati Chamber of Commerce stands today. He was one of the leaders in Hamilton county of the old Whig party, John S. Gano, elected clerk of the Police Court in the "Know Nothing Days," and Samuel Schooley were active members of the company. Later they moved to Chicago, where they reside today. Stephen Schooley and Enoch Schott were both charter members of the organization. Mr. Schooley was one of the pioneer pork packers of Cincinnati; while Enoch was the pioneer in the ice trade. John C. Schooley, the inventor of the famous refrigerator, and who is at present a resident of New York City, was for a number of years, beginning in April, 1841, Director of the Hornet. Henry C. Urner, who has held prominent political and commercial positions was

W. W. BROWN, CASHIER.
CHAS. A. STEVENS, ASS'T CASHIER.

#### THE

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CINCINNATI, OHIO.

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DEALERS IN AND MANUFACTURERS OF

## HARD-WOOD \* LUMBER.

SAW MILLS AND YARD,

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CINCINNATI. O.

at one time one of the most active members of the company. Mr. Urner has served with honors in the position of President of the Cincinnati Chamber of Commerce, he was one of the commission to rebuild the court house, "without pay and without price," was appointed by President Cleveland during his first term United States Marshal for his district, and he occupies an exalted rank in the Masonic order. He is at present engaged in the insurance business in this city. A source of considerable pride with the "Invincibles" was the fact that their engine, the "Jefferson," was the first engine on this side of the Alleghenies that moved on springs. She was regarded in the light of a great wonder as she bounced along the streets in response to an alarm. Besides Henry C. Urner of the old citizens, formerly connected with the Volunteer Fire Department, Robert Hedger and Godfrey Ludwig are still among the living, and are residents of Cincinnati.

In 1826 there were four engines, each having a company of 25 members, under the command of a captain, one hose company of 25 members, and having under their charge about 1800 feet of substantial hose; one hook and ladder company of 30 men, properly equipped with hooks, ladders and ropes; a company for the preservation of fire buckets, and a Protection Society composed of about 50 members. There were a chief and one assistant engineer, and about 150 firemen, who kept their engines in excellent order, and in case of fire were prompt, active and persevering. There were in different parts of the city five substantial brick cisterns, each of sufficient capacity to contain upwards of 5,000 gallons of water. These were kept constantly filled, and being connected with the pipes which conducted the water along the streets, in in cases of fire could be replenished as fast as the water was drawn from them by the engines. These cisterns afforded particularly in the season when fires are most frequent, the chief and only supplies of water.

In 1829 there was a still further improvement which indicated the zeal manifested by the department. In that year the fire department of Cincinnati was composed of nine organized companies: Fire Warden Company, No. 1; John L. Avery, president; Moses Brooks, secretary; twenty members. Fire Engine Company No. 1; Hugh Gil breath, foreman; S. R. Teal, assistant; thirty-five members. Fire Engine Company No. 2; A. G. Dodd, foreman; J. S. Ross, assistant, thirty-five members. Fire Engine Company No. 3; William Brown,

foreman, thirty-five members. Fire Engine Company No. 4; Thomas Borise, foreman: John Morris, assistant; thirty-five members. Hook and Ladder Company, No. 1; E. D. Williams, foreman; S. Carrington assistant, thirty-five members. Hose Company No. 1, thirty-Protection Society, for the protection of exposed five members. property during an alarm of fire; Joseph Gest, president; William Mills, vice-president; David Churchill, secretary; Stephen Burrows, treasurer; seven directors; fifty members, with privilege of one hundred; composed chiefly of respectable, substantial household-Fire Bucket Company, A. M. Ferguson, foreman; Nathaniel Reeder, assistant. Seven brick cisterns had been constructed each to contain five thousand gallons of water. They were connected with the pipes of the water-works, and were therefore easily repienished when empty. Two of these at the intersection of Main and Eighth streets, and the junction of Fourth and Sycamore streets, had been built only the year previous. Zebulon Byington was chief engineer and Moses Coffin, assistant engineer of the department.

### THE "ROVERS" OR "SILK STOCKINGS."

On December 31, 1829, a great conflagration occured on the east side of Main street, starting below Third street, and pursuing its course to the United States Bank building, which was located on the site occupied by the Commercial Bank to-day. The water supply being most deficient the firemen and citizens formed two lines and carried the water from the river. Among them was Mrs. Ellis Drake, the wife of the noted comedian who at the time was performing at Columbian theatre, and she performed her part in an admirable manner. It was noticeable on that occasion that the Fire Department was unable to cope with a large conflagration, and the public mind became much agitated on the question of an increase of the Fire Department. Soon after the fire the leading citizens called a meeting for the purpose of organizing another company, "and for the transaction of other business, such as building public cisterns and making better arrangements for protection in case of fire." In the same year the Cincinnati Independent Engine and Hose Company, known as the "Rovers" or "Silk Stockings," was organized, and on February 22, 1830, the charter was granted the Company by the Legislature, Geo. W. Neff, Geo. W. Jones, Thomas Sharpless and others being the incorporators. The officers at the

organization of the Company were: Geo. W. Neff, President; Joseph Pierce, Vice-President; Charles D. Dana, Secretary; Kirkbridge Yardly, Treasurer.

It was largely due to the strenuous efforts of Mr. Geo. W. Neff in behalf of the Company that the members were able to raise the necessary funds to purchase the apparatus. The subscription was furnished exclusively by the citizens of Cincinnati, and the Company became in every respect independent of the city. The two first-class engines and one hose reel were built in the famous works of John Agnew, of Philadelphia.

A meeting was held and by unanimous vote the company selected the names for the engines the "Pilot" and the "Water Witch" and the hose-reel the "Red Rover." The arrival of the apparatus in Cincinnati in its fresh glaring paint, created not a little sensation, especially among the female element of the community. The ladies in the old First Ward were most exuberant in their expressions of delight, and gave the company a hearty cheer as it passed them.

The company was quartered on the south side of Fifth street, between Sycamore and Broadway at the corner of the alley, where the palatial commercial building the "Nevada" stands at present. They remained there for several years, when they procured new quarters on East street, between Sycamore and Broadway, which had been entirely remodeled.

Geo. W. Neff became President of the City Council in 1836, 1837 and 1838, and he was always in the lead to advocate any movement which had in view the material improvement of the city, and his memory is hallowed by the present generation as one of Cincinnati's most philanthropic sons.

Fenton Lawson, another distinguished member of the Rovers, and the honored sire of our well-known fellow-citizen, Frank Lawson, was for a decade President of the Company, and only resigned when age compelled him to relinquish the leadership to a younger, more active element. Mr. Lawson was ever willing to serve the company, and it was greatly due to his energy that the organization became so thriving. As a part recompense and an acknowledgment of his superior qualities, a meeting was held at the Melodeon hall after his retirement from the service where he was presented by the fire-lads with a most elaborate

silver tea-service, which was embellished with numerous designs representing the apparatus and paraphernalia of the fireman.

General Charles H. Sargent became the successor of Mr. Lawson, and he remained the Company's President until it voluntarily disbanded in the year 1852, having been in service almost twenty years.

One of the old members of the company was Henry C. Spencer, who became Mayor of Cincinnati in 1843, after which he was re-elected three times, and in 1851 he declined to be a candidate any further.

Another energetic member of the Company was John Finley Torrence. He was elected President of the City Council in the year 1860. He was elected to the mayoralty in 1869.

Other notable members of the Company were: Pollock Wilson, Ferdinand K. Martin, Zebulon Coffin, Joe J. Barlow, "Pap" Shuyler, the builder, Squire Thomas McLean, and many others.

The Company was designated as the "Silk Stockings" to distinguish them from the "Flat Iron Boys," or the "Independent Checked Shirts." In spite of the name the "Silk Stockings" could always be found at the front when duty called, true to their beautiful motto: "Our war is with the elements."

At the time of disbandment the officers of the company were: Charles H. Sargent, President; Calvin W. Thomas, Vice-President; Seth C. Goshorn, Secretary.

#### THE CINCINNATI FIRE ASSOCIATION.

In the year 1830 the Cincinnati Fire Association was formed for the purpose of regulating the Fire Department, providing for the sick and disabled members of the fire companies, and settling disputes that might arise between one company and another; it was composed of the following number of members, to be returned from each of the following companies: Washington No. 1, seven; Relief No. 2; seven; Independence No. 3, seven; Franklin No. 4, seven; Fame No. 5, seven; Cincinnati Independent Fire Engine and Hose Company, seven; Hook and Ladder Company, five; Protection Company, seven; Fire Warden Company, two; the Cincinnati Fire Guards No. 1, seven. The stated meetings of the association were held quarterly, on the second Tuesdays in May August, November and February. The election of officers took place annually at the meeting in May, when a President, Vice-President, Secretary and Treasurer were chosen. No member of an engine or fire

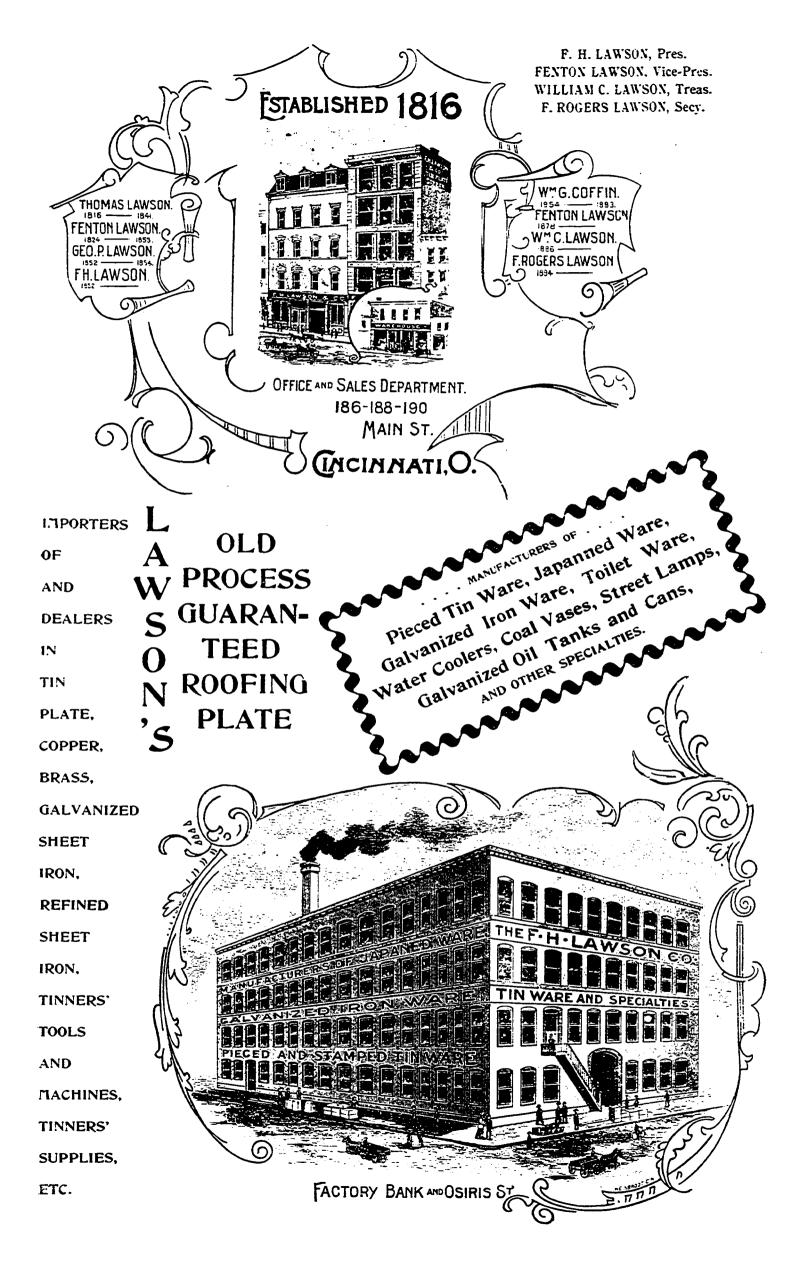
company was eligible as a member of the Association, except he was an active officer.

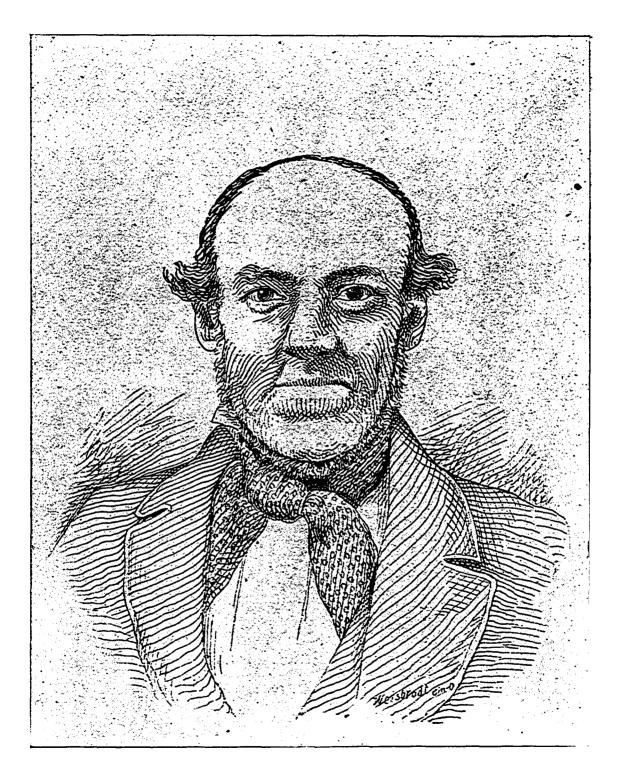
The companies composing the Association had an annual procession on the first Thursday in May, which was under the direction and command of the President, who appointed Aids or Assistant Marshals for the occasion.

Absentees from roll-call at the meetings were fined twenty-five cents.

The officers of the association were: John L. Avery, President; J. J. Stratton, Vice-President; Jos. Landis, Secretary; William Scudder Treasurer.







FENION LAWSON.

#### FENTON LAWSON.

A history of the Cincinnati Volunteer Fire Department would be most deficient without something more than a mere cursory mention of Fenton Lawson. No one was more closely identified with the organization than he, and the zeal and enthusiasm he manifested during his twenty years of faithful service in that body is regarded by the old fire heroes as worthy of the highest panegyric. Once a year the remnant of the old band meet in social conclave, and on such occasions the worthy departed comrades are remembered in mind and speech, and Fenton Lawson's noble work and untiring zeal in behalf of the department are fondly recalled and his life's career is dwelt upon with flattering comment.

Fenton Lawson was born in Yorkshire, England, in the year 1808, but came to this country in early childhood. He was one of the pioneers of Cincinnati, and to his death he cherished the deepest affection for the city of which he became so prominent a citizen. His mind was of a distinctive mechanical nature, and in the course of his life he established a business which today is one of the leading commercial enterprises of the city.

Mr. Lawson was an active member of the Rovers more than twenty years, and president of the organization ten years. While serving in the latter capacity he went to Philadelphia and contracted in behalf of the company for the three Agnew engines, the arrival of which created a great sensation in Cincinnati. In 1851 he retired from the service and the laddies in fond recollection of his many noble qualities and his great devotion to their cause presented him, at a formal meeting in the old Melodeon Hall, corner of Fourth and Walnut streets, with a silver tea service which is still admired as a work of art. It is artistically embellished with engines, firemen, etc., and in its massiveness suggests taste and opulence.

Although politically a zealous partisan, Mr. Lawson never could be induced to accept public office. For this he is the more to be admired, as the volunteer companies had by degrees degenerated into organizations where politics was a leading factor. He never lived to see the pay department thoroughly introduced; he died in 1853, but he was one of its most zealous advocates. His descendants occupy high commercial and social positions in this city, and with equal zeal and energy contribute largely towards Cincinnati's progress.

## THE FIRE DEPARTMENT IN 1830-31.

In the year 1830 the Cincinnati Fire Department was constituted as follows:

Fire Warden Company. J. L. Avery, President; M. Brooks, Secretary; 20 members.

Washington Engine Company, No. 1. John Tatem, Foreman; G. G. Smith, Assistant; 52 members.

Relief Fire Company, No. 2. J. S. Ross, Foreman; Samuel Bunell, Assistant; 52 members.

Independence Fire Company, No. 3. Benjamin Chase, Foreman; Robert Rands, Assistant; 52 members.

Franklin Fire Engine Company, No. 4. Thomas H. Bousall, Foreman; Anthony Ireland, Assistant; 52 members.

Phoenix Hook and Ladder Company, No. 1. E. D. Williams, Foreman; Stephen Coddington, Assistant; 52 members.

Hose Company, No. 1. Joseph Webb, Foreman; Miles Greenwood, Assistant; 52 members.

Protection Company. Levi Howell, President; C. Tatem, Vice-President; 50 members.

Fire Bucket Company. A. M. Ferguson, Foreman; N. Reeder, Assistant; 20 members.

Cincinnati Independent Engine and Hose Company. George W. Neff, President; Joseph Pierce, Vice-President; Charles D. Dana, Secretary; Kirkbridge Yardly, Treasurer. Standing Committee: William Neff, Alfred Hayden, B. Urner, Andrew McAlpin, Robert Buchanan; twelve directors.

In this year the name Eagle Company was changed to the "Frank-lin Fire Engine and Hose Company, No. 4," and the company was moved to an engine house especially built for the purpose on Sycamore street, between Sixth and Seventh streets. The first President of the company, under the re-organization was Alpheus White, who was succeeded by Samuel Noyes, James Wise, Samuel H. Taft, Jacob Jacobs, A. W. Armstrong, A. Wood and William S. McMaster.

#### A FIRE ATTENDED BY EXPLOSION.

In 1831, a grocery on the south-west corner of Front and Elm streets, owned by a Mr. Scowden, who was licensed to sell gunpowder, was totally destroyed by fire. During the conflagration an explosion took place, killing Washington Armstrong, the father of Washington Armstrong, who in the early forties became President of old Franklin Fire Company, No. 4. The fire started between 11 and 12 o'clock at night. The weather was severely cold, and hot coffee was served the freezing firemen. The explosion was so violent that the panes of glass in the windows of the buildings, for quite a distance from the fire, were shattered into fragments.

#### THE CINCINNATI FIRE GUARDS

The Company of Cincinnati Fire Guards was instituted in August. 1832, and consisted of any number of members not exceeding twohundred and fifty, who were invested with all the powers of police officers at fires and during alarms of fires, and were respected and obeyed as such while on duty. It was their duty to form lines and limits around a fire, within which no person was allowed to pass unlessattached to one of the fire companies or Protection Society, or had property in danger. They were empowered to remove all intruders to such a distance from a fire that the firemen were able to perform their duty without hindrance. They could also compel bystanders to assist in extinguishing fires, or removing property from danger. offering disobedience to the Fire Guards while on duty was fined any sum not less than five dollars, nor more than one hundred dollars at the discretion of the Mayor. Another duty of the Fire Guards was during fires to prevent vehicles driving over the hose, but as efforts in this direction were frequently unsuccessful the suppression of thisevil became in the course of time their chief task. The Fire Guards were organized, and they were ruled by a constitution and by-laws,. and severe penalties were enacted for their prompt observation.

The Fire Guards were essentially a salvage corps and they performed the duties of a Fire Patrol. The first director of the company was Joseph Gest, whose successors were J. C. Avery, D. C. Wallace, and J. M. Guiteau. The company was disbanded in December, 1854.

INDEPENDENT "CHECKED SHIRTS" AND "FLAT IRONS."

In the year 1832, Independent Fire Company, No. 2, known as 'Checked Shirts' and "Flat Irons" was organized. The names were due to the fact that eight of the ten members were mechanics and wore checked shirts. In August of the above year the first steps were taken in the formation of the company. The first meeting was held August 6, and on the 13th of the same month the following officers were elected: George W. Neff, President; L. H. Davis, Vice-President; James McCandless, Treasurer; Joseph Buckley, Secretary. The Committee appointed to contract for two engines reported at the "Light House" August 27, that they had made a contract with Messrs. Chase & Seymour.

September 3, of that year a constitution was adopted for the management of the company, a charter having been previously procured. On February 1, 1833, S. H. Davis and Bellamy Storer, at a meeting held at Holman's Coffee House, reported the organization of the company, the apparatus being at the time the "Deluge" and "Cataract" engines, and the "Pioneer" hose carriage. February 23, 1833, the company concluded to purchase a lot from the United States Bank, which was located on the corner of Symmes and Lawrence streets, and in the same year a contract was awarded W. McCannon for the building of an engine house. The following are the names of the Presidents of the company, and their terms of offices: A. L. Vorhees, April, 1833-34; Bellamy Storer, 1834-38; David Guffey, 1838-43; Edward Sheilds, 1843-44; Francis G. Miller, 1844-54, which included one year of the paid department service.

In the year 1848 a fire company of Louisville visited Cincinnati, bringing with them a superior engine for which they claimed greater advantages than could be found in any machine in "Porkopolis." a challenge which was immediately accepted by the "Flat Irons." The interesting contest took place on an afternoon in front of the old Bazaar built by Madame Trollope, the mother of Anthony Trollope, the noted English novelist, during her sojourn in this county. This building was the wonder of the times and became noted as "Trollope's Folly." It is at present owned by the Emery Sons. The result of the contest was that the "Deluge" threw water 210 feet, while "Louisville" only reached 201½ feet. In consequence of this great victory the "Flat Iron" boys took their Louisville visitors to Billy Holmes', a popular resort in those days, and treated them to liquors and

81

chicken hash. The hose reel of the company the "Pioneer" was appropriately styled, as it was among the first in the service of the city. The building once occupied by the company has in the course of time been entirely remodeled and is at present the quarters of Fire Engine Company No. 10.

In reviewing the records relating to the Cincinnati Volunteer Fire Department one is agreeably impressed with the many names of noted persons that were once enrolled among the membership of Independent Fire Company No. 2. Among them are many, which represent families noted for their patriotism and deeds of charity, and whose sacrifices to the city's cause have materially aided its intellectual progress and prosperity. Bellamy Storer, father of the ex-congressman of the same name, was in the thirties president of Independent Fire Company No. 2. He represented his district in congress in the year 1836, and for a number of years he was a judge of the Superior Court, and associated with him at the time were E. G. Gholson and Oliver M. Spencer, a triumvirate of legal talent which has never been rivaled in this city. many years he held the position of dean of the Cincinnati Law School, a seat of learning widely known for the thoroughness of its curriculum and the high standing of its professors. During the late war he raised a company, known as the "Storer Rifles," and he was in command in Cincinnati while the martial law was in force.

Another noted member of the old "Flat Irons" was General Robert T. Lytle, the father of an illustrious son, Gen. Wm. H. Lytle, the author of the celebrated poem which commences with, "I am Dying, Egypt Dying." He represented the district of Hamilton County, in the early thirties, in congress. He was an orator of unsurpassing genius and by his great eloquence captivated his audiences. The old Lytle mansion still stands on Lawrence street, near Third street, and the engine house of the old "Two's" is opposite.

Another remarkable personage and a charter member of this company was James J. Faran, who died in 1893 in his eighty-fifth year. Mr. Faran was long a part owner and editor of the *Cincinnati Enquirer*. He represented Hamilton County in congress for two terms; he was postmaster during Buchanan's administration, and at one time mayor of Cincinnati. His son, James J. Faran, Jr., at present is a fire trustee, and by his efficiency and industry has proven himself a valuable member of the board.

Another charter member of the company was David T. Disney. He was the proprietor of a wholesale paint store on the east side of Main street, between Fourth and Fifth streets, a few doors below the old "Dennison's Tavern." His establishment became the rendezvous of leading citizens. The topics discussed were of a varied character, usually either politics or city affairs. Mr. Disney represented his county in the senate of Ohio, serving two terms, and was later elected to congress, succeeding John J. Faran.

Other notables connected with the company were: John Shillito John Beggs, Jacob Baum, and many others.

At the disbandment of the company, it was succeeded by Deluge Steam Engine Company No. 10 of the present fire department.



THE\_\_\_\_

## CINCINNATI JOCKEY CLUB,

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# SUMMER MEETING 1895

## JUNE 27

-TO-

## AUGUST 3.

-LIBERAL STAKES AND PURSES.-

## 5 RACES EACH DAY.

TRAINS OVER B. & O. S. W. R. R. FRºM GRAND CENTRAL DEPºT LAND PASSENGERS AT GRAND STAND IN TWENTY MINUTES.

\*

BEST TRACK AND FINEST IMPROVEMENTS IN THE WEST.

\*

RACES BEGIN AT 2:30 P. M.

## THE FIRE DEPARTMENT IN 1834.

In the year 1834, the department consisted of seven brigades, each possessing two engines, one hose reel, buckets and 150 members. The officers of the various companies were as follows:

Washington Fire Company No. 1. George G. Smith, First Director; Daniel Smith, Second Director; James Glenn, Third Director; James Cochnower, Secretary; A. Higbee, Treasurer.

Relief Fire Company No. 2. J. S. Ross, President; J. J. Stratton, Vice-President; R. F. L'Hommédie, Secretary; Luther Taylor, Treasurer; J. DeCamp, Messenger.

Independence Fire Company No.3. Miles Greenwood, First Director; C. F. Coffin, Second Director; Willis Tatem, Third Director; R. G. Mitchell, Secretary; J. H. Perry, Treasurer; William Hadley, Messenger.

Franklin Fire Company No. 4. James Wise, President; L. W. Morris, Vice-President; P. Nead, Secretary; W. Attee, Treasurer.

Fame Fire Company No. 5. N. W. Thomas, First Director; Jos. Landis, Second Director; A. Baldwin, Third Director; E. W. Luce, Secretary; W. Scudder, Treasurer; Grey Hudson, Steward.

Cincinnati Independent Fire Company. George W. Neff, President; A. H. Ewing, Vice-President; C. D. Dana, Treasurer; Wright Smith, Jr., Secretary; Moses Coffin, Chief Director.

Independent Fire Company No. 2. Bellamy Storer, President; S. H. Davies, Vice-President; James Walls, Treasurer; Jos. Cartwright, Secretary; A. L. Vorhees, Chief Director.

Hook and Ladder Company No. 1. David Farmer, Foreman; John M. Clark, Assistant; T. D. Rose, Treasurer; H. Comstock, Secretary.

Protection No. 1. G. P. Torrence, President; John Whetstone, Vice-President; J. L. Talbott, Secretary; C. Smith, Treasurer; E. P. Langdon, Chief Director; Samuel Reed, E. Poor, D. Jackson, J. Butler, William Butler and J. A. Black, Directors.

Cincinnati Fire Guards No. 1. J. C. Avery, Chief Director; D. H. Shaffer, Secretary; John McCormick, Treasurer; C. Smith, Collector and Distributor; Stephen Lansing, Steward.

Fire Warden Company No. 1. O. Lovell, President; C. Hopple, Treasurer; M. Brooks. Secretary.

Vigilant Fire Engine and Bucket Company. Benjamin Bruce, President; Henry Pierce, Vice-President; 75 members.

There were 15 public cisterns and 39 fire plugs.

#### THE FIRE DEPARTMENT INSURANCE CO.

This company was incorporated in April, 1837, and went into operation in October of the same year.

The chief object in the creation of this institution was to benefit the Fire Department exclusively.

The capital stock of the company was fixed at \$50,000, with privilege of increasing it to \$150,000. It was divided into shares of \$10 each, which could not be held by any but firemen, and no individual could hold more than fifty shares. The Fire Companies of the Fire Association were privileged, however in their corporative capacities, to hold stock to an unlimited amount. Ten per cent. of all dividends was required to be paid to the Fire Association, "to constitute a fund for the relief of sick and disabled firemen, and such other benevolent purposes connected with the Fire Department of Cincinnati, as the said Association shall deem it proper to apply it to."

The Directors were chosen by the different Fire Companies: "each company holding, together with its members, 150 shares of stock, and not more than 500," could choose one director, and each company holding over 150 shares, two directors, and over 500 shares three directors, who had to be stockholders.

The business of the company was at its commencement, confined to fire risks; privilege to make marine insurances was added later, together with the usual powers and privileges of the other offices of the city.

## CINCINNATI VOLUNTEER FIRE ASS'N.

The following was the roster of the Fire Association, companies and officers: Miles Greenwood, President; Fenton Lawson, Treasurer; N. Morrill, Secretary; Committee on Benevolent Fund: D. C. Wallace, William Stevenson, Erastus Poor.

From May, 1836, to May, 1840, Miles Greenwood was President of the Cincinnati Volunteer Fire Association. From 1840 to 1842, Josiah Stratton occupied the position. In 1842 Miles Greenwood was again chosen, and in 1843 was succeeded by Fenton Lawson, who was followed by Mark Taylor, who retained the office for some years.

OFFICERS OF THE FIRE COMPANIES.

Jeffrey Seymour, City Engineer.

WASHINGTON FIRE ENGINE AND HOSE COMPANY No. 1.

Mark P. Taylor, President. Harding Johnson, Vice-President.

Joseph M. Blundell, Secretary. George W. Boutell, Treasurer.

PAT LYON ENGINE.

OHIO ENGINE.

Andrew Downs, Foreman.

Charles Chapman, Foreman.

Geo. De Witt, Ass't Foreman.

Othniel Looker, Jr. Ass't Foreman

RANGER HOSE.

Jacob Starr, Foreman.

H. H. Martin, Ass't Foreman.

104 men.

CINCINNATI FIRE ENGINE AND HOSE COMPANY NO. 2.

J. J. Stratton, President.

William Q. Hodgson, Sec.

CINCINNATI ENGINE.

Sam'l King, 1st Director

M. Cook, 2nd Director.

J. G. Rust, Vice-President.

Richard F. L'Hommedie, Treas

RELIEF ENGINE.

Wm. Lee, 1st Director.

D. W. Skull, 2nd Director.

RELIANCE HOSE.

Thomas G. Shaeffer, 1st Director. Warden B. Dennis, 2nd Director 96 men.

INDEPENDENCE FIRE ENGINE AND HOSE COMPANY NO. 3.

Miles Greenwood, 1st Director.

Charles B. Folger, Secretary.

David T. Disney, 2nd Director.

Joseph Goodloe, 3d Director.

LIBERTY ENGINE.

CONSTITUTION ENGINE.

Thomas Spooner, Foreman.

Thomas Brooks, Foreman. James Foster, Ass't Foreman.

J. J. Tranchant, Ass' Foreman.

VETERAN HOSE.

Wm. Disney, Jr., Foreman.

Geo. Leonard, Ass't Foreman.

88 men.

Franklin Fire Engine and Hose Company No. 4.

Samuel Noyes, President.

John B. Maggini, Vice-President.

Benjamin Phillips, Secretary. Thomas Bateman, Treasurer.

NEPTUNE ENGINE.

ATLANTIC ENGINE.

Barney O'Donnal, Foreman.

Robert Waterman, Foreman.

John Humble, Jr., Ass't Foreman.

James Davies, Ass't Foreman.

NYMPH HOSE.

William Humble, Foreman.

John Jenkins, Ass't Foreman.

74 men.

FIRE ENGINE AND HOSE COMPANY No. 5.

A. Trowbridge, President.

Charles C. Sackett, Vice-President.

David T. Snellbaker, Sec.

N. W. Thomas, Treasurer.

FAME ENGINE.

JEFFERSON ENGINE.

I. J. Wozencraft, Foreman.

Benjamin Jenifer, Foreman.

W. Finch, Ass't Foreman.

James Brown, Ass't Foreman.

CANAL HOSE.

Enoch B. Scott, Foreman,

C. W. Smith, Ass't Foreman.

74 men.

INDEPENDENT FIRE ENGINE AND HOSE COMPANY NO. 1.

F, Lawson, President.

J. O. Clark, Vice-President.

J. L. Wayne, Treasurer.

N. Morrill, Secretary.

P. Wilson, Chief Director.

PILOT ENGINE.

WATER WITCH ENGINE.

RED ROVER HOSE.

129 men.

#### INDEPENDENT FIRE COMPANY No. 2.

David Guffey, President. Francis G. Miller, Vice-President.

Jno. H. Empson, Chief Director. Jno. Cartwright, Treasurer.

James A. Loder, Secretary.

CATARACT ENGINE.

DELUGE ENGINE.

PIONEER HOSE.

76 men.

#### HOOK AND LADDER COMPANY No. 1.

James S. Chamberlain, Foreman. A. B. Shaw, Ass't Foreman.

W. G. Chamberlain, Secretary, William Murray, Treasurer,

Chas. B. Frank, Steward.

42 men.

#### PROTECTION SOCIETY.

G. P. Torrence, President. E. Hinman, Vice-President.

Samuel G. Reed, Secretary. William Butler, Treasurer.

DIRECTORS—Erastus Poor, Jedediah Banks, Edward Dodson, C. F. Hanselmann, R. C. Phillips, William See, John Whetstone.

47 men.

#### CINCINNATI FIRE GUARDS.

#### D. C. Wallace, Chief Director.

M. P. Taylor, Director of 1st Division. Chas Barnes, Ass't Director.

E. Singer, Director of 2nd Division. D. Kents, Ass't Director.

J. H. Woodruff, Director of 3d Division. D. H. Shaffer, Ass't Director.

P. Hinkle, Director of 4th Division. P. Richardson, Ass't Director,

Jacob Travor, Jr., Secretary. J. Delafield, Jr., Treasurer.

D. H. Shaffer, Steward.

66 men.

#### FIRE WARDENS.

Moses Brooks, President. Wm. Stephenson, Treasurer. Harry Hall, Secretary.

Henry Schultz. Seth M. Folger. Septimus Hazen.

J. I. Flagg. Henry B. Funk. Daniel H. Horn.

Harry Hall. James R. Horrocks. Richard Folger.

Archibald Irwin. William Holmes. Geo. W. Jones.

Peyton S. Symmes. Oliver Lovell. Jos. Bonsall.

Thatcher Lewis. Jos. Pierce. Samuel Fosdick. William Stephenson. John Shane. Charles Sontag. Ira A. Butterfield. Moses Brooks. William Tift. David Gallup. Melancthon Wade. Richard Avres. James R. Baldridge. John J. Wright. Peter Baughman. William Crossman. Aaron Valentine.

In that year there were in Cincinnati 34 public cisterns and 35 fire plugs.

32 members.

#### DELEGATES TO THE CINCINNATI FIRE ASSOCIATION.

Officers of the Cincinnati Fire Association were: J. J. Stratton, President; Fenton Lawson, Treasurer; J. D. Lovell, Secretary. The delegates from the different companies were:

No. 1, Washington—M. P. Taylor, A. W. Patterson, James McDougal, H. H. Marted, A. J. Downs, Charles Chapman, Jacob Starr.

No. 2, Relief—J. J. Stratton, J. G. Rust, T. G. Shaeffer, John Young, W. G. Hodgson, James Pearce, Samuel King.

No. 3, Independence—Miles Greenwood, William Disney, Thomas Spooner, Charles R. Folger, Thomas Brooks, Geo. Leonard, J. J. Tranchant.

No. 4, Franklin—S. H. Taft, J. A. Main, J. C. Maggini, Thomas Bateman, Robert Waterman, William Humble, J. Jacobs.

No. 5, Fame—A. Trowbridge, C. C. Sackett, D. T. Snellbaker, William Finch, C. W. Smith, E. B. Scott, Ben Jenifer.

No. 6, Fulton—D. H. Morton, Wm. Clark, W. C. Hardy, Thomas Carey, S. M. Thompkins, Samuel Shatzman, Thomas Jones.

Independent Company—Fenton Lawson, P. Wilson, J. Geyer, J. D. Lovell, Wright Smith, C. A. Reeder, one vacancy.

Independent Company No. 2—E. Shields, J. H. Empson, R. Alexander, F. G. Miller, Jos. Phillips, Jos. Cartwright, C. Gastner.

Fire Guards—D. C. Wallace, Wm. Orange, W. C. McLean, M. R. Taylor, Charles Barnes, M. P. Cassilly, Benj. Tappan.

Hook and Ladder Company—J. S. Chamberlain, A. B. Shaw, William Murray, C. B. Frank, W. G. Chamberlain.

Protection Society No. 1—E. Poor, Platt Evans, Wm. Medary, J. C. Copelen, C. F. Hanselmann, J. Saffin, one vacancy.

Fire Wardens No. 1.—Not represented.

## THE FIRE DEPARTMENT IN 1840.

In the year 1840, the Fire Department, considering the times, was in a high stage of efficiency, and its fame spread throughout the country. There were besides the Fire Wardens, I Company of Fire Guards, I Protection Company, 14 Engine Companies, 7 Hose Companies and I Hook and Ladder Company, in all of which about a thousand members were enrolled.

#### WESTERN HOSE COMPANY NO. 3.

In 1841, the Western Hose Company No. 3 was organized and was quartered on Third street, between Smith and Mound streets. September of the same year the Company was duly admitted to membership in the Cincinnati Fire Association, in which at that time were represented all the fire companies in the city. The President of the Company was Nathaniel Hubbell, and the first Vice-President Ezra Bailey. The apparatus of the company consisted of two engines, the "Far West" and the "Emigrant" which were built by Coffin of Cincin-The hose carriage was called "Hope" and was made in Philadelphia. It was very handsome (silver mounted) and received the first prize at the London exposition. After a service of two years the engines were abandoned by the company, and engines from Boston, manufactured by Hunnemann, were substituted in their place, and were styled "Conqueror" and "Victory". These did service until the company disbanded in the year 1852. At the time of disbandment a committee was appointed to dispose of the apparatus and close up the affairs, as the Company was independent of the city, and owned its own property. This committee was composed of Lewis Wisbey, J. F. Fletcher, N. L. Hubbell, Edwin Booth and Jacob Shiker. The property was disposed of for \$6,000, and for the amount was purchased a lot in Spring Grove cemetery upon which a handsome firemen's monument was erected at a cost of \$2.500.

"Hope" hose carriage is still in existence, and is the property of the Fire Department of Nashville. Tenn. The last officers of the

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Company were, Lewis Wisbey, President; John F. Fletcher, Vice-President; William C. Beardsley, Secretary. The Presidents during the existence of the company were as follows: Nathaniel Hubbel, Thos. Newton, Wm. H. Stockell, R. L. Walford, Lewis Wisbey. Mr. Wisbey became later the Chief of the Cincinnati Fire Department, and Mr. Stockell Chief of the Nashville, Tenn., Fire Department.

#### A DISASTROUS FIRE.

On Saturday, February 25, 1843, at 5 o'clock P. M, a fire occured in Cincinnati, which was of so fearful a nature as to arouse the entire community. The flames were first discovered in the smoke house of Pugh & Alvord's Pork house, corner of Walnut and Canal streets. The smoke house was situated in the rear and somewhat distant from the main building, which was speedily closed so as to confine the fire to its starting point. After a half hour the main building became filled with smoke, rarified air and inflammable gas from the smoke house. When the flames burst through the doors connecting the buildings, a roar of flame occurred, and in an instant the entire building was a mass of ruins. The roof of the building was lifted and thrown into the street; the walls on the north and south sides were thrown down, and the entire front on Walnut was lifted into the air from the foundation up.

The loss of life and the infliction of injuries were considerable. The killed were: Joseph Bonsall, Caleb W. Taylor, H. S. Edmonds, J. S. Chamberlain, Foreman of Hook and Ladder Company, H. C. Merrill, painter, John Ohe and three Germans, whose names could not be ascertained.

The wounded were: Severely—George Shillito, T. G. Shaeffer. members of No. 2 Fire Company; Warren G. Finch, Vice-President of No. 5; John Blake, member of No. 2; Louis Wisbey, member of Western Fire Engine and Hose Company, John M. Vansickle, member of Western Fire Engine and Hose Company; Robert S. Rice of the same company; H. Thorpe, Park Inspector. Slightly—Horace English, W. B. Alvord, a boy named Scholey, Joseph Trefts, Independent Company No. 1, A. Oppenheimer and James Wyatt of the same company; Wm. Goodloe, No. 2 Fire Company, and others whose names could not be ascertained.

On Feb. 26, 1843, a special meeting of the Fire Wardens was held at Independent Hall, L. C. Wallace in the chair and Charles R. Folger.

secretary. Mr. N. A. Britt made a motion to adopt certain resolutions which urged the City Council to make provisions for the afflicted. It was proposed to purchase a house and lot for the families of those who were killed, and provide a support for the crippled. The resolutions were adopted and a committee, composed of N. A. Britt, Wm. Stephenson and D. Guffey, was appointed to place the resolutions before the City Council.

A second committee was appointed consisting of D. T. Snellbaker C. T. Collins, N. A. Britt and H. Home, to inquire into the immediate cause of the fire Monday, February 27, 1843, J. S. Chamberlain was buried by the Fire Department.

#### FIREMEN ON DUTY.

On June 28, 1844, the Cincinnati Fire Association adopted stringent rules and regulations for the government of fire companies while on duty.

A company, or part of a company, going or coming from a fire, was forbidden to obstruct the way of other companies, and had to give them a chance to pass, by inclining to the right hand, if possible to do The companies were forbidden to run their apparatus on the sidewalks, except it was absolutely necessary to get to a fire. A person having control of a pipe was not allowed to throw the water on the members of any other company. Members of companies attending a fire without their badge were forced to give the name of the company to which they belonged, otherwise the guards were justified in detaining them. On arriving at a cistern the first engine had the choice of position, but had to leave fair room for others that arrived later. When it became necessary for one or more engines to move for want of water or other cause, the engine arriving last had to move first. When returning from fires or alarms, racing between the companies was strictly prohibited. The company starting first in a race was fined ten dollars, and the other five dollars. The company watching had to give notice to the Hook and Ladder Company when they needed ladders or their assistance.

On November 26, 1844, resolutions were adopted for the purpose of more conveniently distributing the labor of watching at fires. The city was divided into districts, and fires occurring therein were watched by the different companies as follows:

District No. 1, all of the city east of Deer Creek, by Fulton No 6.

```
2, 1st Ward, by Independent No. 1.
         3, 2nd
                       by Independent No. 3.
         4, 3rd
"
                       by Independent No. 2.
44
         5, 41h
                      by Washington No. 1.
         6, 6th
                      by Western Company.
      " 7, 7th
                 "
                      by Relief No. 2.
. .
         8, 8th
                      by Marion No. 8.
        9, 5th
                      east of Canal, by Fame No. 5.
                      south of Canal, by Franklin No. 4.
      " 10, 9th
                      north of Canal, by Northern No. 9.
      " 11, 9th
      " 12,10th
                      by Union No. 9.
```

For the purpose of preventing false alarms it was regulated that when any company should have ascertained that a fire had occurred, it should, after ringing an alarm, pause and strike the number of district strokes, corresponding with the number of the ward in which the fire was located, and to continue giving the alarm and signal, alternately, until all the companies had arrived at the fire.

All the bells had to repeat the signal, but it was prohibited to ring a bell unless it was ascertained beyond a doubt that a fire had occurred.

In case a company, in whose district the fire existed, was unable to take the watch, or where one company was insufficient, the company whose engine house was nearest was compelled to render all necessary assistance.

January 1, 1844, there were the following fire wardens:

Archibald Irwin, R. A. Butterfield, Geo. W. Jones, M. S. Wade, Sam Fosdick, John J. Wright, William Stephenson, William Crossman, J. R. Baldridge, Peter Bauman, Aaron Valentine, J. R. Horrocks, P. S. Symmes, Daniel H. Home, Henry B. Funk, Moses Brooks, William Tift, Seth W. Folger, Henry Schultz, Joseph Pierce, Septimus Hazen, John Shane, Oliver Lovell, Harry Hall, John C. Avery, James Skaates, Ezekiel Ross, Edmund Gage, Orson Britton, John Walker and Henry Lewis.

#### QUEEN CITY HOOK AND LADDER COMPANY.

In May, 1845, the Queen City Hook and Ladder Company was organized and duly admitted to service. It became a member of the Fire Association. H. Schrifer was chosen president of the company, and C. F. Monkhoff, secretary.

#### FRANKLIN FIRE ENGINE AND HOSE COMPANY NO. 4.

The city having failed to furnish the company a suitable building on the lot secured for that purpose, on September 3, 1846, the members, led by a band of music, proceeded to the ground and erected of boards a one-story structure, which they appropriately styled "Rough and Ready Hall." They remained in this primitive building one year, when the company contributed \$3,048.77 towards building a house which cost \$7,401.02, the city defraying the difference. In 1850 the officers were William S. McFarland, president; James C. Cole, vice-president; James Humble, treasurer; Robert C. Smith, secretary.

#### PENALTIES FOR OFFENSES.

February 10, 1846, resolutions were passed affixing a penalty for the transgression of rules.

Any Fire Company belonging to the Fire Association who suffered the bell to ring an alarm in violation of the existing rules, was subject to a fine of five dollars for each offense upon conviction before the Benevolent Fund Committee. The same penalty was inflicted for the violation of any of the existing rules of the Fire Association.

February 14, 1846, an act was passed, exempting members of Fire Companies from military duty in time of peace, and a member of a Fire Company, who had served five years, received a certificate of discharge, and was exempt from military duty thereafter.

Later an ordinance was passed constituting the Cincinnati Fire Association, a part of the Cincinnati Fire Department, giving it the authority to settle all cases of riot occurring in the Department, and ordering that all Companies accused of violation of rules and regulation be tried before the Association.

Another ordinance passed at this time prohibited the running of engines or other fire apparatus on the sidewalks, and forbade disorderly conduct in the engine houses.

## THE FIRE DEPARTMENT IN 1850-2.

In the year 1850, Thomas McLean was City Fire Engineer. The companies comprising the Department at that time, and their locations were:

Washington Engine Company No. 1, Vine between Front and Columbia streets.

Relief Engine Company No. 2, between Plum and Western Row.

Independence Engine Company No. 3, Fourth, between Walnut and Vine streets.

Franklin Engine Company No. corner Sycamore and Sixth streets.

Invincible Engine Company No. 5, Vine street, between Court and Canal streets.

Eastern Engine Company No. 6, corner Front and Parsons streets.

Northern Engine Company No. 7, Webster street, between Main and Sycamore streets.

Marion Engine Company No. 8, Cutter street, between Hopkins and Laurel streets.

Union Engine Company No. 9, Race street, between Third and Fourth streets.

Independent Hose Company No. 1, Fourth street, between Broadway and Sycamore streets.

Deluge Hose Company No. 2, corner Ludlow and Symmes streets.

Western Hose Company No. 3, Fifth street, between Mound and Carroll streets.

Hook and Ladder Company No. 1, corner Race and Longworth streets.

In that year the number of fire hydrants was 79, and public cisterns 82.

In October 1850, the City Council authorized the building of a watch tower on Mechanics' Institute, corner of Sixth and Vine streets, into which a fire alarm bell was placed in 1853.

In 1851 "Deluge" Engine Company No. 10, "Eagle" No. 11, "Mohawk" No. 12, "Brighton" No. 13, and "Western" No. 14 were added to the service.

The entire force consisted of eighteen companies, with an average of about one hundred members in each company; the Fire Guards, which had a full complement of men, not included.

In course of time there had sprung up a great rivalry between the companies, which led to frequent broils in the streets, some of which were of a most disgraceful nature. One of the fiercest contests occurred in the year 1851. The battle took place during a fire on the corner of Augusta and John streets, between Western Hose Company No. 3, and the Washington Company No. 1. On that occasion ten companies were drawn into the fight, while the building, a planing mill, was permitted to burn to the ground. Mayor Taylor appeared on the scene and read the riot act, but to no purpose, the battle continuing until daylight.

The Covington Fire Company hastened to Cincinnati to give assistance to Washington No. 1, which was the immediate cause of the passage of a resolution that no Covington Company should appear at a Cincinnati fire unless requested by proper authority.

On March 10, 1852, Joseph Ross, a member of the City Council, induced that body to appropriate \$5,000 for the purchase of the first steam engine used by the Department. An engine was purchased which became noted as the "Uncle Joe Ross," and was placed in service January 1, 1853. The introduction of steam was the prime cause for the adoption of the paid system in the Cincinnati Fire Department.

Uncle Joe Ross, as he was familiarly called, was long a popular figure in Cincinnati. He owned a livery stable on Central avenue, and was repeatedly elected to the City Council. He died in July, 1875, much lamented by his fellow citizens.

### THE OLD FIRE ALARM SYSTEM.

Cincinnati was divided into four fire districts, forming four squares. On one of the central corners of these squares stands the "Mechanics' Institute," upon the roof of which the citizens erected a tower at their own expense, and at the same time donated a steamer to the Fire Department, bearing the inscription the "Citizens' Gift." This was the only "Fire Tower" in the city. Its sides contained glass windows, which commanded a clear view of every part of the city. The tower was occupied by two watchmen who remained on duty night and day, relieving each other every six hours. In the center of the tower was a large wooden cylinder, resembling somewhat the mast of a ship. Through this by the means of machinery was worked the signal apparatus, which consisted of four glass globes, covered with red flannel cloth, and fastened upon a shaft. During the day from a distance they appeared like solid balls, at night they were illuminated, and appeared a brilliant red. Upon an alarm of fire the watchman immediately, with the aid of a crank, hoisted one, two, three or four balls above the top of the tower, according to the district in which the fire was located, and at the same time, without leaving his place, with the aid of a lever conveniently located, he struck the alarm upon a mammoth bell, weighing six thousand five hundred and forty-nine pounds, which was placed at the further end of the roof of the institute. On the ground floor next to the Mechanics' Institute, where today the Gift's Engine House stands, was the Fourth District Engine House, a frame building. tower was furnished with a speaking tube communicating with this building so that the moment a fire was discovered the watchman announced the fact to the firemen in the engine house below, and gave the district in which it was located, also to the other engines which usually passed the Fourth District House, and they in this way obtained the exact location of the fire.

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#### CAPITAL, \$100,000.00.

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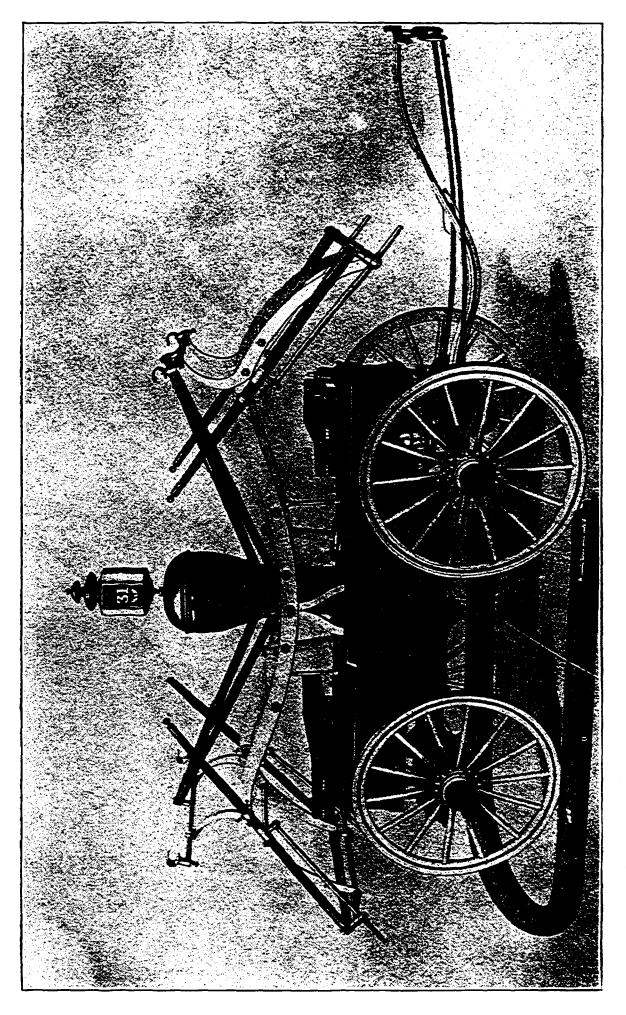
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OLD FIRE TOWER.



### ADVENT OF PAID FIRE DEPARTMENT.

In course of time the volunteer system became subject to many abuses, and the citizens began to clamor for reform. As during elections the fire companies took an active part in politics, therefore their assistance was eagerly sought by candidates for offices, and, of course concessions were made them in return for services, to the neglect of the city's interests. Another grievance which gave rise to much comment was the rivalry of the different companies, which frequently during the fires led to public broils of a most disgraceful nature. The time arrived when a change seemed absolutely necessary to the peace and safety of the city at times of fire, or even fire alarm. A few leading citizens, prominent among them Miles Greenwood and James H. Walker, at the time councilman from the Fifth Ward, began to move for a reform in the fire department. They were materially aided in their purpose by the introduction of the steam fire engine. The earliest of these engines built in this country was constructed in Cincinnati by A. B. Latta, 1852-3. It was started in the shops of John H. McGowan. The first engines were very peculiar in construction. They had a square fire-box, like that of a locomotive boiler, with a furnace open at the top, upon which was placed the chimney. The upper part of the furnace was occupied by a continuous coil of tubes opening into the steam chambers above, while the lower end was carried through the fire-box, and connected with a force pump, by which the water was to be forced continually through the tubes throughout the entire coil. When the fire was commenced the tubes were empty, but when they became sufficiently heated, the force-pump was worked by hand and water was forced into them, generating steam, which was almost instantly produced from the contact of the water with the hot Until sufficient steam was generated to work the engine regularly, the force-pump was continuously operated by hand, and a supply of water kept up. By this means the time occupied in generating steam was only five or ten minutes, but the objections to thus heating the pipes empty and then introducing water into them are too well known to need further discussion.

The engines built upon this pattern were complicated and heavy, but were speedily introduced in other cities, and finally led to the establishing of a paid fire department in place of the voluntary one. The lightest steam fire engine constructed upon this method weighed about ten thousand pounds. It was exhibited in New York in 1858, and threw about three hundred and seventy-five gallons a minute, playing about two hundred and thirty-seven feet through a nozzle measuring an inch and a quarter, and getting its supply through a hydrant. The same engine is said to have played in Cincinnati two hundred and ten feet through a thousand feet of hose, getting its supply from a cistern.

An engraving issued by way of frontispiece to the First Annual Report of the Chief Engineer of the Department, April 1, 1854, represents this primitive steam fire engine, the "Uncle Joe Ross," the first in use in Cincinnati, and except one, for a short time in New York, anywhere in America. It was of the construction of Shawk & Latta, of this city, and had then been in the service of the department for more than sixteen months, stationed on the north side of Eighth street, between Plum and Central avenue. It appears rude and clumsy in comparison with the elegant machinery of the present day, and was heavy and difficult to move, but was strong and serviceable. The Chief Engineer said in his report: "If any doubt remains of the practicability of this invention for protecting property from destruction by fire, it must now be removed. The triumphant success of this invention has so completely satisfied every one that has seen it in operation, not only as a means of greater security to property, but in point of economy far beyond anything now in use."

So much confidence had the new device inspired that a sum had been raised by the citizens and insurance companies, sufficient to pay for another engine, which was then almost ready for service. The contract for still another had been authorized by the Council, but it was thought best not to order it until the new one had been tested, so that the next engine might be built with such improvements as the performance of the other suggested.

In the same report Chief Greenwood recommended the purchase of the lot, then vacant on the south side of Sixth street, between Vine

and Race, for the use of the department, arguing its convenience to the lookout and alarm bell about to be placed upon the adjoining Mechanics' Institute building, and other important considerations. The same thing had been under advisement by the authorities, and, before the chief engineer's report appeared in print the purchase had been authorized by the city council. The handsome and convenient building subsequently erected upon it is the one now occupied as the head-quarters of the department, and also by Gift Steam Engine Company No. 3, Phœnix Hook and Ladder Company No. 1, and the fire alarm telegraph.

The cost of the department for the year reported (1853-4) was seventy-eight thousand four hundred and forty-four dollars and four cents, of which twelve thousand two hundred and seventy-three dollars and sixty-three cents was attributable to the change from a volunteer to the paid system. Besides the steam fire engine, fourteen handengine companies were still in service, two hook and ladder companies and one hose company. The salary list of officers and men for the year was fifty-three thousand six hundred and thirty-nine dollars and one cent. The fires of the year numbered one hundred and sixty, with an estimated loss of six hundred and eighty thousand nine hundred and six dollars, of which three hundred and thirty thousand and eighty-nine dollars was covered by insurance. It was a notable period of transition in the organization of one of the finest fire departments in the world.

An old-time visitor to Cincinnati furnishes the following graphic description of the first fire engine in this city, which is reproduced in full with abatement to errors not necessary to indicate:

"Yes, sir. I drove the team that hauled the first steam fire engine ever built to the first fire on which streams were played by steam power. I'll tell you how it was: My brother worked in Miles Greenwood's foundry in Cincinnati and I lived at Island Pond, Vermont, and in May, 1852, I believe, I went to Cincinnati to see him, arriving there Saturday evening. We were on our way to church Sunday morning when the fire bells struck, and my brother said: 'Now we'll see what they will do with the steam machine,' and we started for Miles Greenwood's shop, where the steam fire engine was. It was built by Greenwood, the first ever on wheels. There the engine stood, steam up, four large gray horses hitched to it, a crowd looking at it, and



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## FIRE PROTECTION

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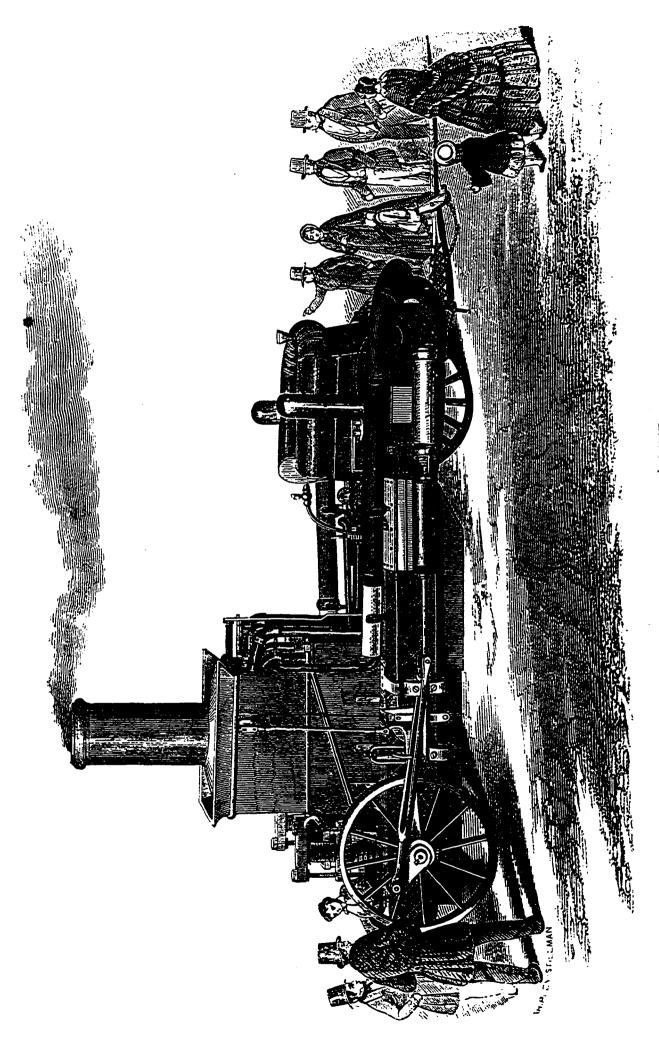
STEMPEL FIRE

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ENDORSED BY THE UNDERWRITERS' ASSOCIATION.

Is the latest, and the best, the cheapest, the simplest and the most reliable. It combines simplicity and effectivness, economy and durability. IT HAS NO EQUAL. Every private Residence, Store, Mill and Factory should be provided with them. Acids and Chemicals are hermetically sealed. SEND TO US FOR FULL PARTICULARS



Greenwood as mad as the devil because he couldn't get a man to drive the horses. You see all the firemen were opposed to this new invention because they believed it would spoil their fun, and nobody wanted to be stoned by them, and then the horses were kicking about so that everybody was afraid on that account. My brother says: 'Larry, you can drive those horses, I know.' And Greenwood said: 'If you can I wish you would; I'll pay you for it.' My business was teaming, you see. And just as I was with my Sunday clothes on, I jumped on the back of a wheel horse, seized the rein, spoke to the horses, and out we went kiting. Miles Greenwood went ahead, telling the people to get out of the way-the streets were full of people. The horses went on a fast run nearly all the way, and when we got to the fire we took suction from the canal and played two streams on the building, a large frame house, and put the fire out. That was the biggest crowd I ever saw in my life, and the people yelled and shouted, while some of the firemen who stood around the piano machines (hand fire engines) jeered and groaned. After the fire was out Greenwood put on two more streams and four were played. Then the city hired me to drive the four-horse team with the steamer, paying me seventy-five dollars a month. It was a great, long, wide affair, with a tall, heavy boilerit was bigger than this room—and run on three wheels, two behind and one in front to guide it. After a few weeks a fellow offered to do my work for fifty dollars a month, and they turned me off and hired him. The second fire he drove to he was run over and killed."

### MILES GREENWOOD.

Miles Greenwood became connected with the fire department in 1829, when there was but one hose company in the city, and was president of the association several times. In 1853, the first steam fire engine was brought out to a fire by a number of picked men under the command of Greenwood. It was well understood that the buildings had been fired by the members of the volunteer companies, who were bitterly opposed to the introduction of steam engines, for the purpose of having an opportunity to smash it. Miles Greenwood was soon surrounded by three hundred of these men, who were loud in their threats of vengeance. But his cool courage and resolute will daunted the rioters, so that everything dwindled into a threat that he would never obtain an office after that. Two other fires occurred the same night. The City Council took little or no interest in the great change in the fire department which the exigency of the times called for, and being determined to accomplish the work he had undertaken, he furnished fifteen thousand dollars of his own money, and obtained fifteen thousand more from private citizens and insurance companies, who had confidence in the final success of the change. It was not until the change had been made that the Council sanctioned it by paying the expenses attending it. Greenwood, however, had fully informed himself in regard to the will of the better class of citizens, and was determined to succeed with the moral support which they rendered him. He removed his family from the city to Avondale previous to the struggle, and for the first eighteen months only slept at home six nights, and from his house on the corner of Race and Ninth streets answered every tap of the alarm bell. The council paid him one thousand dollars to attend to their business, and he paid one thousand five-hundred dollars for a person to take his place in his own business, and to show that he was not actuated by mercenary motives, donated the one thousand dollars to the Mechanics' Institute. After the steam fire engine became a fixed fact in the Cincinnati Fire Department, a deputation from the city of Baltimore came to examine it, and to compare the two systems. When questioned as to the points of difference, Mr. Greenwood's answer was characteristic, and as follows: "1st. It never gets drunk; 2nd, it never throws brickbats, and the only drawback connected with it, is that it can't vote."

As evidence that even the council were ultimately made sensible of the benefit accruing to the city from the services of Miles Green-

# **GERMAN**

# NATIONAL \* BANK

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Surplus, \$275,000.00...

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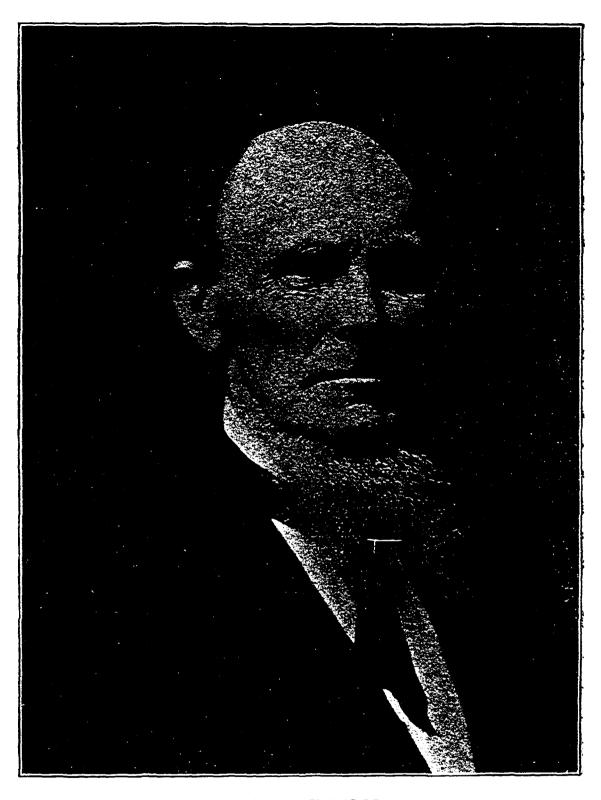
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MILES GREENWOOD.

wood in this direction, the following resolution was adopted: "Resolved That the thanks of the citizens of Cincinnati are due to Miles Greenwood, Chief Engineer of the Fire Department, for the able and efficient manner in which he has discharged the duties of said office, bringing order out of confusion and saving property and life by systematized and well defined rules and regulations, and a personal supervision highly honorable to him, and immensely valuable to this city."

A beautiful souvenir was presented to Mr. Greenwood, the inscription of which was as follows: "Presented to Miles Greenwood by the officers of the Pay Fire Department, upon his retirement from the position of Chief Engineer of the Department, as a tribute of their respect and esteem for his efficient services as a fireman, his bearing as an officer, and exemplary character as a citizen, for many years an active fireman, and the last two in organizing the present department, the best the world can boast of."

To Miles Greenwood the Cincinnati Fire Department is mainly indebted for its efficient organization. The pay fire department, now in general use, is really his creation. From being a leading spirit in the old volunteer department, he saw the inevitably demoralizing tendencies of it upon the youth of cities, and conceiving the idea of adopting steam as a motive power in the extinguishing of fires, he next determined to have a paid, rather than a volunteer department. Eventually he triumphed over every difficulty, and to-day such a thing as a volunteer department is unknown in any city in America.

Miles Greenwood was born in Jersey City, N. J., March 19, 1807. He removed to Ohio with his father in 1817, settled near Cincinnati, and in 1832 established on the Miami canal, the Eagle ironworks, which soon became the largest in the West. His buildings were destroyed by fire in 1852, but were soon rebuilt. During the civil war the works were employed in behalf of the government, all other business being sus-Southerners vainly tried to persuade him to cease aiding the government, and his works were set on fire three times, with a loss of He aided in introducing into Cincinnati the first steam fire engine in the United States in 1852. It was his boast that in abolishing the old-fashioned fire engine house and its attendant vices, he had done more for the cause of morality than many preachers. one of the founders of the Ohio Mechanics' Institute. Miles Greenwood died in Cincinnati, Nov. 6, 1885, much lamented by his fellow citizens and highly esteemed for his many virtues.

### JAMES H. WALKER.

Miles Greenwood was chiefly assisted in his work of reforming the fire department by James H. Walker, at the time a trustee of the City Council from the fifth ward. The introduction of the pay system created the most violent opposition everywhere. All the baser passions of those interested in perpetuating the existing evils were aroused. Incendiary and anonymous letters were received by those actively engaged in the reform, uttering atrocious threats. The movement itself was feebly supported or even discountenanced by those who at first seemed disposed to co-operate, but who were now intimidated by the violence of their opponents. But, nothing daunted or discouraged by these difficulties, the advocates of reform met, and having agreed upon the details of the new system, and having drawn up an ordinance in conformity to the proposed measure, they resolved to put it through without alteration or amendment, at the ensuing meeting of the council It was accordingly introduced, when every artifice was resorted to for the purpose of delaying, if not defeating the ordinance, which after a stormy and obstinate debate, was put to the vote, carried, and without unnecessary delay put into operation.

Patience, perseverance and firmness finally carried the whole system to a complete success, and the last and perhaps the greatest difficulty, that of adjusting the pecuniary interests of the city and of the respective companies, in the buildings and apparatus of the department, which had been suffered to become most complicated, was at last satisfactorily overcome. Mr. Walker personally effected a settlement between the city and each company of their respective interests, which in the main proved satisfactory to both parties, and the whole community soon settled down into full acquiescence.

Nothing short of the determination and perseverance of men like James H. Walker and Miles Greenwood could have carried the plan of reform to a successful issue, and their timely co-operation has been a most happy event for the city, and the gratitude of Cincinnatians for their services will be as enduring as the history of their exploits.

### ALEXANDER BONNER LATTA.

A. B. Latta, inventor, was born in Ross county, Ohio, June 11, 1821, and died in Ludlow, Ky., April 28, 1865. At an early age he worked in a cotton factory, and subsequently in the navy yard in Washington, D. C. After becoming an expert mechanic he settled in Cincinnati, where he constructed the first iron planing-machine that ever was used in this city. He became foreman of a machine shop, and constructed for the Little Miami Railroad the first locomotive that was built west of the Allegheny mountains, named the Bull of the Woods.

He invented and patented a series of improvements in railway appliances, a few of which he succeeded in introducing. In 1852 he invented a steam fire engine, which he constructed in nine months, and which was tested January 1, 1853. In October 1853, he constructed a second, which contained several improvements and received a gold medal at the Ohio Mechanics' Institute Fair in 1854. He continued to build engines until 1862, during which time he constructed no less than thirty machines which received the highest encomiums after thorough tests in the following cities: Louisville, St. Louis, New Orleans, Nashville, Indianapolis, Columbus, O., Boston and other cities, where they became part of the fire department. After retiring from business (1862) he received a royalty from the succeeding firm, Lane & Bodley, and later from the Ahrens Manufacturing Company until October 12, 1878. Mr. Chris. Ahrens, who had served an apprenticeship with Mr. Latta, became superintendent of Lane & Bodley.

In 1863-5, Mr. Latta introduced the manufacture of aerated bread into Cincinnati. He was one of Cincinnati's most conspicuous citizens, and his name is known throughout the civilized world. His widow, Mrs. E. A. Latta, who resides at 266 Clark street, is one of Cincinnati's most brilliant women, who has identified herself conspicuously with all progressive and charitable movements of the city. Mrs. Latta proved a worthy companion to her famous husband, and his great success was largely due to her influence and counsel. In church and social circles, Mrs. Latta wields considerable influence, and her popularity is as widespread as her charity.

### FIRE DEPARTMENT FROM 1853 TO 1860

The Paid Department of the Cincinnati fire system was introduced April 1, 1853, when an entire new organization was instituted.

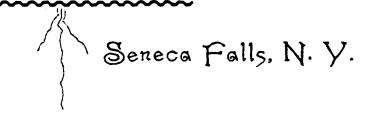
On March 16, 1853, the City Council passed an ordinance to regulate the Paid Department. It provided that the Fire Department should consist of one Chief Engineer, four Assistant Engineers, one Captain for each regularly organized company, one Lieutenant for each regularly organized company, and twenty-five men to each company, and as many Hook and Ladder men as the number and quantity of fire apparatus belonging to the city should require. The City Council chose the Chief Engineer in March of each year, and he received the salary of one thousand dollars per annum. The Chief Engineer had police powers during all fires as ex-officio marshal. He gave a bond to the amount of two thousand dollars.

The Assistant Engineers were also chosen annually, and gave a bond in the penal sum of one thousand dollars. They received three hundred dollars salary per year, providing that the Chief Engineer could suspend or remove them for neglect of duty or any other sufficient cause. The Assistants were obliged to act as Chief Engineers in their respective districts in the absence of the Chief Engineer, and they had powers during fires concurrent to Assistant Marshals, and filled the office of Fire Wardens in their respective districts. Captains were appointed by the Board of Supervisors and received a yearly salary of one hundred and fifty dollars. They had the command of the apparatus and men belonging to each company or engine house. They took charge of the apparatus at fires and caused to be executed all orders of the Chief or Assistant Engineers. In the absence of these officers he held the command at all fires in his district. In case there were two or more companies or engines in a district, the Chief Engineer had to determine which officer of the companies had the command in the absence of the Chief or Assistant.

The Lieutenants were similarly appointed as the Captains, and in the absence of the latter they discharged the duties of that office. For their

# Amerigan · Fire · Engine · Go.

Cincinnati, Ohio.

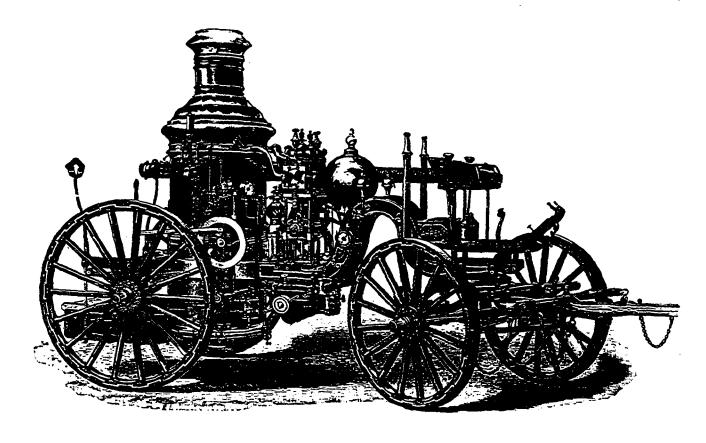


CHRIS. AHRENS, President.

G. F. HAWEKOTTE, Manager Cincinnati Branch.

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CAPITAL, \$600,000.



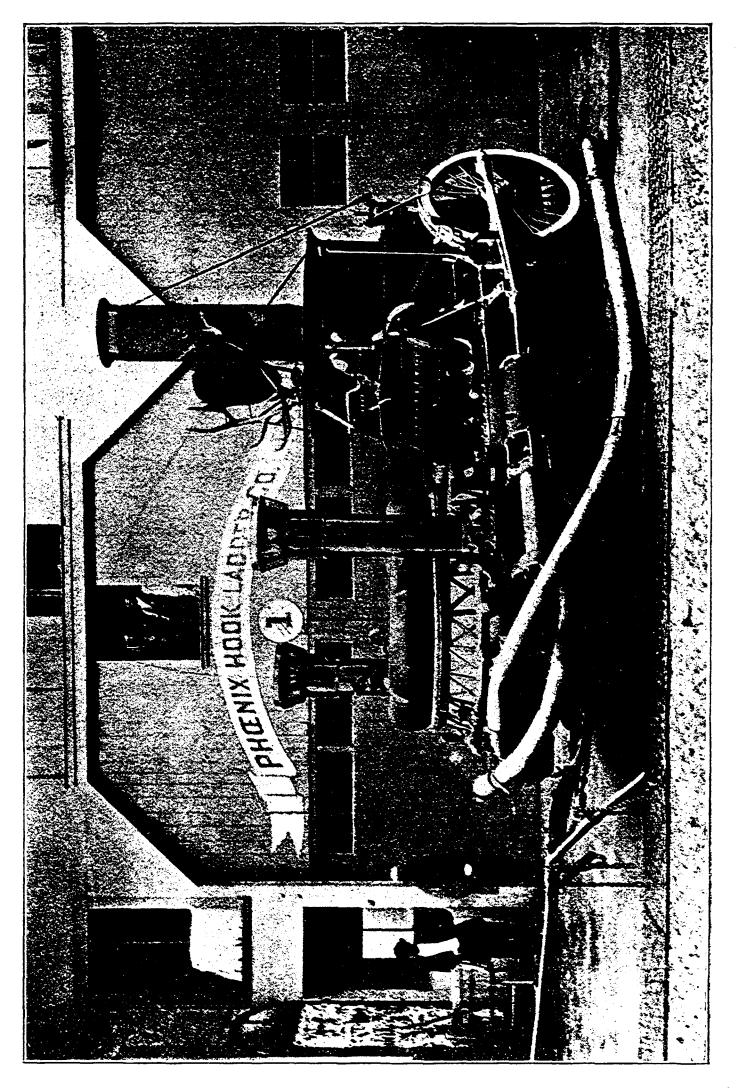
# Steam \* Fire \* Engines

Hose Carriages and Carts,

Pumps, Heaters,

Fire Apparatus and Supplies.

OLDEST AND LARGEST MANUFACTORIES IN THE WORLD.



Assistant Engineers formed the Board of Engineers. This Board was held responsible for the discipline, good order and proper conduct of the entire department, and had the care of the buildings and apparatus of the various companies. All the affairs of the Department the Chief Engineer had to present to the Council in an annual report.

No person under twenty-one years of age was employed in the Fire Department. The regular firemen were rewarded with sixty dollars per year.

To each company there were attached, exclusive of the Captain and Lieutenants, twenty-five men, five of whom were stationed, and two of whom had to be constantly on hand. At an alarm of fire it was their duty to attach the horses to the apparatus and start for the scene of the fire. They were designated as Foreman, Pipeman, Fireman and Driver, and received their appointment from the Board of Engineers.

The Engineer and members of the several companies wore caps, badges or insignia as directed by the Board of Supervisors, and they were furnished at the expense of the city. Any officer or member who offended against any ordinance of the city relating to the Department, was, in addition to the liability of dismissal, subjected to a penalty of not less than five or more than twenty dollars for each offense.

Immediately on the alarm of fire it was the duty of the watchman to give notice thereof in his district by springing his rattles, crying fire, or ringing a bell, or by mentioning the street or direction where the fire was located.

The Chief Engineer and Assistants, together with the Committee of Council on Fire Department, formed a Board of Supervisors of all matters relating to the working of the Fire Department, and this body met at least once a month.

The Assistant Engineers under the direction of the Chief, acted as Fire Wardens in their respective districts and examined personally all houses in which fire was used, at least four times each year, and it was their duty to see that every precaution was taken by owners and companies to guard against fires, with full power to command such alteration as they deemed necessary.

The Pipeman and Driver of each company received a sum of three hundred and sixty-five dollars a year for their services.

Before entering upon the duties of their office all persons connected with the fire department were qualified by the Mayor of the City, either by oath or affirmation, that he would faithfully observe the laws of the State of Ohio, and the ordinances of the City Council, of Cincinnati, and perform, to the best of his ability, all the duties of his office.

In his first annual report which appeared April 1st, 1854, Chief Engineer Miles Greenwood published an extensive treatise upon the condition of the Fire Department as it prevailed at the time, and which furnishes material for historical research of a most valuable nature. He says: "Since the organization of the present Department the utmost harmony has prevailed; among the different companies no other rivalry exists than that of trying to excel each other in faithfully discharging their several duties, and as yet, the first complaint has to be made to the Chief Engineer that a single man in the employ of the Department has failed to perform his duty with fidelity to the city, without being instantly dismissed, and should the Chief Engineer be imposed upon, and incompetent men be employed, he asks that any citizen knowing such to be the case will immediately report the fact to him."

Six months after the pay department had been instituted all the property and apparatus belonging to the different independent fire companies were in possession of the city, except Independent Fire Company, No. 2, corner of Symmes and Lawrence streets. Shortly afterwards the claims of that company to the property and apparatus were adjusted, and a new company was organized under the pay system in the same house, so that the entire apparatus belonging to the Fire Department, as well as the buildings, became the property of the city, of which a complete inventory was taken and published in the first annual report of the department. The first steam engine placed into service gave complete satisfaction, which was so manifest that some of the citizens and insurance companies raised a sum sufficient to pay for another new steam engine, which was appropriately named the "Citizens' Gift."

In the service of the city in the year of 1853 were fourteen fire companies, one hose company, one hook and ladder company, with a complement of 529 men, including officers. These companies were provided with twenty-eight engines and twenty-nine hose carriages, and 24,750 feet of leading hose and two steam engines. Another steam

ergine was voted by the Council and placed in service in 1854. The three steam fire engines had a capacity of throwing 2,400 gallons of water per minute, and if necessary this quantity could be increased to over 3,000 gallons, and this without cessation.

The following are the names of the different companies and the apparatus:

Steam Fire Engine Company, No. 1, Uncle Joe Ross; Washington Company, No. 1, Ohio and Pat Lyon; Relief Company, No. 2, Cincinnatus and Relief; Independence Company, No. 3, Constitution and Liberty; Franklin Company, No. 4, Atlantic and Neptune; City Fire Company, No. 5, Fame and Jefferson; Eastern Company, No. 6, Mechanic and Queen City; Northern Company, No. 7, Pacific and Oregon; Marion Company, No. 8, Texas and Lafayette; Union Company, No. 9, Ocean and Tempest; Deluge Company, No. 10, Cataract and Deluge; Eagle Company, No. 11, Geo. Washington and Eagle; Mohawk, No. 12, Mohawk Chief and Powhattan; Brighton Company, No. 13, Frank Pierce and Reindeer; Western Company, No. 14, Good Will; Phænix Hook and Ladder Company, No. 1, one Ladder Carriage; City Hook and Ladder Company, No. 2, one Ladder Carriage; and Wayne Hose Company, No. 1.

The number of horses in use in the Department were 50. The expenditures of the department for the year 1853 were \$78,444.04.

Officers of the various companies were: Steam Fire Engine Company, No. 1, north side of 8th street, between Plum and Western Row, Henry R. Leonard, Captain; Washington Fire Company, No. 1, east side of Vine street, between Columbia and Front streets, William H. Redding, Captain; Relief Fire Company, No. 2, north side of George street, between Plum and Western Row, Theodore Chambers, Captain; Independence Fire Company, No. 3, north side of Fourth street, between Walnut and Vine, Augustus C. Parry, Captain; Franklin Fire Company, No. 4, south-east corner of Sixth and Sycamore streets, A. F. Shuyler, Captain; City Fire Company, No. 5, east side of Vine street, between Court and Canal, William S. Cruse, Captain; Eastern Fire Company, No. 6, Samuel V. Hammer, Captain; Northern Fire Company, No. 7, south side of Webster street, between Main and Sycamore streets, H. L. Katenkamp, Captain; Marion Fire Company No. 8, west side of Cutter street, between Laurel and Betts, E. G. Folger, Captain; Union Fire Company, No. 9, east side of Race street, between Thirteenth and Fourteenth streets, Henry Sleight, Captain; Deluge Fire Company, No. 10, north-west corner of Lawrence and Symmes streets, L. M. Hazen, Captain; Eagle Fire Company, No. 11, north side of Sixth street, between Carr and Harriet streets, B. Smith, Captain; Mohawk Fire Company, No. 12, north side of Hamilton road, opposite Vine street, Jacob Hust, Captain; Brighton Fire Company, No. 13, north side of Bank street, between Linn and Piatt, William B. Gall, Captain; Western Fire Company, No. 14, north side of Fifth street, between Smith and Mound, C. O. Andress, Captain; Phænix Hook and Ladder Company, No. 1, E. G. Drake, Captain; Wayne Hose Company, No. 1, north side of Columbia street, between John and Smith streets.

Officers of the Department were as follows: Miles Greenwood, Chief Engineer; two Assistant Engineers, Ferguson Clements, and John Doran; Clerk, Lewis Guelich. The office of the Department was at 65 Fourth street, between Walnut and Vine streets.

In the year 1854 two new steam engines were added to the service, with the necessary reels and hose.

In that year a fire took place in a rectifying house on Second street, west of Sycamore street, on which occasion Fireman William Videll was killed and Fireman John Crawley badly injured. Both of them were members of Washington Company No. 1.

In the year 1855 four steam engines were contracted for at the price of \$22,000, which were distributed as follows: the "Washington" at Washington engine house, on Vine street, between Columbia and Front streets, the "F. Clements," corner of Third and Lawrence, the "Miles Greenwood" at Mohawk engine house on Vine and Hamilton road, the "Marion" at Marion engine house on Cutter street, between Laurel and Betts streets. The engine houses, except the Washington, not being adapted for the admission of these engines, the ceiling being much too low, it was necessary to make material alterations.

In the same year Ferguson Clements succeeded Miles Greenwood as Chief Engineer of the Department, and E. G. Megrue became Assistant Engineer.

In the year 1855 three firemen were killed, one by the explosion of one of the steam engines during a trial before a committee from the City Council of Chicago; one was killed by the falling in of the building at the fire on Columbia street, between Main and Sycamore streets, and the other by injuries from being run over by an engine.

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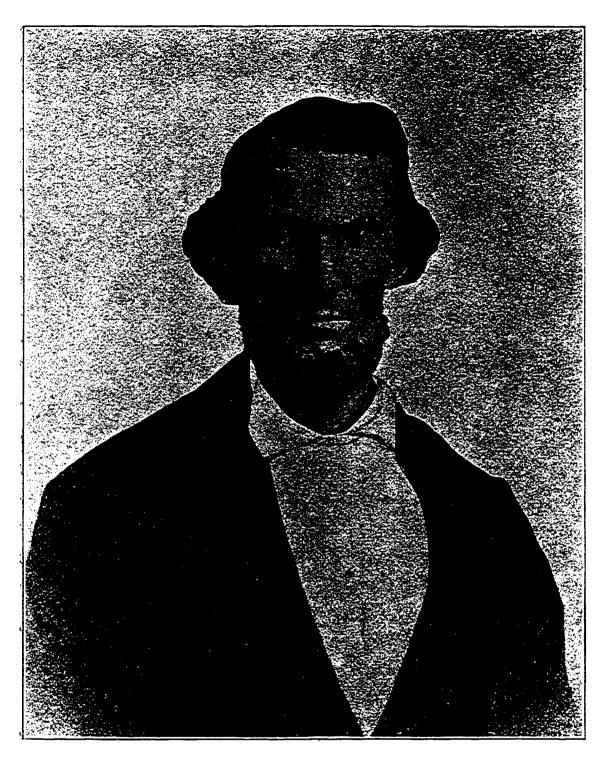
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FERGUSON CLEMENTS, CHIEF ENGINEER—1855-57.

About 6 o'clock in the morning of October 14, 1855, there occurred a most disastrous fire. The flames were first seen issuing from the large carpenter establishment of Hinkle & Guild, located on Water street, almost opposite the gas works. The fire alarm was speedily given and the entire department hastened to the scene of destruction. But before assistance arrived and could grapple with the devouring element, the fire had gained such headway as to defy all efforts to extinguish it, until the work of demolition had been completed. The fire found ample food in the sashes, doors, light machinery and the various wares used in a carpenter shop.

The firemen fought the flames manfully, and the engines poured streams upon the flames but to no purpose. The building, which was five stories high, burned completely to the ground. It was not ascertained in what part of the establishment, nor in what manner the fire originated. The fourth story was occupied by S. J. John, as a furniture warehouse, whose loss was estimated at \$10,000. From the establishment of Hinkle & Guild the flames extended to a stable and pattern shop, owed by Halibard & Co., whose damage was trivial. The loss to Hinkle & Guild was estimated at about \$100,000, on which there was no insurance. The general supposition was that the building was ignited by an incendiary.

On October 15, the following day, another fire broke out, which destroyed Charles S. Jacob's extensive rope walk, near the corner of Harriet and Seventh streets. The loss was about \$6,000. As there was no fire about the premises, this conflagration was also attributed to an incendiary.

In the year 1857, E. G. Megrue succeeded Ferguson Clements as Chief Engineer of the Fire Department.

To justify the expenditure for twenty-seven cisterns, the Chief Engineer says in his Annual Report: "I would say it has been well spent, and would recommend that all the vacant intersections have small cisterns built in them, which would increase the supply of water very much. The fire at Haven's foundry during the year past, was a case that showed plainly the necessity of having more cisterns, the only one near there was one thousand feet distant.

In this year Lewis Wisbey was created Assistant Engineer, and proved himself in that capacity a most efficient official.

The most marked feature in the procession given in honor of the opening of the Ohio and Mississippi Railroad (June 3d, 1857) was the turn out of the Cincinnati Fire Department, and the pageant was much admired and applauded. The department consisted at the time of seven "steamers", fourteen hose carts and one hook and ladder company, and the whole was escorted by a fine body of military. After parading the streets for several hours, at the tap of the bell, the "steamers" started off at full speed, getting up steam at the same instant, precisely as if going to a fire.

Proceeding at a rapid pace to the large open square in front of the market on Sixth street, three of the "steamers" took their places at the different cisterns around the square, while the other four took their positions near the cisterns in the adjoining streets. The hose from the different engines was then brought into the middle of the square where the trial took place.

At a given signal, the water suddenly started into the air from seven different pipes, and turned upward, the "united glory" proving one of the most beautiful sights that could possibly be imagined. "The glistening drops," says an eye witness, "sparkled like so many diamonds in the air, and the vast crowd assembled gave expression to their admiration by stentorian vivas." The amusing admiration expressed by many country people at the spectacle was quite refreshing, and their remarks upon the beauty and utility of the fire department, though uttered in homely language, was expressive and complimentary.

One of the largest fires that had visited Cincinnati for many years occurred July 2, 1857. At half past eight o'clock at night a fire was discovered in the engine room of the large furniture manufactory of Meader, Johnson & Co., on the northwest corner of Smith and Front streets.

The fire communicated to the main building adjoining, a five story brick, and in a short time the entire structure was enveloped in flames. The Fire Department arrived promptly on the ground, but owing to the combustible material in the building, their efforts proved fruitless. Torrents of water from about twenty lines of hose were poured upon the burning building, but to little or no purpose. The fire spread to an adjoining building, a four story brick, belonging to the same firm and destroyed it completely, together with a two story frame on the

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TRIAL OF ALL THE STEAM ENGINES OF CINCINNATI, ON THE OCCASION OF THE OPENING OF THE OHIO AND MISSISSIPPI RAILROAD.

north part, also belonging to the same establishment. In the rear was situated the large lumber yard of the firm, which also caught fire.

The heat was so intense that the firemen could not approach the flames. The combustible character of the material, and the rapidity with which the flames spread, rendered the labors of the firemen almost useless.

On the southwest corner of Front and Smith streets was located the large stove and hollow-ware foundry of W. P. Resor & Co., which caught fire on the roof, and the flames soon spread throughout the upper part. Although several streams of water were directed to them, in less than an hour the entire building was consumed.

Resor's foundry was a five-story brick building, extending from Front to Water street, over two hundred feet front, and was the largest establishment of the kind in the West. A large quantity of valuable patterns were carried into the back yard, but they were totally destroyed by the falling walls.

J. K. Coolidge and H. Closterman's large furniture establishments, opposite Meader & Johnson's factory were considerably injured, as was also the Mechanic's Hotel, on the southeast corner of Front and Smith streets.

Meader & Johnson's loss including the buildings, was about \$100,-000, upon which there was an insurance of \$30,000. W. P. Resor & Co.'s loss was about \$130,000, but it was nearly covered by insurance.

More than three hundred mechanics were thrown out of employment by the fire.

On July 4, 1857, a fire broke out in the block known as the Clinton Buildings, on the north-west corner of Western Row and Clinton street. The upper portion of the row was partially destroyed, but the immense body of water thrown upon the flames by the steam engines did the most injury to the stock of goods in the stores below, of which eight firms sustained considerable losses.

The fire was supposed to have originated from rockets which during the celebration of the "Fourth" had fallen upon the roof.

In the year 1858, the Fire Department consisted of eight steam engine companies, three active hand engine companies, and four outside, or mere neighborhood companies. Four of the steam fire engines were of the first-class, while the others were second-class. Two of the active Hand Companies were located in the central part of the city;

the four neighborhood companies were situated in the outskirts, and their operations were entirely confined to their own neighborhood.

In his report to the City Council, Chief Megrue, speaking of the Board of Supervisors, says: "The governing power (of the fire department,) is at present, the Board of Supervisors, whose decisions in all matters of importance must be sanctioned by the City Council. Board of Supervisors consist of the Chief Engineer and Assistants, and the Committee of the Fire Department of your honorable body. However much disposed your Committee may be to favor the department with a portion of their time and attention, it is questionable whether they familiarize themselves with the operations of the department sufficient to an intelligent government of the same, and if one or more of the Committee is so disposed, a change in the organization of the City Council is sure to remove him from the Board of Supervisors. It is often with difficulty, even under the most pressing demands, that a quorum of the Board can be obtained, and when it does meet its business is necessarily transacted hurriedly, and frequently without the consideration it deserves."

In the year 1858, the celebrated steam fire engine "Uncle Joe Ross" was placed out of service. The Uncle Joe Ross was too heavy for active service.

In the year 1859, the hand companies Nos. 2, 5, 9 and 11 were abolished, and two fire engines were contemplated to be centrally located between these companies. One of the companies was to be stationed at the corner of Freeman and Ninth streets, a position well selected for protecting the extreme western and south-western portions of the city; the location of the other was later determined. The department consisted this year of 10 engines, 7 hand engines, one hook and ladder truck, one hose company and 60 horses. The force had 142 officers and members.

August 11, 1859, at two o'clock in the morning, Stephen S. Boyle & Co.'s wholesale liquor house, No. 53 Second street, one of the most extensive establishments of its kind at that time in this country, was almost totally destroyed by fire.

The establishment embraced four large stores, two of them being five-story brick buildings, all of which were well stored with liquor.

The loss was estimated at more than \$150,000 upon which there was a partial insurance of \$75,000.

"The fire afforded a beautiful spectacle; every object far and near was reflected in the crimson glory of the conflagration. The flames shot far into the air like pyramids of fire, and every few moments casks of alcohol and liquor exploded with a sound like distant cannon or rolling thunder."

The flames spread to Crane, Breed & Co.'s manufacturers of patent burial cases, No. 28 Sycamore street; G. Henshaw's furniture store, No. 26, adjoining one of Samuel N. Pike's store houses, on Sycamore street, in the rear of the rectifying and distilling establishment, causing considerable loss.

Three firemen, of whom one was Jacob Phillips, while standing on a ladder, were badly injured.

Had the steam engines been freely supplied with water the damage would have been much less.

A mulatto woman, named Nancy Butler, aged twenty years, living in a house opposite S. S. Boyle & Co., was set on fire by a large cinder while gazing at the burning building. Her garments were soon all ablaze, but with the assistance of several firemen the flames were extinguished. Three days later she died, having, as was supposed, inhaled the flames.

To give as complete as possible an idea of the condition of the Cincinnati Fire Department at that time, the description of the fourth district house will serve as an apt illustration. The fire engine houses were built so that throughout the day they were open to the passers-by thronging the streets, and one was privileged to enter and inspect the different things connected with the buildings. The large "steamer" stood on one side with its pipe directly under the funnel, so that the smoke from the slumbering fire escaped through the roof. Beneath the engine was a brick well to catch the cinders which fell stood two carts, each carrying a thousand feet of hose. was also a small hand-cart which contained the fuel taken to the fire to supply the engine. This cart was attached to the hose cart when it went to the fire. In the fourth district house was the only Hook and Ladder wagon in Cincinnati. It was drawn by two horses, and accompanied by a small number of men. In the rear of the building, but on the same floor, was a large stable, running the entire width of the house, containing six fine draught horses. Attached to the fourth district "steamer" were four horses, usually grays, of which each had its name to which it answered with great intelligence. These horses stood all day with their trappings on, ready for work at a moment's notice. At night the harness, which was in one piece, was taken off. As the men attached to the engine all slept in the house, each horse had a person especially appointed to bring him out.

## FIRE DEPARTMENT FROM 1860-'70.

In the year 1860 the Cincinnati fire department had attained such a degree of efficiency that Chief Engineer, E.G. Megrue, in his report concerning that year, bestowed unstinted praise upon the work of the entire department. "At no period," he exclaims exultingly, "since the organization of the Fire Department, has it reached so near perfection as now. As an achievement of human skill, we point to it with pride; and in its practical workings, we have the attestation of an admiring world. Its fame has spread to the remotest sections of our country, and, indeed, do we hear its praises wherever the confines of civilization extend."

But this was not the achievement of a few years, it was the gradual outgrowth of the strenuous efforts long made to establish a fire department in Cincinnati, that should in every particular be a protection to the lives and property of the people. That these endeavors were ultimately crowned with success of an unalloyed nature only speaks the more eloquently for the intelligence and perseverance of the inhabitants of the great city of the West. The growth had been slow, but it had been unintermittant, and the supporters of this civic cause had the more right to view their work with unfeigned pleasure. Like in nature the increase is gradual, a growth from the primitive seed, so in all human undertakings great and lasting results are only to be expected from the progressive development from primitive conditions.

Too much praise cannot be bestowed those worthy champions of the people's cause, who early recognized and boldly defended the idea of having a fire department in Cincinnati, which in every particular should meet the most exacting requirements of the age. It was a work of love and fidelity, and we now reap the fruit of the foresight and sagacity of those who first understood the serious nature of the undertaking.

The small loss by fire in Cincinnati during the year, ending March 1st, 1861, is a practical demonstration of the reliability and efficiency of the department at that time, and the financial statement had suffered no increase when compared to the previous year. Many improvements had been introduced. First, the building of a new engine house at the corner of Ninth and Freeman streets; second, the altering of two houses, one on Vine street, above Court, and the other on Webster street, between Sycamore and Main Other changes were introduced not less gratifying. The old hand engines had been entirely superseded by steam engines, which had a double result, first, an increase in the efficiency of the department; secondly, a reduction of expenses. The citizens of Mount Auburn had petitioned the city council for the location of a company in their section. The petition met with unanimous approval, but unforeseen obstacles presented themselves, which could not be overcome. First, if a hand company was established, parties could not be found, who, at times of fire, would voluntarily work it; second, a sufficient supply of water could not be had to justify the organization of a company exclusively for their benefit. was given thorough consideration, and it was finally determined to place a self-propelling steam engine at the engine house of Northern Fire Company No. 7, on Webster street, between Main and Sycamore streets. The large portion of the city lying north-east of the corner of Main street and the Miami Canal, demanded better protection, and it was finally concluded to organize the company, and let it embrace as part of its running district, Mount Auburn and environs.

The steep ascent to Mount Auburn, also, had to be considered, and in contracting for an engine, light weight and self-propelling power were made requisite. During this year, Relief Fire Company No. 2 and Eagle Fire Company No. 11 were disbanded, and formed into a steam engine company under the name of West End Steam Engine Company No. 2. The same course was pursued with Jefferson Fire Company No. 5, located on Vine street, above Court, which was established the first of August, 1860, under the name of Jefferson Steam Engine Company No. 5.

During this year, more than at any time previous, the introduction of the fire alarm telegraph was agitated. It had become more and more palpable to the thinking minds of the community that it should be made a part of the fire department. But there were still strong ad.

vocates in favor of the old Central Tower, who would not admit that the ancient system had outlived itself. The two factions marshaled their forces in large numbers, and the discussion of this important subject was the topic of the day.

Much complaint was also heard concerning the old dilapidated building on Sixth street, near Vine, used by the Citizens' Gift Company. It was urged that it should be supplanted by a building more in keeping with the surroundings. It was extremely unsightly and failed to supply its purposes.

The discipline of the officers and members of that year is cited as excellent. Their zeal in behalf of the department, and their readiness to obey the regulations of the Board of Supervisors is especially alluded to in the annual report.

During the year a large number of cisterns had been built but they were not sufficient to supply the demand.

The fire department in the year 1860 consisted of sixty-four horses, eleven steam engines, and two hook and ladder carriages. The whole force consisted of one hundred and fifty-one members, including officers.

The officers of the Cincinnati Fire Department were: E. G. Megrue, chief engineer; John Doran, assistant engineer (Eastern District); Lewis Wisbey, assistant engineer (Western District); Lewis Guelich, Clerk.

The companies were: Washington Steam Fire Engine Company No. 1, located on Vine, between Front and Second streets, William H. Glass, captain; Otto Raymond, engineer; E. Stewart, fireman; H. P. Cahill, watchman; Ed. Parker and Ed. Morehead, drivers; John Cranley, Thomas Pollock, G. W. Guelich, L. McDermot, pipemen.

Relief Fire Company No. 2, located on North side of George street, between Plum street and Western Row. T Chambers, captain; W. W. Davis and C. Perkins, drivers; A. A. Smith and T. H. Holcomb, pipemen.

Steam Fire Engine Company No. 3, located on the south side of Sixth, between Vine and Race streets. H. R. Leonard, captain; Finley Latta, engineer; H. H. Horton, fireman; E. O. H. Halstead and A J. K. Murphy, drivers; Geo. Leonard, W. Rosebaum, Erastus Kelly, Geo Buscher and W. Autenwright, pipemen.

Steam Fire Engine Company No. 4, located east side of Sycamore street, between Seventh and Eighth streets. Henry Atkins, captain:

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William Piercy, engineer, Henry Carroll, fireman; J. Tillotson, watchman; William Tousley and Geo. Crusoe, drivers; F. Smidt, Henry Myers, Charles Gilman, John Young, pipemen.

Jefferson Fire Company No. 5, located east side of Vine street, between Court and Canal streets. Godfrey Ludwig, captain; Erastus Clifford and Daniel Hurley, drivers; Calvin Swift and Dennis Creed, pipemen.

Eastern Fire Company No. 6, located corner Pearl and Martin streets. John Shee and F. M. Stewart, pipemen.

Northern Fire Company No. 7, located south side of Webster street, between Sycamore and Main streets. James Finke, captain; Henry Toole and F. Ulric, drivers; F. H. Dettermann and Henry Meinz, pipemen; F. Meyrose, A. Steele, H. Fehrman, F. Hunnefield, C. Bernis, H. Nagel, C. Ruff, H. Sherman, J. Grattan, H. Rehe, William Dope, T. Decker, C. Horstmeier, J. Smith, H. Ohlenschlager, Henry Webbe, J. Hauck, H. Lachtrop H. Funke and H. Mehring, members.

Marion Steam Fire Engine Company, located west side of Cutter, between Laurel and Betts. William Moore, captain; William A. O'Riley, engineer; W. A. Lecount, fireman; J. Meredith, watchman; J. R. Thomas and Joe Woodward, drivers; G. K. Warner, J. B. Deerwater, John Bridenbeck and C. T. Doney, pipemen.

Union Fire Company No. 9, located east side of Race street, between Thirteenth and Fourteenth streets. John Vetter and Jacob Philips, pipemen.

Deluge Steam Engine Company No. 10, located northwest corner of Third and Lawrence streets. L. M. Hazen, captain; J. B. Hanselmann, engineer; Harvey Newell, fireman; William A. Dick, watchman; H. Linneman and B. Fanning, drivers; John Wilson, Henry Gauckler, T. J. Brown and M. Dean, pipemen.

Eagle Fire Company No. 11, located north side of Sixth street, between Harriet and Carr streets. R. R. Bromwell and Sam Woodruff pipemen.

Mohawk Steam Engine Company No. 12, located north side of Hamilton Road, opposite Pine street. Jacob Hust, Captain; J. S. Smith, engineer; H. Schlemmer, fireman; John Kelsch, watchman; F. Messiner and G. Farbach, drivers; Geo. Ackerman, Joseph Klein, L. Woodman and H. Buchlage, pipemen.

Brighton Steam Engine Company No. 13, located north side of

Bank street, between Linn and Pratt streets. C. Korzenborn, captain; F. S. Gregg, engineer; William Estep, fireman; Paul Schoepper, watchman; William Adams and W. A. Phares, drivers; Henry Roll, Henry Dressel, John Blackburn and John Stevens, pipemen.

Western Steam Engine Company No. 14, located on the north side of Fifth street, between Smith and Mound streets, C. O. Andress, captain; F. G. Miller, engineer; E. Perry, fireman; E. M. Davis, watchman; H. D. Sogle and H. B. English, drivers; Daniel Jobe, Martin Farrell, John Moorwood, Henry Shiver and William Clark, pipemen.

Fulton Fire Company No. 15.—Located north side of East Front and Vine streets. J. T. Webster and W. C. Morgan, pipemen.

Phoenix Hook and Ladder Company No. 1.—Located south side of Sixth street, between Vine and Race streets. E. A. Turner, captain; James Davis, driver; Elias Kelly, pilot; M. Crotty, J. Welsch, G. W. Ford, H. Brooks, John Conner, R. S. Logan, Geo. Morrison, H. Schildmeyer, H. Detchner and B. Housman, members.

Lock Street Hose Company No. 2.—Located east side of Lock street, between Fourth and Fifth streets. James Pierce, captain.

Watch Tower.—Located on southwest corner of Sixth and Vine streets. Martin Melay and William Bremar, watchmen.

In 1861 there was purchased one new steam engine for Northern Steam Company No. 7, located on Webster street; in the same year there was also instituted a new Hook and Ladder Company, in place of Union Fire Company No. 9, located on Race street, between Fourteenth and Fifteenth streets. The losses by fire during this year were greater than the previous one. The burning alone of Thomas Emery & Sons' Lard Oil and Candle Works, corner of Water and Vine streets, involved a greater loss than all the property destroyed by fire the previous year. In 1861 the fire department consisted of eleven steam fire engines, one hand engine for neighborhood protection, (17th ward,) two hook and ladder companies, and seventy-two horses, all of which were in good condition; there were one hundred and thirty-eight officers and members.

In his annual report for the year ending March 1st, 1863, Chief Engineer E. G. Megrue, says: "The duty of making out this report is more gratifying when we compare the Cincinnati fire department of 1863 to the organization ten years ago, when the engine houses were nuisances, in which young men contracted all habits of vice, vulgarity

and crime, and the safety and security of our citizens were trampled under foot by men claiming under the cognizance of firemen, the privilege and right to commit all manner of excesses, with impunity. The high position of our present fire department has extorted praise and commendation from every section of the United States, while in foreign countries the admiration of its practical workings, the complete triumph of law and order over misrule and anarchy, is regarded as no ordinary achievement of human skill. Hand engines have been entirely superseded by steam fire engines; the discipline of the various companies of the department is perfect, and ever prompt and ambitious; a studious effort pervades each and every member to diligently and faithfully discharge the several duties enjoined."

The receipts and disbursements of the department were \$94,187.60, which was \$7,778.90 less than the expenditures of the previous year. Loss by fire during the year was \$324,226, which was covered by an insurance of \$211,055, making a total loss over insurance of \$113,171. The department consisted of eleven steam fire engines, two hook and ladder companies, two hose reel companies and seventy horses. The entire force consisted of 155 members, including officers.

In the year ending February 29th, 1864, there was erected a new engine house for the use of the Washington Steam Company No. 1, which materially increased the expenses of the department for that year. Officers of the Cincinnati fire department were: E. G. Megrue, Chief Engineer; Theo. Chambers, Assistant Engineer; (Eastern District); Lewis Wisbey, Assistant Engineer (Western District) and A. M. Rust, Clerk.

In the year 1865 the Board of Supervisors of the fire department placed in service a new steam fire engine, "John F. Torrence," a steam propellor, built by Lane & Bodley, of Cincinnati, for the sum of \$7,000. This was in every respect a model engine, and was placed in charge of Jefferson Steam Company No. 5, to replace the "Jefferson," a Shawk engine, condemned as unfit for further service.

#### THE PIKE OPERA HOUSE FIRE.

The most destructive fire that had been known in the history of Cincinnati occurred March 22, 1866. The Pike Opera House, Cincinnati's handsomest edifice, was laid in ruins, and the buildings occupied by the Adams Express Company, R. W. Carroll & Co., Peter's Music Store, Wheeler & Wilson's Sewing Machines, Phillip Phillip's Music

Store, the *Enquirer* office, Langley's Cigar Store, W. B. Clapp's Jewelry Store, etc., besides houses on Baker and Third streets, were all destroyed.

It was at night, about fifteen minutes past eleven o'clock, when the pedestrians near the corner of Fourth and Vine streets, were suddenly startled by a loud explosion, followed by a deep rumbling noise similar to thunder, which was immediately succeeded by the flames darting heavenward, and before the alarm was given the whole rear portion of the magnificent building was in flames.

When, on the evening of the fire, the curtain rose for the last act of "Midsummer Night's Dream," the odor of gas was discernable by many, but the play concluded and the audience dispersed.

The most probable cause of the fire, advanced at the time, was that some room had been filled with gas and the light was left burning, which ignited the gas in the room and caused the explosion.

The flames spread with wild fury, and before people could fully realize the fearful nature of the disaster, the whole interior of the building was a mass of flames. The fire next leapt to the rear portion of the Enquirer office. From there it continued to a small frame building occupied by H. P. Hopkins, sign painter; from there to the gambling house of Leur & Mead, immediately in the rear of the Opera House; then it rushed east to the stable of the Adams Express Company; thence across the street to the roof of Whaley's gambling house, all on Baker street. It spread from the Opera House to the two three-story buildings between the Opera house and Sprague's building. On the east it communicated to the four-story brick building occupied by S. Holmes & Co., a wall paper and window shade establishment. The total loss was estimated at \$1,753,025, which was partly recovered by an insurance of \$338,250.

The dramatic company of the Opera house lost their entire wardrobe. Madame Travistowski was among the sufferers; her elegant dresses and robes and those of her children were destroyed.

Jackson Wilson, who lived on the north side of George street, between Central avenue and John streets, was found with a crushed foot and internal injuries.

John Moorwood, a fireman of Company 14, and Jerry Bray, of the same engine, were badly hurt by falling through a story in one of the

rooms in the Opera House. Peter Brogan had a leg fractured, and Charles Bright, a civilian, had his skull fractured.

The efforts of the Fire Department to save the buildings were complimented on all sides. It was a fortunate circumstance that the large audience had left the building before the fire alarm was given, or there would have been a great loss of life.

The true origin of the fire has remained a mystery. As the fire occurred undoubtedly from an explosion of gas, the question arose how the gas became ignited. Michael Toohey, the private watchman of the building, claimed that he went through the entire building after the performance, and there was no burners lit. Later he went down stairs and turned off the gas at the meter, but in this he may have been mistaken. The strong odor prevailing in the building during the last act of the performance was never questioned.

The year ending February 28th, 1867, is a notable one in the history of the Cincinnati Fire Department. Owing to the reluctance of the Council to grant sufficient means to establish a fire alarm telegraph, at the earnest request of the Chief Engineer, the Legislature finally took the matter in hand, and made the necessary provisions. The alarm was erected by J. F. Kennedy & Co., and within one year's time much valuable property was saved through its agency in giving alarms promptly, and locating them accurately.

A steam fire engine "A. B. Latta," built for the city by Lane & Bodley, at a cost of \$7,500, was placed in charge of the Western Steam Company, No. 14, the apparatus formerly used by them having been condemned as unsafe. The engine was a steam propeller—Latta's patent—and gave entire satisfaction.

The destruction of property by fire in Cincinnati in that year amounted to \$2,132,720; upon this insurance to the amount of \$577,510 was recovered, showing a net loss of \$1,555,210. The magnitude of this sum, as resulting from the fires of a single year, was attributable to the disastrous conflagration by which the Pike Opera house (March 22, 1866) and adjoining buildings were destroyed. Notwithstanding the utmost efforts of the department to control the flames, property was destroyed by the fire to the value of \$1,753,025, while the insurance upon the same amounted to but \$338,250, the excess of loss being \$1,414,775, a sum larger than the aggregate net loss by fire in Cincin-

nati for the preceding thirteen years, during which the paid department had been in operation.

The Central station of the Fire Alarm Telegraph was located on the southwest corner of Sixth and Vine streets, and was given in charge of the following officials: B. B. Glass, chief operator; C. Gilman, assistant operator, H. D. Lockwood, assistant operator, and George-Floyd, chief of construction.

In the year 1867 the engine house formerly occupied by Steam Fire Engine Company No. 4 was condemned as unsafe by the Board of Inspection of insecure buildings, and by authority of the City Council, suitable property, upon the southeast corner of Sycamore street and Whetstone alley was purchased and a commodious building erected thereon for the use of the company, at a cost of \$21,000, and was at the time regarded as a model structure.

The city council established a hose company on the north side of Second street, between Rose and Park streets, for which purpose a wooden building was erected at an expense of \$450. A steam fire engine company was established in Fulton engine house, formerly occupied by a hose company. A frame engine house was erected on the corner of Observatory and Pavilion streets, Mt. Adams, where a hand engine was stationed for the protection of the property located in that portion of Mt. Adams which was inaccessible to the steam engines.

During the year there was placed in service four steam fire engines: the "Washington," the "Gift," the "Theodore Chambers," having been built by Lane & Bodley, of this city, and the "Fulton," built by William Jeffers & Co., of Pawtucket, R. I., at a total cost of \$10,800. The Washington took the place of the old steamer of the same name, and was stationed at Washington Engine House No. 1. The Gift was placed in charge of Steam Fire Engine Company No. 3, taking the place of their old and ponderous engine, the "Citizens' Gift." The "Theodore Chambers" replaced the Shawk engine "Mississippi," attached to Steam Fire Engine Co. No. 4. The Fulton was stationed in Fulton Engine House No. 11, northeast corner of Front and Vance streets. The old engines were condemned as insufficient and unsafe, and with the exception of the Washington, were broken up and the material sold. During the year the aggregate value of property destroyed by fire was \$2,041,870, upon which an insurance was received to

the amount of \$1,082,287. The extent of the loss was owing, in a considerable degree, to the destruction of whiskey and buildings appropriated for the manufacture and storage of the same; four such establishments having burned, entailing a loss of \$1,158,918.

### FOOTE, NASH & CO. FIRE.

The fire-alarm at 8 o'clock, April 11, 1867, called the entire Fire Department to the scene of the most disastrous conflagration that has occurred in Cincinnati since the Pike Opera House fire. It was the burning of Foote, Nash & Company's extensive distillery, southwest corner of Pearl and Kilgour streets. There was first an explosion in the rear of the building, and immediately the entire house filled with dense smoke, and the flames were furnished ample food by the liquor and alcoholic exhalations. The workmen were forced to rush into the streets for their safety, without attemptng to quench the fire. One of them in the third story could not reach the ground through the stairway, or hatchway, on account of the fire and smoke. He was rescued by a long lad-Every engine in the city reached the spot with remarkable promptness, but the devouring element had gained complete control. The entire building, with its valuable contents, was doomed from the start, and there was no chance of saving it. The firemen, however, worked faithfully to confine the flames to the building where the fire originated. The heat created by the burning whisky and alcohol was intense, and this, together with the falling walls, made it very dangerous for the firemen. One of the engineers narrowly escaped being terribly burned by springing from his engine while it was working, and it became necessary to throw a stream of water upon the engine to save it from damage, so great was the heat. The west end of the freight depot and general offices of the Little Miami Railroad were badly blistered, and the roof considerably damaged. The Phoenix Distillery, of Latimer & Austing, next west on Pearl street, was somewhat damaged, but the contents were saved. Three buildings on the north side of Pearl street, exactly opposite, were burned out, but the loss was not heavy, as they were very antiquated.

The building occupied by Foote, Nash & Co., was entirely destroyed. It was owned by S. M. Murphy. The entire loss to this firm was \$210,000, which was partly covered by an insurance of \$125,000.

### CRANE, BREED & CO. FIRE.

The Coffin manufactory of Crane, Breed & Co., was totally destroyed by fire, July 23, 1867, entailing a loss of \$75,000, against which there

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### THE FOSS-SCHNEIDER BREWING CO.

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"Extra Pale" and "Erlanger"

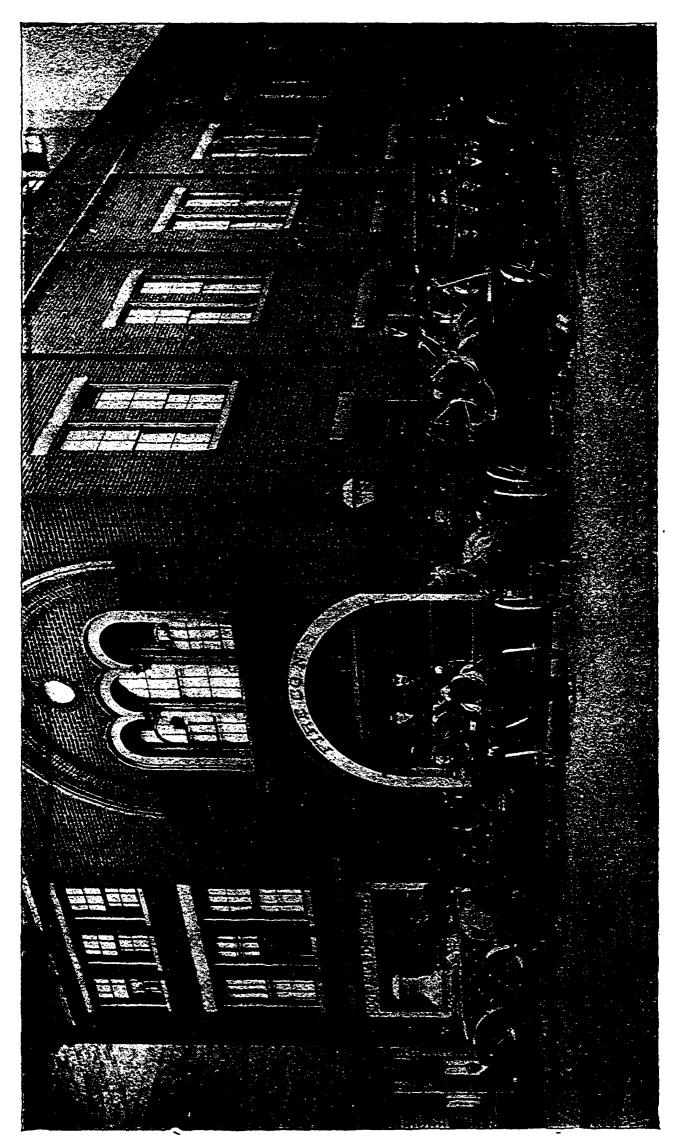
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was an insurance of \$60,000. The alarm sounded from box No. 63 at about midnight. The fire was first discovered by two policemen who happened to be passing at the time. They seized a hose belonging to the company, and with the assistance of a private watchman, attached it to a water-plug, and tried to extinguish the flames. But meeting with no success, a general alarm was given, and the engines were soon on the spot. The fire caught in the second story of the west part of the building, which was used for painting and varnishing coffins, and soon spread to the third and fourth stories above, and the first story and cellar. The cause of the fire remained a mystery and was attributed to spontaneous combustion. In the room were piled a number of rags, which had been used in rubbing the coffins with oil and varnish, and it was presumed that the fire caught in them. The flames, fed by the great quantity of oil and varnish stored in the building, spread with great rapidity, and soon the entire west wing was enveloped in flames. The firemen, perceiving that it would be impossible to save any portion of it, turned their attention to the eastern division, and were so far successful as to prevent it from being entirely destroyed.

A very large stock of coffins and hearses were stowed in the building, which were materially damaged by both water and fire.

During the fire two or three explosions occurred, caused by varnish taking fire, but no one was injured.

GEO. W. LEITCH & CO. FIRE.

September 14, 1867, a fire took place, which in point of loss, has been rarely equaled in the history of the city. About eleven o'clock in the evening the alarm was turned in from box No. 59, which announced the conflagration in the vicinity of the Hamilton and Dayton Depot. The magnificent block of five-story brick warehouses, starting on the northeast corner of Sixth and Baymiller streets and running eastwardly was destroyed. These buildings, with the exception of one, were owned by William B. Moore. The fire originated in the second story of the bonded warehouse of Geo. W. Leitch & Co., and was caused by an attempt to fill a barrel with whiskey from a large rectifying-vat by candle-light. Having once gained foothold in the building, which was stored with whiskey and spirits of various kinds, the fire spread rapidly to the adjoining buildings, east and west.

"From every window the flames rushed with the roar of a hurricane, and as roof after roof fell in, a sheet of fire burst upward and myriads of sparks floated upon the breeze that fanned the consuming fire-fiend." The steam-engines rushed to the scene, and soon stream upon stream were poured upon the fiery element. But it was in vain. Crash succeeded crash, and the flames rose like fiery columns toward From Leitch & Co.'s warehouse the flames spread to the stove and hardware store of Williard Elmer, then to the U.S. Custom house, then to S. N. Fowler & Co.'s bonded warehouse, and then to Wessel, Moore & Co.'s, grain, flour and general commission merchants, all adjoining on the east. Here the flames were checked in their westward march. On the east the fire spread to the tobacco factory and general commission-house of S. J. Newman & Co., and then to the flour and grain store of Spreen & Co. Adjoining this building on the east there was a vacant lot, and here the fire ceased. Across the street, on the northwest corner, the Franklin planing-mill, owned by W. M. Cameron & Co., was badly damaged by water, but slightly by fire. The front of the Hamilton and Dayton Depot was slightly scorched. On Hathaway street, in the rear of Moore's buildings, three frame cottages, the property of a Mrs. Wilmer, were badly gutted, although not totally destroyed. The frame building of the commission-house of Henry Tibbetts & Son was totally destroyed.

The exact amount of loss and insurance have never been obtained. During the fire one serious and two slight accidents occurred by the falling of the front walls of Spreen & Co.'s building. James Young, of the hook and ladder company, was seriously injured by the falling bricks, his head and shoulders being badly mutilated. Martin Farrell of the Fourteens, and Cooper of the Sevens were both slightly injured by falling bricks.

#### BOYLE, MILLER & CO. FIRE.

December 27, 1867, the extensive whisky establishment of Boyle, Miller & Co., at 53 East Second street, was consumed by fire. In the building there were, previous to the disaster, about 9,000 barrels of whisky. The alarm was struck about six o'clock in the evening. A portion of the Fire Department arrived promptly on the ground, but immediately after the entire force was called out, which encircled the square with engines and a net-work of hose-pipe.

Water was thrown into the second and third stories in torrents, and although the flames seemed to be kept under, the smoke increased and burst through the windows. For a half-hour the fire was partly controlled, but finally the flames burst through the roof in the rear. The burning of the spirits consumed two hours, with frequent explosions of

the heated barrels, which were later accompanied by the falling of the walls.

The front was of stone, and as one section after another began to bulge out, quiver a moment and fall in huge fragments at the feet of the escaping firemen, death to the intrepid heroes seemed a certainty. But with one exception all escaped serious injury.

Theodore Chambers, captain of Relief Company, No. 2, was struck on the head by a falling brick, which cut a a fearful gash, opening the scalp to the bone.

After the falling of the walls, which had thus far kept the flames from spreading, the adjoining buildings began to suffer, mostly from the great heat and the water poured upon and into them.

The Spencer House, the rear of which, separated by an alley, extended nearly to the rear of the burning buildings, became an object of much concern. While the flames were sweeping over a portion of the roof, some of the employees of the house were engaged in spreading blankets over it; and later, with canvas thrown over their heads and shoulders, they carried water and threw it upon them to abate the heat. In this way the building was saved.

The total loss, exclusive of the Government interest in the whiskey, was about \$425,000, on which there was about \$280,000 insurance.

In 1868 the steamer "Deluge" was built by C. Ahrens & Co., of the Latta patent, and placed in charge of Deluge Steam Engine Company, No. 10.

In 1869 two new steam fire engines were purchased, one for Marion Steam Company, No. 8, and one for Brighton Steam Company, No. 13, at a cost of \$7,000 each.

The new engine-house so long contemplated and earnestly urged was at last erected on Sixth street, near Vine, at a cost of \$23,000, and Steam Engine Company No. 3, and Phoenix Hook and Ladder Company, No. 1, were established in their new, elegant quarters. The plans, specifications and the erecting of the building were entrusted to the able hands of Anderson & Hannaford, architects, and Holtzinger & Edwards, builders. "We can now pride ourselves," says Chief Engineer Megrue in his annual report, "in having the largest, most substantial, most elegant and complete edifice in all its details and arrangements on the American continent."

Owing to the frequent occurrence of arson, an ordinance was passed creating the Chief Engineer of the Fire Department and his assistants

virtually Fire Marshals, which in addition to the responsible duties of managing, directing and putting in position their apparatus in time of fire, also demanded of them to seek out at the earliest possible moment the cause of the fire. "It is a lamentable fact, that of late years, nearly one-half of the disastrous conflagrations which have occurred in this city have evidently been the work of incendiaries, originating either in wantonness, malice, or the hope of pecuniary gains from excessive insurance." Officers of the Fire Department were: E. G. Megrue, Chief Engineer and Superintendent of the Fire-Alarm Telegraph; W. H. Hughes, Assistant Engineer (Eastern District); Lewis Wisbey, Assistant Engineer (Western District); J. R. Megrue, Secretary of Board of Supervisors.

## MERCHANTS, EXCHANGE AND MERCANTILE LIBRARY FIRE.

At twenty minutes past one o'clock p. m., October 20, 1869, the "thirty-four" was sounded three times by every bell in the city, which called out the entire Fire Department. The location of the fire was the Merchants' Exchange and Mercantile Library building on Walnut street, between Fourth and Fifth streets. It was the hour in which the public thoroughfares were thronged with people, and thousands of spectators gathered to witness the scene. A short time before the alarm was given, smoke began to pour from the roof of the old Law College buildings at a spot north of the cupola, and near the Walnut street wall, and from the oval windows at the north-east corner.

A "five-story" ladder, the longest the Hook and Ladder Company could carry, was found to be too short for the purpose. Then a six-story ladder, which hung in the market-house, was sent for, and the longest on hand was used as an escape for several men who were congregated at the top window of the south wall. It was about two o'clock when the long ladder was raised at a point south of the main entrance to the Library and Exchange rooms. It just touched the cornice. Up this perilous ascent the firemen mounted with a heavy hose. In front was John Bray, of Company No. 17, and he was followed by John Moorwood of the same company. When Bray had reached the top of the ladder and Moorwood the middle, it slipped and was about to fall. The gazing crowd was seized with horror, and every spectator held his breath in fearful suspense. Coolly as if it were a matter of little importance, Bray reached for the cornice, swung himself

up and reached down and caught the falling ladder, thereby saving his own and his comrade's life. The feelings of the multitude below expressed themselves in a deafening cheer as the smoke hid the men from view. About ten brave fellows followed their comrades to the roof with hose and axes, the latter to cut into the tin roof and allow the water that was pouring from every gutter to get at the flames. Ladders were placed at the Library room, and lines being formed, books were passed across the street to the Gibson House. The McArthur Library and another alcove were almost emptied, when the directors and librarians perceived the uselessness of attempting to save the books in that way, as the water had already begun to pour through the ceilings, and decided to trust all to the Fire Department.

Many chair-loads and armsful of books had at the same time been carried through the reading-room and passed out of the south-west window into Park's building. Ropes were then lowered from the high building on the north of the Library, and a hose was taken up. Soon tons of water were falling from all four sides upon the roof, now cut in twenty places, and from which a mighty mass of smoke, mingled with only a little flame, poured out.

While these exciting scenes were being enacted on the outside a fearful tragedy was taking place in the dark upper stories within. A few minutes before two o'clock, when the five-story ladder proved to be of no use, Captain Matthew Schwab, of Hook and Ladder No. 1. procured a light for his lantern from Harry Hughes, of the "Gift" engine, and prepared to accompany a party with hose up stairs. They groped their way upward through darkness. The double stairway running east led to the Exchange and Library; then a single, broader flight westward; then double stairs again, and finally a broad flight to the fourth story. Captain Schwab, followed by several of his men, had mounted the ladder leading to the hatch, which he had raised about three feet, when suddenly a flame struck the firemen in the face which made them retreat in confusion. All save one were dragged out of the smoke by their comrades. Some six or seven were burned. Welman Placke, of No. 9, was severely scorched in the face and on the hands, and disfigured for life. Richard Holcomb, also of No. 9, was badly burned in the face and on the hands. search was about to be instituted for Captain Schwab, several persons asserted he had been carried down stairs and away. Assistant Engineer Wisbey later found the hat of the missing fireman at the top of the first stairway, and a short time afterward Chief Megrue found his lantern. Reassured by the repeated assertions of the persons aforesaid, Chief Megrue and his men turned their attention again to the fire. At about three o'clock the north half of the roof of the Exchange room fell in, part of it falling through the floor into the manufactory of the Perry Davis Pain-Killer Company. In about a half-hour from this time the fire was under control.

With the night the news came that Captain Schwab was not at his home. The hospitals were speedily searched, but in vain. The awful truth became apparent, and Chief Megrue, Assistant Engineer Lewis Wisbey, and a selected number of firemen went into the dripping building to seek traces of their comrade's fate. He was found at the extreme southern end of the corridor in the fourth story. He was kneeling with his face in his hands, crouching near a window. It seems that upon receiving the blast of flame in his face, burned and blinded, he had rushed up three steps, turned to the right and ran along the passage until stopped by the walls, and the suffocating smoke shut off his retreat.

The sight was sad in the extreme, when the body of the young hero was borne from the building on the shoulders of his comrades. His forehead and hands were terribly burned, and his chest presented a scalded appearance, although his clothing was unscathed.

Captain Schwab had, at the time of his death, been connected with the department for some years, and was very popular with his comrades. He was about twenty-eight years of age, five feet eight inches tall, and was a very handsome man. During the civil war he served four years in the Fifth Ohio Regiment, and rose from the ranks to a captaincy. The funeral took place October 22, at one o'clock in the afternoon, and was attended by the Firemen's Benevolent Society, the Fifth Ohio Regiment Legion of Honor, a detachment of police and a large num ber of friends and relatives of the family. The procession moved to the sad strains of a beautiful dead march, and the tolling of the fire bells throughout the city. The remains were interred in the Catholic Cemetery (St. Bernard's) on the Carthage Road.

The College Building was reduced to almost a complete wreck. The loss was about \$40,000. No books of value were lost or ruined. The damage did not exceed 2,000 volumes.

# Gambrinus Stock Co.

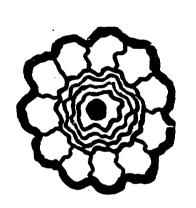
C. BOSS,
President.
C. W. BOSS,
Secretary.

CINCINNATI.

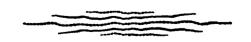


Brewers and Bottlers





# LAGER BEER



Sycamore, Abigail and Elliott Streets.



ENOCH G. MEGRUE. Chief Fire Dept. 1857-1878.

#### **ENOCH G. MEGRUE.**

was born in this city on June 20th, 1820, and was the son of Joseph and Mary (Gest) Megrue, who were natives of Clermont County, Ohio. was on both sides a lineal descendant of revolutionary families, the male members of which took active and prominent parts in the war against Great Britain, and were among the earliest settlers of Ohio. The early education of Enoch was obtained in the schools of this city-When only eleven years of age he obtained employment in the blacksmith shop of Isaac Treat, where he remained about three years in the capacity of apprentice. To the early habits of his youth may be attributed much of that physical strength and power of endurance for which he became later so noted. He next entered the machine shop of Jabez Reynolds, and there diligently applied himself to the task of mastering the details of the finishing department. After remaining in the latter employment for four years, in June, 1836, he sought the opportunity of learning the cabinet and furniture trade; this was offered him with P. Rust & Sons. In this employment he was engaged for the next seven years, after which he applied himself to the undertaking business.

Megrue was a prominent and active member of the Volunteer Fire Department until the date of its reorganization, Feb. 19th, 1853. April 1st, 1855, he became assistant engineer, and filled that position until he was made chief of the department, two years later, April 1st, 1857, by the City Council, and served in that capacity for nineteen years with great efficiency.

From the moment the pay system was introduced in the fire department of Cincinnati, Enoch G. Megrue exercised every energy to make that system the most efficient in this country. How well he succeeded in his life's object is duly attested by the flattering record he achieved in the highest position of the department. He held his position, irrespective of religious prejudices and party affiliations. He was a friend of all conditions and classes of the community where he resided, that his re-election at the expiration of each term became to be regarded as a certainty. When the Fire Alarm Telegraph was added to the department, for the construction of which he fought zealously for many years, besides his other duties, he became its superintendent.

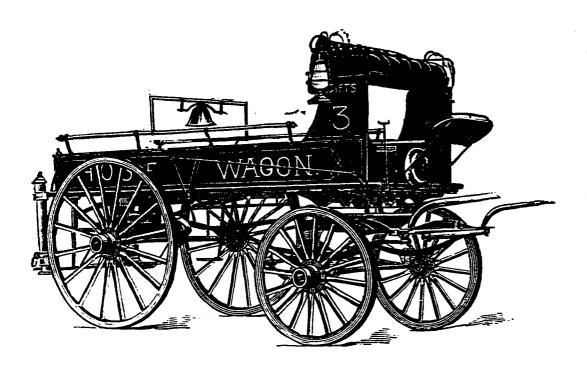
The "Old Chief" was a man of dauntless courage, excellent judgment and indomitable resolution. His life was exposed on many occasions, and in numerous instances he received wounds of a serious nature,

of which he carried the marks to his grave. During a fire in July, 1875, he was buried amid the falling ruins of a building, which fate was shared with eleven of his men, three of whom were killed immediately. The Chief was completely buried under the debris, and was only after brought to light, in a fearful crippled condition. The anxious inquiry as to his condition from all classes bears eloquent testimony to the high esteem in which he was held by his fellow citizens.

Chief Megrue was a great organizer in the fire-department, and during his official career he effected some material reforms which became permanent benefits. He possessed, in a large degree, those sterling qualities which in all conditions of life assured success, and his name is revered as one of Cincinnati's greatest citizens.

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ALL KINDS OF VEHICLES.

REPAIRS
PROMPTLY
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NEW BUILDING.
NEW FURNISHINGS.
NEW MANAGEMENT.



Best Hotel Over the Rhine. Rooms 50c, 75c and \$1.00.



# THE OLD VOLUNTEER FIREMEN'S LIFE ASSOCIATION.

On June 7th, 1869, the Old Volunteer Firemen's Life Association was organized. This is composed of such persons who have held active membership in the old Volunteer Fire Department of Cincinnati. The officers of the association consist of a President, a First and Second Vice-President, a Secretary and Treasurer, who are elected annually, at the regular meeting in February.

The annual reunion of the Association, is held on the 22d day of February, except when it falls on Saturday, then the following day is chosen.

All applicants for membership in the Association must be recommended by one or more members, who must vouch that the applicant was an active member of the old Volunteer Fire Department.

The meetings of the Association are held on the 10th of September, and the 22d of February of each year.

Upon the death of any member, it is the duty of the surviving members to attend the funeral of the deceased.

The officers of the Association, at present, (1895) are: Calvin W. Thomas, President; John F. Creigh, First Vice-President, William C. Hefferman, Second Vice-President; and John Wright, Secretary and Treasurer; Charles P. Tibbles, Custodian.

The members were:

#### HOOK AND LADDER CO. NO. 1.

| Osmond Porter  | H. P. Badger     | James Bagot  |
|----------------|------------------|--------------|
| Jas, B. Brady  | A. B. Shaw       | Geo. Pagan   |
| James McKinley | Ezekiel Craven   | S. W. Bard   |
| James Pagan    | Erastus N. Kelly | H. E. Porter |

#### Washington Fire Engine and Hose Co. No. 1.

L. V. Looker
Hugh McDonough
H. W. Brown
Saml. Purcell
Jacob Starr
Geo. D. Hadley
Stewart Scott
R. L. McLean
Henry Bromwell

A. C. Ulrich
R. G. Bfay
Thos. Burns
John Bunker
Geo. W. Goodhue
F. Rambo

Michael Kelly

John Gould

Geo. T. Cooke
Samuel Linebaugh
G. F. Neiber
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A. B. Wilson John E. Bell James J. Lyon T. J. Rinear J. B. Moore Thos W. Hefferman John Wright Jos. S. Ross W. P. Stratton Theodore Chambers W. B. Dennis John M. Applegate Jos. A. Muchmore O. H. Kendall Wm. H. Smith Wm. G. Wallin

E. G. Megrue
John F. Wiltsee
R. T. Schofield
Jacob Baumgardner
Pius Chambers
Jacob Hust
W. S. Randall
J. A. Stevens
Isaac Treat
John F. Tuttle
Robert Kidney
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Robt. McGrew
Geo. W. Reed
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John Longshore
Ans. L. Burke
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Henry Carroll
Wm. H. See
Isaac Marks
M. J. Kelley
Martin Maley
Frank Kearney
Aug. Mooney
Alexander Lock

J. Z. Suter
Henry H. Shipley
F. U. Stokes
J. D. Koch
Albert Paddack
C. H. Paddack
Nathan Stewart
Wm, B. Wells

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| Lewis A. Smith  | B. Dannehold             | John Horrocks     |
| C. H. Sargent   | John Jenkins             | P. W. Stanhope    |
| Geo. Graham     | A. F. Schuyler           | C. W. Thomas      |
| John Eagan      | J. Wilson Johnson        | Robt. Littler     |
| Robert Pye      | John F. Creagh           | C. J. F. Burley   |
| Jas. F. Noble   | Thomas McLean            | Geo. W. Garretson |
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| L. M. Hazen       | Robert Simms       | Wm. McCammon      |
| James G. Holliday | Geo. D. Thornhill  | Otto Reymann      |
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| Charles Seig      | Chas. P. Tibbels     | J. B. Moore        |
| James Carson      | Wm. Lee              | J. H. Aydelotte    |
| Amos Tooker       | Wm. Gwynn            | Charles Lemer      |
| Jas. Atta         | DeWitt C. Lee        | J. C. Harwood      |
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| C. G. Broadwell    | J. B. Warren          | Hy. Kohlbrand      |
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| J. G. F. Habekotte | Frank Smith           | C. F. Braunetts    |

MARION FIRE ENGINE AND HOSE Co. No. 8.

A. W. Osler

John Brudenborsh

John Stanton

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John Young

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# HISTORY OF THE FIRE DEPARTMENT FROM 1870-1880.

As an illustration of the gradual increase in territory, wealth and population of Cincinnati, the progress of the Fire Department from 1860–1871 is most appropriate. At the earlier date there were only eight steam engines and a few hand engines in the service, the task of which was to guard the small valley of twelve wards, comprising the city, while at the end of the latter year there were seventeen steamers which were placed at proper distances through the twenty-four wards of the city, which had a river front of about twelve miles, with an average depth of about one-half that distance. This naturally increased the duties and labors of the department, but, ever on the alert, the officers and members were always able to meet the requirements in an efficient manner.

In the year 1870, two new companies were established—one in the third, and the other in the twentieth ward—and the year following houses were erected for three additional companies; one in the twenty-first, one in the twenty-third, and one in the twenty-fourth ward.

In 1870 the Cincinnati Fire Department was as follows:

Officers:—E. G. Megrue, Chief Engineer and Superintendent of the Fire-Alarm Telegraph; W. H. Hughes, Assistant Engineer (Eastern District); Lewis Wisbey, Assistant Engineer (Western District); J. R. Megrue, Secretary of Board of Supervisors. Committee on Fire Department:—W. H. Brickel, Chairman; Clinton Bunters, Geo. W. Zeigler, L. C. Frintz, A. K. Brookbank.

Fire-Alarm Telegraph:—E. G. Megrue, Superintendent; Geo. Floyd, Assistant; Charles Gilman, H. L. Lockwood and E. C. Armstrong, operators.

Phoenix Hook and Ladder Company, No. 1, located south side Sixth street, between Vine and Race streets:—E. K. Travis, captain; James Davis, driver; Geo. W. Ford, pilot; James Welch

Frank Kearney, John O'Connor, John Ross, William Groves and Jacob Leininger, members.

Union Hook and Ladder Company, No. 2, located at north side of Bank street, between Linn street and Central avenue:—K. Bailey, driver; J. Vetter, pilot; J. Young, J. M. Sexton and A. Becket, members.

Washington Steam Engine Company, No. 1, located corner Race and Commerce streets:—John Bunker, captain; Otto Reyman, engineer; E. Stewart, fireman; Joe Bunker and H. E. Payne, drivers; J. H. Placke, watchman; R. Holcomb and A. Ellison, pipemen; Frank Beleer and Abner Ellison, assistant pipemen.

Relief Steam Engine No. 2, located corner Ninth and Freeman streets:—P. Chambers, captain; W. M. Piercey, engineer; Jesse Bennett, fireman; T. Coleman and W. W. Davis, drivers; S. Cottle, watchman; D. Twohig and T. Switzer, pipemen; J. Schuster, and W. H. Anders, assistant pipemen.

Steam Fire Engine No. 3, located on Sixth street, between Vine and Race streets:—H. R. Leonard, captain; Finley Latta, engineer; H. H. Horton, fireman; C. O. H. Halstead, M. Schuler, B. G. Shaffer and H. Hughes, drivers; A. J. Patton and James Kirkup, assistant pipemen; John Leonard, watchman.

Steam Fire Engine Company, No. 4, located on Sycamore street between Seventh and Eighth streets:—H. Atkins, captain; H. Carroll, engineer; John Cooling, fireman; W. Tousley and Geo. Crusoe, drivers; M. J. Higginson, watchman; Geo. Crusoe and H. Weitler, pipemen; Frank Henn and W. A. Irwin, assistant pipemen.

Jefferson Steam Fire Engine Company, No. 5, located on Vine street, between Court and Canal streets:—C. Ahrens, captain; H. Meyers, engineer; C. Purnhagen, fireman; Jerry-Bray and J. R. Thomas, drivers; D. Creed, watchman; Geo. Mahl and Daniel Cronin, pipemen; Simon Winter and H. B. Housman, assistant pipemen.

Eastern Fire Company, No. 6, located corner of Pearl and Martin streets:—John Fricker, pipeman; Daniel Gallagher, driver; William Negrew and Peter Fricker, assistant pipemen.

Northern Steam Fire Company, No. 7, located on Webster street, between Main and Sycamore streets:—James Fink, captain; F. Cammin, engineer; H. Mehring, fireman; H. Meinze and F. Ulrizi, drivers; H. Thoele, watchman; C. Horstmeier and W. H. H. Hadler, pipemen; J. Schmidt and H. Wuebbe, assistant pipemen.

Marion Steam Engine Company, No. 8, located on Cutter street, between Laurel and Betts streets:—G. Ludwig, captain; John Baker, engineer; J. B. Dearwater, W. H. LeCount and J. Breitenbach, pipemen; A. Henderson, watchman; Frank Cruse and B. Breitenbach, drivers; F. Franky and Henry Meyers, assistant pipemen.

Hose Company No. 9, located on Second street, between Rose and Park streets:—Martin Farrell, driver; H. Placke and Geo. Hughes, pipemen.

Deluge Steam Engine Company, No. 10, located Third and Lawrence streets:—E. R. Miller, captain; William A. O'Reilly, engineer; John Wilson, fireman; C. Granger and J. O. F. Miller, drivers; C. A. Hoon, Watchman; H. Schildmeyer and J. C. Donovan, pipemen; Richard Pearce and J. F. McCarthy, assistant pipemen.

Fulton Steam Engine Company, No. 11, located corner Front and Vance streets:—W. H. Estep, engineer; W. H. Culver, fireman; M. M. Garrett and M. A. Malott, drivers.

Mohawk Steam Engine Company, No. 12, located Hamilton Road, opposite Vine street:—C. Zeigler, captain; H. Schlemmer, engineer; J. Kelsch, fireman; P. Coleman and G. Fahrbach, drivers; Jacob Phillips, watchman; George Ackerman and J. Klein, pipemen; George Papp and C. Wehmeyer, assistant pipemen.

Brighton Steam Engine Company, No. 13, located Bank street, between Lima and Central avenues:—Frank Weil, captain; F. S. Gregg, engineer; H. Roll, fireman; G. Steinewech and W. Phares, drivers; P. Shopper, watchman; J. T. Stevens and H. Walter, pipemen; N. Swartz'and F. Haab, assistant pipemen.

Western Steam Engine Company, No. 14, located on Fifth street, between Smith and Mound streets:—D. C. Lee, captain; G. F. Hawekotte, engineer; E. Perry, fireman; H. G. Shiver and H. B. English, drivers; E. M. Davis, watchman; J. Moorhead and T. McAvoy, pipemen; Job Bray and John Bray, assistant pipemen.

There were 242 signal fire-alarm boxes in use, 353 hydrants and 236 public cisterns for fire purposes.

In the year 1871, it appears that the hydra-headed monster, arson, had reappeared after a short absence, in a graver form, which was attributed chiefly to the unsettled state of mercantile affairs. Men (generally merchants of a smaller class) finding it impossible to meet their financial arrangements, in a sort of desperation attempted to



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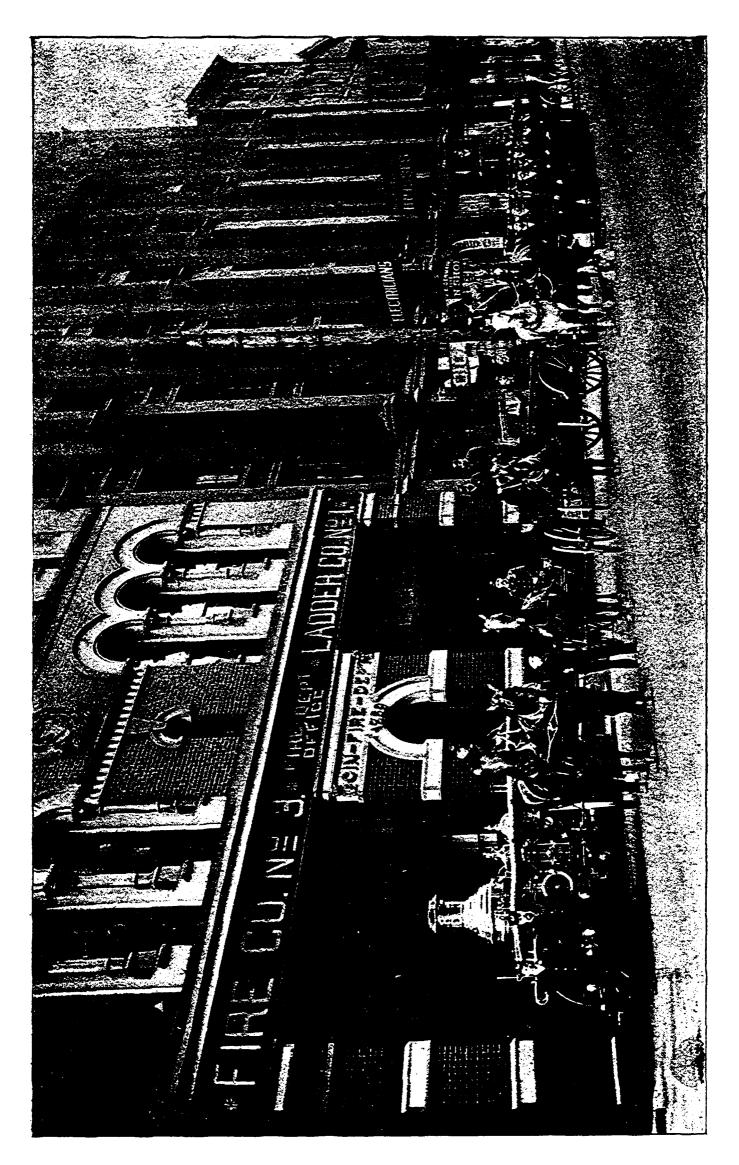
Muth's is the oldest established bakery west of the Allegheny Mountains, and has been owned and conducted by the same family to the third generation. With this prestige, long experience, and all modern facilities for doing business, the present owner, A. E. Muth, is better able now than ever before to handle the old custom and welcome the new.



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87, 89, 91 & 93 Richmond St., CINCINNATI, O.

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relieve themselves of their embarassments by burning their premises and defrauding the insurance companies of the amount of the insurance.

During this year the department was increased by the addition of three new steam companies—Storr's Steam Company, No. 17, south-east corner of German and Neave streets; Reliable Steam Company, No. 18, corner Worcester Turnpike and Scott street; Corryville Steam Company, No. 19, north-west corner Washington and Charlton streets, and two hook and ladder companies—Hope Hook and Ladder Company, No. 3, corner Worcester and Scott streets, and Northern Hook and Ladder Company, No. 4, north-west corner of Washington and Charlton streets.

#### VOLUNTEER COMPANIES DURING EPIZOOTIC.

When, in the fall of 1872, the epizootic had crossed the border of Canada and made its appearance at Buffalo, and was on its westward march, attacking and rendering for a time useless all horses, much solicitude was felt by the people of Cincinnati, fearful that, if the engine horses were forced out of service, in case of a fire there would be no means of extinguishing it, and a fate similar to that of Boston and Chicago might be awaiting the city. As soon as it was certain that the disease had appeared in the city, the Council and Board of Supervisors at once made all necessary arrangements, and requested the citizens to organize temporary volunteer fire companies. every quarter the response was general, and only a few hours had elapsed before, at each engine house, sufficient persons had enrolled to insure the speedy presence of the engines at any fire. Although the epidemic lingered several weeks there were no serious fires during the time. In fact, there were only three alarms, and in each instance the citizens quickly rallied, and had the engines at the required places in an almost incredible short time. To see the long lines of men dragging at the ropes reminded the older citizens, no doubt, of the times, a quarter of a century previous, when the only way of getting the engines to fires was by the efforts of the people. The disease passed with only the loss of two horses. Two of the volunteer firemen were badly injured by being run over by the engines while pulling the rope in running to fires, but they both recovered. They were partly compensated for their misfortunes by considerable contributions of money for their relief by the insurance companies and individuals.

During this year one engine-house was erected—that for Union Hose Company, No. 9, corner of Second and Rose streets.

#### CREATION OF BOARD OF COMMISSIONERS.

On the 29th of April, 1873, the General Assembly enacted a law for the government of the fire departments in cities having a population exceeding ninety thousand inhabitants, which repealed all the old laws and city ordinances under which the department had been managed. Under this law the Mayor of Cincinnati, Hon. G. W. C. Johnston, instituted a Board of Commissioners composed of the following members: P. W. Strader, president; W. B. Folger, secretary, and Charles Kahn, Jr., Henry Hanna, George Weber and George C. Sargent, which was organized on the 25th day of June, and immediately assumed charge of the department. thorough examination and consideration of its wants, the Board determined to abolish the positions known as "foreman" and "outside pipeman," and to employ none but stationary men, giving their entire time to the duties, and receiving full pay at the same time. This change was deemed necessary, in order that there should be a proper head to each company, who should be responsible for its condition, discipline and efficiency. A new code of rules was adopted for the government of the department.

The force of the department consisted of 149 officers and men, divided into 18 steam companies, 4 hook and ladder companies, fuel and supply-wagons, and the fire-alarm telegraph corps.

The steamers in service were five first-class, six second-class, and seven third-class engines, all, with one exception, of Cincinnati manufacture. During the year one new engine was put into service in charge of Union Steam Engine Company, No. 9, corner Second and Rose streets.

Three fires of magnitude occurred during the year—Gilpin & Co.'s planing-mill, and a number of residences adjoining; the oil-sheds of the M. & C.R. R. Co.; the lumber-yard of E. Roberts, adjoining, and a number of dwellings, and Harkness & Co.'s oil-mill.

In 1874 the Board of Fire Commissioners consisted of J. L. Thompson, president, and Henry Hanna, George Weber, George C. Sargent and C. J. W. Smith.

In his report for that year, Chief Megrue calls particular attention to the necessity of more fire cisterns, which he preferred to the ordinary fire-plugs for the reason that they were more reliable in winter, when the plugs were frequently found to be frozen. He also urged the extension of large water mains in dangerous districts. Cumminsville, he said had no water supply whatever at that time and was entirely unprotected in case of fire.

There were several big blazes during the year, the most notable of which was

#### THE WERK FIRE.

In the beginning of November, 1874, Cincinnati was visited by some of the most disastrous fires which had been known to its history for years. These culminated, however, in the conflagration which totally destroyed the M. Werk & Co's, candle and soap factory, Poplar street west of Central avenue, on November 6, 1874. It occurred at night, and the magnitude of the fire was such that a general alarm was turned in, and all the companies in the city, with the exception of the reserves, appeared upon the scene. Owing to the peculiarly hazy and smoky condition of the atmosphere a deep, red glare was reflected against the sky, the novelty of which attracted about 50,000 people to the spot. The factory was situated on Poplar street and Gamble alley, and had a frontage on the former of some 220 feet, extending back almost to Livingston street on the north. It was of brick, three stories high, with very deep and substantial sub-cellars. As to the origin of the fire there was much speculation at the time, of a probable and improbable nature, but it is most generally believed that it was due to some carelessness on the part of an employe.

Every shed and point of vantage that could be found in the neighborhood was speedily seized by the firemen, and water in dozens of streams was poured on the burning mass. The heat was intense, and it was with the greatest difficulty that the firemen could find shelter enough from its blistering rays to work; nevertheless, they stood it with a fortitude that elicited the greatest admiration and applause on the part of the spectators.

Before the fire had lasted ten minutes, its intense heat generated so much steam in one of the large tanks that it exploded with terrible force, knocking down the rear and side walls of the warehouse on the east side. It also demolished a shed on which Adam Mackle and Joe Kline, of the Mohawk Fire Company, were standing, in company with

John Hank and John Bitzer. Bitzer, Mackle and Hank were badly cut about the head with flying missiles. The fire appeared uncontrollable, and the owners and occupants of the neighboring buildings, nearly all frame, organized impromptu bucket-brigades and vigorously assisted the firemen in their work. By this means the fire was kept within limits, and the falling of the walls gave the firemen a chance to reach it. At ten o'clock, about two hours after the starting, the fire was under perfect control.

In the cellar of the burned building there remained 1,500 barrels of grease, the larger portion of which was saved. West of the factory were a number of stables belonging to Werk, W. Lowenstein and Philip Seger, which were burned, although the horses and mules which were in them were rescued. Owing to a number of open lots and alleys in the vicinity, the roofs of the neighboring sheds were lined with hundreds of spectators, who viewed the grand scene before them with awe, although they were in constant danger.

The total loss was estimated at \$168,579, for which the company was partly compensated by an insurance of \$73,000. As the fire occurred in the busiest season, the company immediately proceeded to erect a new building.

The M. Werk & Company is one of the largest concerns in their line in this country, and their yearly output is on a constant increase. Their trade reaches the most distant points, which is evidence of the magnitude of the enterprise. They are manufacturers of candles, soaps, oils and glycerine, located at No. 11 Main street.

#### OTHER NOTABLE FIRES IN 1874.

Among the other fires of the year none equalled the Werk conflagration, though they were ordinarily notable. On January 30, the Strobel Picture Frame factory, on Canal near Elm street, was destroyed with a loss of \$36,626 on which insurance to the amount of \$23,936 was recovered. At noon on May 12, sparks from the smoke stack ignited the large structure on the northwest corner of Fourteenth and Plum streets, occupied principally as a planing mill by J. H. Sanning. The building, which was also occupied by Schurst & Thiesing, manufacturers of chairs, Peter Hahn's band box factory, and Alonzo Cook, furniture manufacturer, was completely destroyed. The total loss was \$51,285, on which \$25,185 was recovered from the insurance companies. C. T. Dumont's brick foundry at 109 to 115 East Front street was des-

troyed by fire on the night of October 30, resulting in a loss of \$64,000, with \$30,000 insurance. The large planing mill of Griffith & Sons, on Hunt street near Broadway, succumbed to the devouring element on December 11, the loss aggregating \$47,375, on which there was insurance to the amount of \$26,500. The destruction of Steigler & Meisner's tannery, at Camp Washington, on December 20, was the last of the year's big fires. The loss in this fire was \$61,225, on which \$23,200 insurance was recovered.

#### INSPECTION OF UNSAFE BUILDINGS.

The first six months of 1875 was not productive of any large fires, blazes with trifling losses being the rule. They developed, however, a. knowledge that many of the blocks and buildings of the city were unsafe, and, on June 4, the Common Council adopted an ordinance making the Chief Engineer and his assistants a Board of Inspectors of Buildings with instructions to investigate all buildings erected or in courseof erection and to cause to be pulled down all that were found to beunsafe. The ordinance provided for notice to the owners of unsafebuildings to tear them down, and, in case of failure, the Board might have it done at the expense of the owners. The Chiefs and their assistants had already got under way for a thorough and systematic inspection, though doubtful of their powers to enforce the law without theenactment of a Legislative act covering the points, when a fire in Bloch & Co.'s printing office, at 150 West Fourth street, awakened everyone to the necessity of thorough inspections and prompt enforcement of the provisions of the ordinance.

#### THE BLOCH FIRE.

This fire is one of the most noted in the history of the Cincinnati Fire Department, for the collapse of the walls buried Chief Megrue and twelve other firemen under the ruins, killing one fireman outright and fatally injuring two others, as well as inflicting injuries to the Chief from which he never fully recovered. The building was a five-story structure, located at 150 West Fourth street, between Race and Elm streets, and had long been considered unsafe. The fire and its collapse revealed it to be a gigantic brick shell. The top floor was occupied by W. W. Donaldson & Co. as a lithographing establishment, and the balance of the building as a printing office by Bloch & Co. The fire broke out in the Donaldson establishment on the upper floor and

was discovered about 1:30 o'clock on the morning of July 20. An alarm was sent in from Box 32, and the Department, after a stubborn fight at 3 o'clock apparently had the fire under control. But the great rotten mass of gray brick and grimy beams was not. There were firemen on the ladders and firemen on the third and fourth floors. that the Chief, from a window on the third floor, told Jake Hughes to go back and he did so just as "the eyeless spectre peered with its skull face through a rent in the west wall. There came a weird, windy, moaning sound, a low rattle, an abysmal rumble, a peal of destruction like a roar of ordnance—all following in quick succession, and the vast wall fell on the north and east, burying eleven men in the ruins," with Chief Megrue among them. To add to the horror the fire blazed up afresh and a general alarm was sounded, bringing the whole Department to the scene. Firemen E. E. Spencer, of the Fours, and Henry Schildmeyer, of the Tens, were on a high ladder at the time and were thrown to the ground. The former sprained his ankle and was badly bruised about the leg, while Schildmeyer received a bad cut on the While kind comrades were caring for them, the balance were making herculean efforts to rescue their buried chief and companions. The blazes that burst out occasionally were quickly subjected with well-directed streams, though at one time it looked as though the flames would encompass the buried Chief within their fiery folds. James McCormick, of the Fours, the first to be rescued, had one rib broken and was badly cut in the face. Next Captain John Pohlman and Daniel Cronin, both of the Fives, were taken out, the former being badly bruised about the back and head, while Cronin's injuries consisted of a cut in the head and a bruised leg. John Flemming and Joe Chuck, the latter with his body and legs badly bruised, were next taken out, and about this time the voice of the Chief was heard in the ruins near Fire blazed up around him but a stream of water brought it under subjection. The rescuers worked with desperate energy and and finally reached the Chief, insensible and bleeding from an ugly cut in the head. He was also badly bruised about the body and legs. About the same time the unconscious form of E. F. Slocum, of the Hooks, No. 1, was brought out of the ruins. The others injured were George Postel and H. Hambrook, of the Fives, the former cut in the head and bruised about the legs, while the latter had his arm crushed and was bruised about the body. John Finerts and George Crusoe

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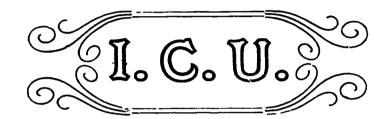
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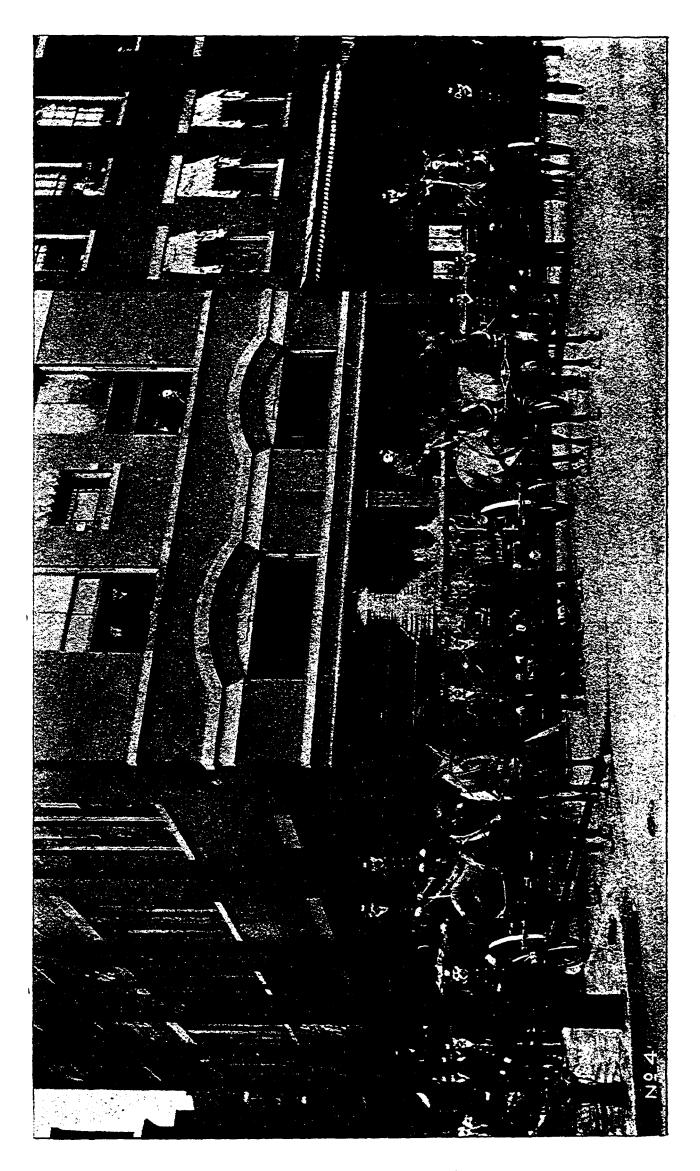
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Sr., both of the Fours, were also badly injured, the latter fatally. The body of Richard Halcomb was found later, crushed under one of the wrecked presses. Halcomb, while not connected with the department at the time, had been a member for many years, and met his death while bravely aiding his former comrades, dying, as he had often wished, "with the harness on." Crusoe and McCormick, badly injured, lingered for a time, and also died. others injured recovered. The losses of the fire aggregated \$38,249 and were fully covered by insurance. But three other fires of any note occurred during the year. They were as follows: Sept. 12, Parker Housman & Co., 90 Second street, loss \$31,000, insurance recovered \$24,384.34; Sept. 19, Barber, Stout & Co., 34 Main street, loss \$45,000, with losses in adjoining buildings, Freiberg & Workum, \$3,264.25, and Galway, Semple & Co., \$1,982, all fully covered by insurance; Nov. 4, Duckworth & Co., 45 West Second street, loss \$22,743, Chas. Brown & Co., loss \$2,500 and other trifling losses, all insured.

#### DANGEROUS ECONOMY.

Chief Megrue in his report for 1875, showed that in accordance with the action of the Common Council, reducing the tax levy very much less than that estimated by the Board of Fire Commissioners as actually necessary, the strictest economy had been practiced. No improvements were made, salaries were reduced, all work on cisterns and plugs was suspended and hands at the hose and harness shop discharged. The fact that the year had been less disastrous than others, was guarantee of continued immunity. The question of an adequate water supply was important and he said: "While the rapidity and system with which we can bring the necessary apparatus to a point of danger cannot be improved on, if we lack the one element necessary to conquer the other it avails us nothing."

In 1876 the Department was divided into three districts, with Captain Joseph Bunker, as Assistant Marshal, of the Eastern District, Louis Wisbey, Assistant Marshal for the Western, and W. H. Hughes, Assistant Marshal for the Northern District.

During the year there were 349 alarms, of which 6 were false. The total losses exclusive of the value of the goods stored in the Dayton Short Line (now C. C. C. & St. L. Ry., or Big Four Route), depot were \$343,815 on which \$232,139 insurance was recovered. On February 22, 1876, the Sanning planing mill on West Plum street, near Fourteenth,

was again destroyed by fire of nearly \$40,000. The destruction of the Dayton Short Line depot resulted in a estimated loss of \$200,000, and resulted in a series of claims against the railroad company which were only adjusted after considerable litigation.

#### A GREAT PAINTING BURNED.

The fire in the Melodeon Hall, corner of 4th and Walnut streets, May 26, 1876, resulted in a serious loss to art. Edward Dubufis' great painting of the "Prodigal Son," was being exhibited in Melodeon Hall, at the time. The drapings about the picture accidentally took fire from one of the temporary gas-jets arranged on the stage to light up the picture. In a moment the huge canvas was ablaze and by the time the firemen arrived, it had disappeared in smoke. Difficulty in finding a key to the fire alarm box delayed the notice to the Fire Department and in the meantime the flames had made great headway and were only subdued after a stubborn fight. The painting was owned by Mr. H. W. Derby, who paid \$40,000 originally for it. He had been exhibiting it about the country, and it had a commercial value of \$75,000 simply as a show investment. The Allemania Society, who had their rooms in the buildings, were also heavy losers. The losses outside of the great painting, aggregated \$35,000, and were fully covered by insurance.

#### THE "RANSOM RIPPER" BILL.

On March 26, 1876, the General Assembly passed a bill placing the police department of the city in the hands of a Board of Police Commissioners to be appointed by the Governor. The act created considerable discussion, which was aggravated still further by the Governor appointing four Republicans and one Democrat, a seeming verification of the claim that it was a political move, though the Committee on Safety who fathered the bill asserted that the object was to take politics out of the police department. On March 17th the year following (1877) another bill was introduced extending the powers of the Board of Police Commissioners, by including the management of the Fire De-The bill, which was known as the "Ransom Ripper Bill." originally only contemplated the addition of the control of the work house, but when adopted it was found that the latter had been left out and the Fire Department substituted. It was also found that while the intention was merely to add the Fire Department to the control of the Board of Police Commissioners, the bill also legislated the Board of

Police Commissioners as well as the Fire Commissioners out of office The matter was finally settled by the appointment on April 1, of the following Board of Police Commissioners: Charles Jacobs, Jr., president, and George W. Zeigler, Enoch T. Carson, Charles Brown and Daniel Weber. "Old Chief" Enoch Megrue was still in command of the department but there is no doubt but that the dickerings and constant rumors of changes worried him.

#### THE PELLSTRING FIRE.

The destruction of the cigar-box factory of George Pellstring & Co., on Broadway, above Eighth street, August 3, 1877, was of a most fearful nature. The loss of life under such terrible circumstances has been equaled only in a few instances in the history of Cincinnati fires.

As to how the fire originated several theories were advanced, but none of them were based upon a certainty. Ambrose Black, the engineer of the factory, said he started the engine running early in the morning. He had a good head of steam on in the boiler, when he went to attend to some other duties in the engine-room. He soon noticed a blaze in the shavings-room, a place where the sawdust and wood, used for fuel were placed. This room was not situated far from the furnace-door, and he was confident that a spark from the furnace fell into the combustible material and ignited it.

Other theories, however, of a more plausible nature, were advanced. One of them was, that the dust which had accumulated on the beams and other exposed parts of the wood-work, and which is as inflammable as gunpowder, was knocked down by one of the workmen with a small pile of boards and fell upon the flame of a gas jet in the engineroom. Instantly the flame communicated with the contents in the shavings-room. The person first perceiving the fire, instead of giving an alarm, attempted to extinguish it himself with a stream from a hose attached to the hydrant, but finding his efforts futile he discontinued them and shouted fire. The cry was heard by two employes, "Dutch Joe" and Charles Rosendahl, and by Andy Nurre, a nephew of the members of the firm. The former hastened into the engine-room, and renewed the attempt to extinguish the fire with the hydrant hose. The fierceness of the flames, however, soon drove them from the room, and retreating they met Andy Nurre with a Babcock fire-extinguisher strapped to his back. In the meantime the flames had shot up the hatchway and it could be easily perceived that the entire building was

doomed to destruction. Nurre rushed up stairs and shouted for those in the upper floors to save their lives. By this time, about eight o'clock in the morning, some one rushed to the engine-house of Company, No. 4 on Sycamore street, and the alarm was soon given. It was but a few moments until the department responded, but in that time the flames had leaped from floor to floor, and were devouring the entire building.

On the second floor the tobacco boxes were made. The third floor was used for sawing and planing cedar lumber for cigar-boxes and for putting boxes together. The girls pasted and trimmed the boxes on the fourth floor, and the top story was used as a store-room for seasoning lumber. From the second story to the upper floor, the stairway was narrow and insufficient in an emergency. From the first to the second floor the stairs were what is known as the "mill stairs," such as are ordinarily used in cellar-ways leading outside of a house. They were very steep and troublesome to descend. Every floor of the building was filled with wood or veneers in different stages of preparation for boxes, and with boxes ready for shipment, of which there were not less than fifty thousand. The floors were well saturated with linseed oil, an inflammable article which is extensively used in preparing cigar-boxes.

Although driven back by the intense heat, the firemen nevertheless labored vigorously. The engine of Company No. 7 was severely scorched at a distance of 200 feet from the fire. In about ten minutes the north wall of the building from the top to the second story fell in. By this time the fire had spread southwardly to Chris Jacob's copper shop, on Cheapside. Being an antiquated, dilapidated structure, it was consumed in a few minutes. The fire next attacked the house of Ed. Dolan, 60 East Eighth street. The frame house, 62 Eighth street, owned by the Nugent heirs, was badly damaged by the flames. The house of Michael Crowe, 64 Eighth street, was gutted. Joe Caulfield's stable on Cheapside was also destroyed.

That the firemen were able to confine the conflagration within the above limits, when the intense heat is considered, is deserving of great credit and was at the time highly praised by the press. In twenty-five minutes after the sounding of the first alarm, the south and west walls of Pellstring's factory fell in, and then the end approached.

When the smoke had cleared away it became the duty of the begrimed firemen to perform a sad task, namely, to search for the dead. This was accomplished under the supervision of Chief Megrue and his able assistant, Jakey Hughes. It was about eleven o'clock that the workers, members of the "Fours," making the ghastly search, came upon the charred remains of all the missing except Henry Maag, who most heroically rushed to the fourth floor and warned the employes of danger at the sacrifice of his life. Trunk by trunk and bone by bone the firemen removed the debris of humanity to a temporary morgue in Pellstring's office, which had escaped the flames. Here the atmosphere was sickly, redolent of roasted flesh. The remains found in the north-east corner under the stairs were: Josephine Bey, Frank Studer, Philomena Kobbe, and Mary Nurre. John Spangenberg jumped from a window thirty-five feet high and was killed.

The body of Henry Maag was found in the ruins, August 4th, and it was just below where the other bodies were found the day previous.

Three firemen, members of the Hook and Ladder Company, No. 1, fell exhausted with heat. Their names were Lou Ernst, Charles Coffin and William Lanfersieck. The loss was, building and machinery, \$26,000 and \$15,000 stock and material. Against this there was an insurance of \$14,000.

#### RESIGNATION OF CHIEF MEGRUE.

At the meeting of the Board of Police Commissioners, January 24, 1878, the resignation of the "Old Chief," E. G. Megrue, who had so long been at the head of the department, was tendered and accepted, to take effect when a successor should be duly qualified.

After twenty-one years faithful service, during which the Department under him had become equal if not superior to any other Department in the world, Chief Enoch Megrue felt that he needed rest and insisted on the acceptance of his resignation by March 1. The acts of the Legislature in tossing the management from one Board to another and then back again may have had much to do with his determination to retire.

By act of the General Assembly of the State of Ohio, of February 14, 1878, the law of March 17, 1877, was repealed, thereby relieving the Board of Police Commissioners of the duty as Fire Commissioners, and reinvesting the control of the department in the Board of Fire

Commissioners. On February 18, 1878, Judge M. F. Wilson, of the Police Court, under the authority of this act of February 14, 1878, appointed to serve as members of the Board the following will-known citizens: George C. Sargent, William Dunn, C. J. W. Smith, George Weber and John L. Thompson.

JOSEPH BUNKER ELECTED FIRE MARSHAL.

At the meeting of the new Board, February 21, 1878, a petition signed by sixty-five leading merchants was presented, urging the reappointment of the "Old Chief," but in response to the query of the Board, he absolutely declined and Joseph Bunker was then elected Fire Marshal. At a subsequent meeting Messrs. Wisbey, Schildmeyer and McAvoy, were elected assistant marshals, and Theodore Chambers, master mechanic.

In the reorganization of the department, it was the aim, as far as practicable, to retain the old, tried and faithful members, who did the work and fought the flames.

Board of Commissioners of the department for 1878 were:—John L. Thompson, George Weber, C. J. W. Smith, William Dunn and Geo. C. Sargent.

Officers of the department were: — Joseph Bunker, Fire Marshal and Superintendent of Fire-Alarm Telegraph; Lewis Wisbey, Assistant Fire Marshal (Western District); Thomas McAvoy, Assistant Fire Marshal (Northern District); Henry Schildmeyer, Assistant Fire Marshal (Eastern District); Thomas Brown, Secretary; E. K. Travis, Assistant Superintendent Fire-Alarm Telegraph; Theodore Chambers, Mechanical Engineer.

There were two deaths in the Department, the first being that of Captain A. Lahrman, of Engine Co. No. 1, who was overcome by the excessive heat and died July 18. The other fatality was that of W. H. Anders, of Hook and Ladder Co. No. 1, who died August 13, from lockjaw, which resulted from injuries received in a fall from the roof of a burning building on Parsons street on August 6.

#### FIRES OF 1878.

There were three notable fires in this year. On April 16, the A. & J. Nurre picture frame factory, on Broadway near Eighth street was completely destroyed by fire, the second time within eleven months, the first occurring May 27, the year previous, with a loss of \$37,500 on which \$26,500 insurance was recovered. On this second occasion the

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fire was discovered about midnight on April 16 and a still was given to the engine company on Sycamore street. No alarm was sounded till fifteen minutes later, when some policemen surprised that no other companies were arriving, turned in an alarm from box 41. The fire which originated in the shaving chute was then under great headway and the factory doomed. The loss was \$40,400 on which \$24,400 insurance was secured.

At 12:24 o'clock in the early morning of May 8, an alarm from box 69 announced the fire in G. Henshaw & Son's furniture factory, a four-story brick structure at the corner Elm and Canal streets. It was a fierce and hot fire, the buildings across the canal being scorched by the intensity of the heat. The factory was completely destroyed, the loss amounting to \$71,379.35 on which there was \$54,102.99 insurance. During the fire a sudden wind and rain storm came up and whirled the flames in fantastic shapes, while the glistening drops of rain reflected the light through the sky a million fold. The storm lasted but a short time, but produced a grand spectacle for the time. While it drenched the spectators, the rain had little effect on the burning building, in which the fire continued until there was nothing left to burn.

The immense candle factory of S. & W. H. Davis & Co., on Central avenue north of Liberty street, was destroyed by fire on October 21, 1878. The fire was discovered about 9:17 o'clock in the evening and illumined the heavens all night long. It was literally a million-candle light. The loss was \$47,009.21, on which \$41,739.72 insurance was recovered.

#### "BEST IN THE WORLD."

Mayor R. M. Moore, in his annual message, in calling attention to the magnificent and promp work of the Department during the year, said: "The Cincinnati Fire Department still maintains its position as the 'best in the world,' a rank conceded by all persons from abroad visiting here and seeing its operations. Captain Joseph Bunker is the Chief Fire Marshal and has the entire confidence of the people. As a body there is not a braver or more vigilant body of men than are the firemen of Cincinnati. No weather too cold, no night too stormy or sun too sultry, but what they respond with alacrity and stout hearts at the first tap of the bell. Such men should always have the hearty cooperation and support of the entire community." The earnest words

of the Mayor was but the honest expression of the people and the Fire Department was one of the city's idols.

On June 12, 1879 the ordinances covering unsafe buildings having been found insufficient to effectively reach the owners of dangerous structures, the general assembly passed an act making the mayor, the chief fire marshal and his assistants a Board of Examiners of Insecure and Unsafe Buildings. The act gave them arbitrary powers to tear down unsafe buildings when the owners failed to do so within the time the Board might designate. It also provided penalties for failure to obey the directions of the Board.

In the year 1879, the office of Mechanical Engineer was abolished by the Board of Fire Commissioners. But one change occurred in this Board during the year. At the expiration of the term of John L. Thompson, L. C. Weir was appointed to fill the vacancy.

A new engine, the L. C. Weir, was placed in service and given in charge of Gift Steam Engine Company, No. 3. A steam engine was also placed in Cumminsville as Cumminsville Steam Engine Company, No. 20, Linn street, north of Blue Rock street. The old hand engine of Mt. Adams Company, No. 15, east side of Observatory street, between Pavilion and Hatch streets, was sold to the village of St. Bernard, and a hose-reel was substituted for it.

#### THE POST DISASTER.

Shortly after half-past three o'clock in the morning of June 5, 1879, a fire broke out in the factory of Post & Co., south-west corner of Pearl and Elm streets. Upon the arrival of the engines the building, a five-story brick, was in flames. A general alarm was immediately sounded, but the Fire Department only succeeded in confining the flames to the factory, which became almost a total loss.

A meeting of the insurance men took place in the building at about 8:30 o'clock of the same morning, and it was decided that the walls were in good condition. It was therefore concluded that it would be perfectly safe for the workmen to clean and oil the machinery, to save it from further deterioration from the drenching it had received. To perform this task, about thirty to forty workmen were detailed, while a like number were busy in other parts of the building.

At about half-past three, with lightning swiftness, a section of the roof about forty-four by twenty-four feet, fell upon the fifth floor, and

almost instantly the fifth floor and all the other floors fell to the cellar. With one hundred men in the building the catastrophe produced the greatest excitement. Some jumped from the back windows upon the roof of the adjoining building. Others descended on the fire escape. Others were seen at the windows with no means of escape. Soon the sound of human voices could be heard, which came from the victims buried under the mass of debris. The fire-alarm was sent in, and the department responded promptly. Chief Bunker immediately organized a force, and the work of rescuing was begun. The dead were: Charles Langreth, William Schett, John Burns, Daniel Cronan, a stoker, nine-teen years of age, and a son of fireman Cronan of Engine Company No. 5, Frank Irvin and John McGarry, whose body was found three days later lying between the floors of the third and fourth stories, which had fallen in the mass.

The loss by the fire was \$80,000, against which there was an insurance of \$84,000 on the stock, machinery, etc.

A large sum of money was raised by private subscriptions for the benefit of the injured and the families of the dead.

#### JOSEPH BUNKER.

Ex-chief, Joseph Bunker, was born in Saratoga, New York, on October 18, 1832, but came to Cincinnati when only one year old His first occupation after leaving school was that of a teamster, during which period he enlisted as a volunteer fireman in the old Washington Fire Engine Company, No 1. He continued to serve as volunteer until the year 1856, when he entered the regular service as driver of Washington Company, No. 1, at that time located on Vine street, near Front street. In the year 1861 he accepted a position on the Cincinnati police force. In less than a year thereafter he enlisted in the United States army as a brigade wagon-master. After an absence of six months however, he returned to Cincinnati and rejoined his old company which in the mean time had removed to the corner of Race and Commerce streets, where he remained until 1870, when he was elected Councilman. Two years later he returned to his company and was appointed captain by Chief Megrue. This position he filled with great credit for four years, when he was made Assistant Chief. Two years later he was elected Chief Marshal, which position he held until his death, September 29, 1884, having served the Fire Department thirty years.

His death was due to an accident caused by the collision of his vehicle with Chemical Company, No. 1, on the corner of Sixth and Vine streets. He received serious injuries on the arm and several of his ribs were broken. He remained in a conscious state from Sunday 3 o'clock until Wednesday, 9 o'clock. He was fifty-two years old at the time of his death.

The passing away of the popular chief filled Cincinnati with grief, and the mourning for his loss was general. From all sides expressions of condolence poured in, and his funeral was a pageant dictated by sincere sorrow for his untimely death. Various bodies appointed committees to draw up suitable resolutions commemorating the event. The Chamber of Commerce appointed a special committee of leading citizens of Cincinnati to make appropriate preparations to express the sympathies of that body for the death of the popular chief. Similar sentiments were echoed in the resolutions passed by the City Workhouse Directors. Joseph Bunker possessed in a marked degree all those peculiar qualities which

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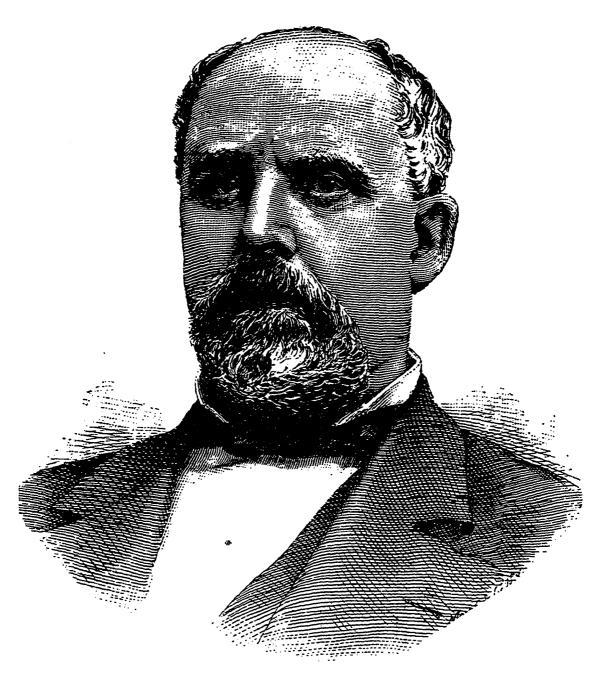
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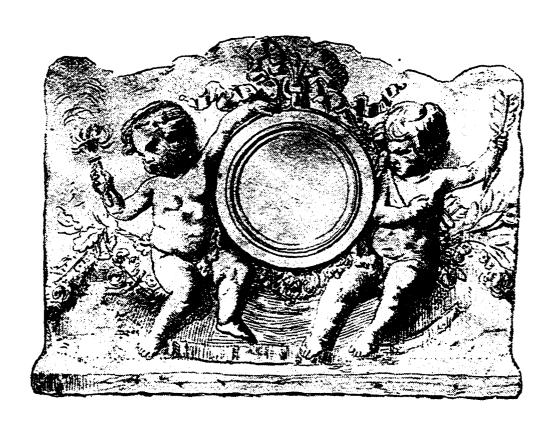
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JOSEPH BUNKER, Chief Fire Department 1878-1884.

are necessary to make a good fireman. Exact in the fulfillment of his duties, he demanded strict obedience to the rules of the department from his subordinates. But withal he was most just in his decisions and therefore became very popular with the firemen. To his dying hour his thoughts were occupied with the department, and almost his last words were the expression of solicitude and concern for its welfare. Previous to the Gay fire, Chief Bunker had a presentiment of the sad catastrophe. He saw in a dream five coffins, and his own body devoured by maggots. The strange fulfillment of the dream a short time later created much comment.



## HISTORY OF THE FIRE DEPARTMENT FROM 1880-1890.

In 1880 the term of Mr. Geo. Weber having expired, Mr. John Mackey, Jr., was substituted for him. There was no change among the officers of the department, Chief Bunker still being in command of the Queen City's fire-fighting forces, which numbered 161 members. During the year Chemical Company, No. 1, was organized and quartered in the old engine-house on the east side of Vine street, between Court st. and the canal, formerly occupied by steam engine company, No. 5. The Pompier corps was also established in connection with hook and ladder company, No. 1. The fire-alarm telegraph system was completely renewed and extended to meet the growing needs of the city. There were 465 fire-alarms during the year, of which 187 were "stills." The fire losses were \$436,626.32, on which insurance was recovered to the amount of \$343,470.31, leaving a net loss of \$93,156.01.

#### THE HEY FIRE.

Eight minutes after eleven o'clock on the morning of October 20th, 1880, the alarm was sounded denoting a fire in the shoddy factory of Benjamin Hey, corner of Second street and Broadway. The building was a three story brick with a low loft. On Second street it occupied a frontage of a hundred feet, and on Broadway about fifty feet. It was an old building owned by the Swasey heirs, and at one time was occupied by a wholesale grocery. At the time of the fire Mr. Hey used the first floor as a warehouse for the receipt of rags of all kinds. The upper floor was utilized as the picking and assorting department, and for that purpose there were employed about eighty women. The second story was occupied by the carding machines and pickers, making woolen rags into what is known as shoddy. In the rear of the warehouse was the office of Mr. Hey. In the entire establishment about ninety-five were employed, the greater number of whom were women and

The fire was discovered both inside and outside the building at the same time. A boy called Peter was running a card machine in the center of the north room on the second floor. The woolen shoddy ignited and soon the fire spread to the inflammable stuff heaped in large quantities., and created a fearful blaze. Simultaneously with the cry of fire inside the people outside screamed the same warning. The alarm was turned in from box 15. As the fire did not show itself on the third floor for some time, the younger women quickly donned their street attire and hurried down the stairs. The older women appeared to doubt the news of the fire and remained at their work. few minutes after the girls had left the building, four or five elderly women appeared at the windows of the upper floor, wringing their hands in a frantic appeal for help. Bales of shoddy had been rolled out from the warehouse upon the sidewalk. Police officer Burke called on the women to jump down on the large bales. dray pins and every missle they could seize to break the windows to enable the women to escape, but only one ventured the jump. It was a Mrs. Barrett, a woman of thirty-five years of age, and she broke her leg in the fall. The others feared to follow her example in spite of the urgent appeals made. The black smoke soon enveloped the victims and nothing was seen of them until their lifeless bodies were slid down the ladders. The fire department arrived promptly on the scene. Company No. 10 appeared on the spot in three minutes after the first round of the alarm was sounded, and the well directed streams from their hose soon brought the flames under perfect control. The hook and ladder company No. 1, who were on the spot eight minutes after the alarm, groped about in the third story on the burned floor and cinders for bodies. The first discovered was that of a woman under middle age, who was carried down the ladder. A store room in the first floor of the north wing of the old Spencer House building was set apart for the bodies. One by one the corpses were lowered in this manner. The dead were: Mrs. Marv Syron of No. 43 Yeatman street; Mrs. Catherine Jackson, Spencer House; Mrs. Curren, No. 170 Lock street; Mrs. Doggett, No. 51 East Third street; Margaret Welsh, corner of Seventh and North streets.

The loss on stock and machinery was about \$18,000. The loss on the building was not more than \$6,000. There was an insurance of \$10,250.

#### THE GAY FIRE.

What is known as the Gay fire occurred this year, and it is particularly noteworthy on account of the sad death of five brave firemen, who met their fate in this fight with the devouring element. At five o'clock in the evening of December 11, 1880, the alarm of fire was sounded from Box thirty-nine, Eighth street and Eggleston avenue. The relay for that district was promptly on hand, and worked with a will under the supervision of their officers and Chief Bunker, but it was plainly to be seen that it was a big undertaking, and ten minutes from the first tap of the bell a general alarm was sounded.

At the eastern terminus of New street there was a lot of, perhaps, five acres in extent. The property was owned by J. P. Gay, bucket and tub manufacturer. On the right-hand side of this lot looking east, was a large six-story brick building, occupied by J. P. Gay. It was surrounded by lumber piles and out-houses, and embraced nearly an acre of ground. This building was on Sixth street, west of Culvert street. Directly north of the main building were situated the drying-houses of Gay. These covered considerable space and were, at the time of the fire, completely filled with stock of all descriptions, used in the manufacture of tobacco tubs and buckets. A little west of these drying sheds, and beneath the street, which terminates abruptly at this point, was situated the engine-room and the shaving-box connected with the main building. Above the engine, and flush with New street, was a frame shed one story in height, which connected with a four-story brick building, still further north, the basement story of which was on a level with the drying-room and engine-room below. story building was occupied by the Crown Manufacturing Company, and the firm of Ault & Wiborg, makers of printers' ink. Both of these firms had large stocks on hand, and their loss was very heavy. The large building, first mentioned escaped with but slight loss, although a frame addition on the New street side was completely destroyed.

Leading from the first floor (above the basement) in the Crown Manufacturing Company's building, was a large door on the southern side. This door communicated with the frame building fronting New street. At this point the five firemen met their death. Engine Companies, Nos. 4 and 6, had ascended a pair of steps leading from the drying-room yard to a platform on the northern end of the corner building for the purpose of getting lines of hose into the dry-

sheds, which by this time were completely enveloped in flames. fire had originated in the boiler-room, and had at first spread in a southeast direction. This was the best position from which to attack the flames at that time, and the men, headed by Chief Bunker and Assistant Marshal Henry Schildmeyer, with John Pohlman and Peter Purcell of the Babcock extinguisher, Captain Gallagher of the Sixes, and Fred Bloom, also of the Sixes, entered the building; immediately in rear of the above were Captain Higginson of the Fours, William Kelly of the Fours, David Love of the Fours, Tom Cooling, a son of the former Captain of the Fours, Edward Parker, a volunteer fireman, but who had been running with the department for a number of years, and Andy Barrett of the Sixes. Of this crowd of gallant men who were so bravely fighting the flames, five were sacrificed—met a horrible death. were Kelly, Love, Cooling, Parker and Barrett. William "Buck" Dardis, another fireman of the Sixes, was severely hurt but managed to escape.

As this crew of daring men dashed in the north door, and had proceeded within ten feet of the door on a straight line south, the flames and smoke with blinding force shot up from the basement, which by this time was a seething caldron of bubbling, crackling fire. were enveloped in the deadly folds, and for an instant they halted uncertain what to do. At this critical moment Chief Bunker, who saw the welcome light at the southern side, cried to his men to follow him and they could gain light and air. Some of them obeyed and were saved. These were Schildmeyer, Pohlman, Purcell, Gallagher and Bloom. the balance of the devoted band either misunderstood the order, or thought their best chance was to retreat the way they came. But their retreat was cut off by a roaring, blinding volume of flame and smoke that could not be withstood. Back they went, however, but they died in their attempt—all but Dardis, who staggered to the outer air and gasped for breath. He was saved. He informed his fellows on the outside that he was certain some of the boys were killed. They could not believe it, thinking that they must certainly have escaped by the southern door. Chief Bunker and Marshal Schildmeyer were sought, and when asked if they had seen Kelly, Love, Barrett and the rest, answered in a dazed way that they had not. Then the horrible truth flashed upon them all that their poor comrades were gone. Work was at once begun in getting out the bodies. A relay of firemen entered

the basement and began their awful task of pulling the timbers away. The floor on which the men met their death had by this time fallen through, and the forked tongues of flame, the red and crackling rafters, the sizzling of the water thrown upon it gave the scene a fearful aspect. Bravely the firemen labored, their exertions rendered doubly awful by the certainty that the bodies of their companions would soon be discovered. The first body found was that of David Love. Then came the body of Kelly, next Cooling, next Barrett, and last Parker. Some difficulty was experienced in identifying Parker, as he was greatly disfigured. The left side of his mustache was burned off short, as if it had been clipped with scissors. The body was not burned. hands were crossed on his breast, as though he had been laid out by loving friends. His clothes were not burned, and it was at once seen that he had been smothered. Barrett was hanging by his feet when first discovered. The men made extraordinary exertions to remove the body, and when at one time they were within almost reaching distance of him, the fire drove them away. His face and hands were burned badly, but his body, which was protected by his clothing, was During this same fire, Assistant Fire Marshal untouched by fire. Wisbey fell through an open hatchway in the main building, and was dangerously hurt. The loss at this fire was \$30,596.44, on which \$24,704.63 insurance was recovered.

The sudden and appalling death of their bread-winners left five families in need, and the fire underwriters of the city at once donated \$2,050 to their relief, the money being placed in the hands of Fire Commissioner L. C. Weir, for disbursement. A considerable amount was also realized by private subscription.

The year of 1881 presents a record of disastrous fires, and was the occasion for a demand for increased fire-fighting forces. The extension of the department was particularly desirable in the west-end factory district, where Chief Bunker recommended the establishment of a new engine company in the vicinity of Gest and Evans streets, and the placing of a new hook-and-ladder company at Freeman avenue and Ninth street. The Cincinnati Coffin Company's factories, located in this district, were thrice ignited by fire, the losses figuring up to \$300,000.00 out of a total of \$1,449,029.84 for the year, the greatest since 1867. The first fire at the Cincinnati Coffin Company's factory, occurred

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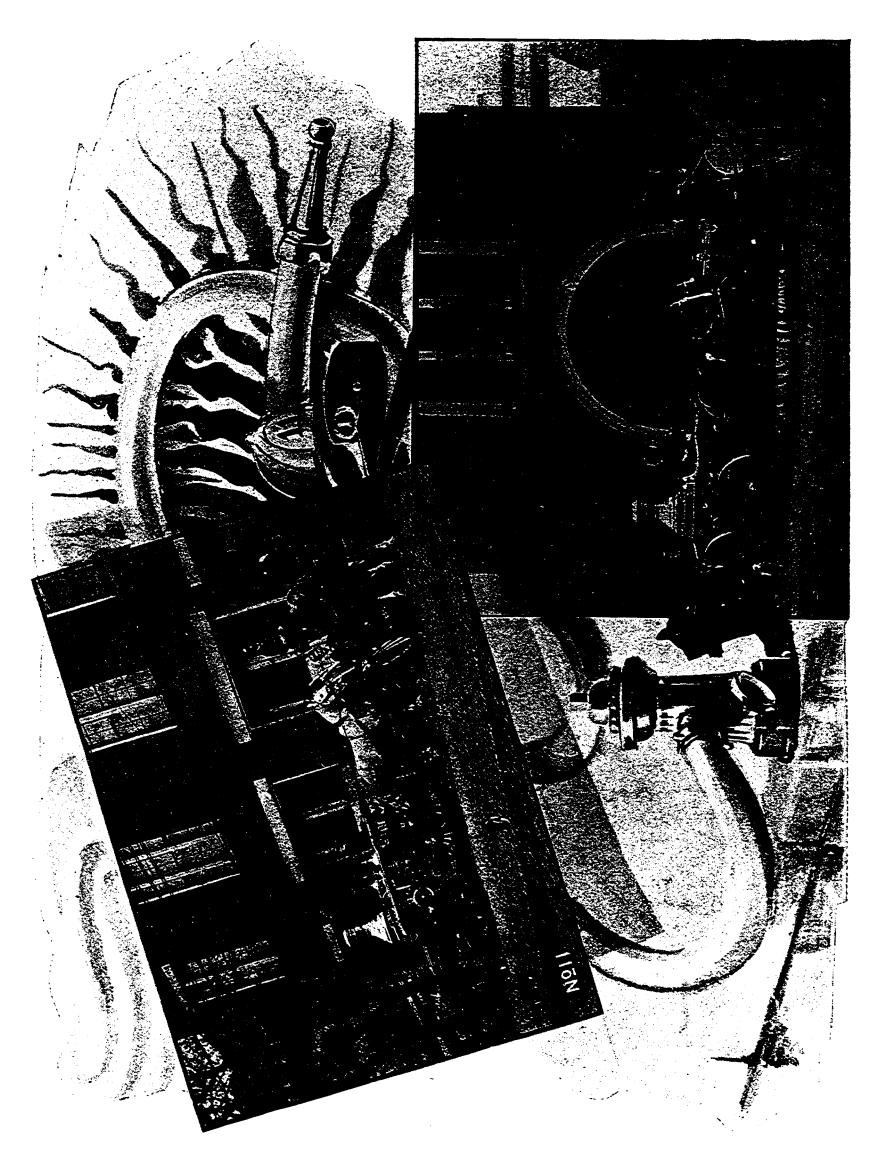
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Near Cin. Southern R. R. Crossing.



February 20, and resulted in a loss of \$32,700, but this dwindled into insignificance compared with that of July 19, in which the factory was completely destroyed, the total loss by this fire amounting to \$182,-486.10. The first eventful conflagration of the year was

#### THE DONALDSON FIRE.

At 11:57 o'clock, on the night of March 26, 1881, an alarm from box 4, corner of Fifth and Elm streets, called the Fire Department to the chromo establishment of Donaldson & Company, on Home street. The firemen were promptly on the scene, and as usual, had in a short time executed excellent work, to such an extent that the spectators gradually retired with the impression that the fire had been extinguished. About 1 o'clock, however, the fire received a new impetus, and two additional alarms were speedily turned in, summoning a larger force.

The first discovery of the fire was due to an explosion, supposed to have been caused by shellac varnish in the south end of the third floor, in the building occupied by Donaldson & Co.'s chromo, publishing, lithographic and picture-printing establishment. The room was used as a drying and storing-room for prints, which were hung on racks, and for the storage of unprinted paper. It was separated from two other rooms by a screen partition. The ceiling of the entire floor was thickly hung with prints for drying purposes.

Much difficulty was experienced in getting into the alley, owing to its narrowness, and the placing of the ladders was much delayed. Two streams were finally poured into the windows, and at the expiration of half an hour's work, it was thought the fire had been subdued. Later, however, smoke issued through several windows on the same floor, and through the windows of the floor above. Unexpectedly the flames appeared in the fourth and fifth floors, as if issuing through an elevator shaft. Chief Bunker, entering the north building, and battering down an iron door, had a stream to play upon the fire southward. Finally the laundries in the upper stories, which contained large stocks of coke, caught fire, and then the flames broke through the roof. The "Fours" were sent up a narrow box stairway in an adjoining building, with a hose-pipe, directly into a room filled completely with smoke. Two of the firemen were overcome and became unconscious. They were carried below by their comrades.

A rope was carried to the roof of the Methodist Book Concern, which was about twenty feet higher than that of the burning building

Two members of the "Fours" succeeded in throwing a stream upon the roof and through the windows of the fifth floor of the burning building. This, however, had little effect, and in a few minutes the two upper stories of the main building were ablaze, and the fire threatened to attack the Odd Fellows' Hall, and the corner on Fourth and Home streets.

After the fire had taken a fair start, it turned in an easterly direction. As the wind from the west was brisk, it appeared as if not only the whole square, but a good portion of the two squares adjoining, would become food for the flames. The wind kept the fire from damaging the building of the Methodist Book Concern, though a subsequent shift of the wind sent the flames westward, resulting in the ignition of the cornices of the Book Concern building. Prompt work by the firemen saved the building, though the resultant loss by water was quite large. Block's printing-office on Elm street, was now directly in the path, and within a short time was in flames, but watchful employees kept them in subjection, Block himself directing his men. reason to fear fire, as it was the falling of the walls of his building in the fire there a few years previous, that buried a number of firemen, including Chief Megrue, under the ruins. The total loss at this fire was \$70,731.70, the principal losers being Donaldson & Co., W. E. Payne & Co., envelope manufacturers, and A. M. Dolph's Excelsion Laundry. Baker Hilsburger, member of Hook and Ladder Company No. 1, was badly hurt during the fire by falling through an open hatchway from the second floor of an adjoining building, into which he had been sent to cut an opening in the floor.

#### THE ROBINSON WAGON COMPANY FIRE.

A week had not elapsed when the discovery of fire in the paint-room of one of the Robinson Wagon Company's factory buildings at Eighth street and the C. H. & D. tracks, summoned the department to another big fight with the devouring element. The alarm was sounded from box 513, at 1:48 o'clock on the morning of April 2, and was quickly followed by a second and then a third alarm. The fire spread with wonderful rapidity through the doomed five-story structure, and within half an hour the wagons and vehicles which filled the yards were also ablaze. The tracks alongside the factory were filled with loaded and empty cars, but the promptness of the C. H. & D. switching-crew, with Henry Merryweather at the engine's throttle, saved them

from destruction. The cars had hardly been pulled out to a place of safety when the walls fell out and covered the track with the debris. The difficulty of access to the fire, and the location of the fire-plugs, prevented the department from doing its best work. So inadequate were the facilities that some of the engines had to stand idle at a distance, and No. Three's engine was stalled on Eighth street during the early half of the fire. The streets were in a horrible condition, and the fire was only reached by doubling the teams and then barely dragging the machines along. During this struggle of the department to get there, the fire was so far advanced that the destruction of the factory was certain, and the flames had communicated to the lumber piles that filled the space between the wagon factory and the Queen City Varnish Works. The effort to save the latter being fruitless, the firemen gave their whole attention to the saving of the surrounding property, and with success. The total loss of this fire was \$90,953.28, on which the insurance recovered amounted to \$66,025.57.

Their Central Avenue works were totally destroyed by fire a little over two years previously, and in less than four weeks after the second, a third fire originated in the only one of their buildings to escape the April conflagration. About 10:10 o'clock on the evening of June 7, fire was discovered in the two story brick building, the ground floor of which was used as a blacksmith, painting and varnish-shop, while the upper floor was filled. The experience at the previous fire had led to road improvements and additional fire-plugs, and the department made a quick response, and confined the fire to the building in which it originated. The loss was \$27,593.29, on which \$18,554.13 insurance was recovered.

During the same month of June, the Miami Soap and Oil Works, on Eggleston avenue, near Fifth street, was destroyed, with a loss of \$64,519.54, on which insurance to the amount of \$47,700 was recovered. The fire occurred on the morning of June 18, the department being summoned by an alarm from box 23, at 3:16 o'clock. The fire is supposed to have originated in an oil-tank. The building was five stories high, and was completely gutted. Firemen James Walsh and Shaddinger, of Hook and Ladder No. 2, were seriously injured by the breakage of ladders as the walls, against which they were placed, fell in Three of the firemen also narrowly escaped death by flames suddenly

bursting out on the roof and enveloping them in their fiery breath The new engine, "John Shillito," had its first fight with fire on this occasion. It threw a solid inch-and-a-half stream for hours, and with such weight and force that it was used to upset one of the walls.

#### THE MARQUA FIRE.

On July 7, 1881, a conflagration took place in Cincinnati, of such magnitude that it threatened to lay waste the entire city. When the "ten strokes," the second and third alarms combined, sounded, a great cloud of smoke was rolling upward from the "Bottoms," which truly indicated that the fire raging was no ordinary one. The fire laddies, quick to respond to the call for aid, were startled at the sight which met their eyes as the engines lumbered down the hill drawn by the panting teams. The entire building occupied by P. J. Marqua & Co. as a manufactory of baby carriages and toys, at the south-west corner of Augusta and Smith streets, was discovered in flames. The stiff breeze, which fanned them into fury, gave convincing evidence that the task of subjection would be no easy one.

The fire had its origin in the P. J. Marqua "hobby-horse" factory, which was a large four-story brick building with a basement, and having at the west end a large shavings-box which ran from basement up. Had it been a kerosene factory the work of the fire fiend could not have been more thorough. The flames soon spread to the Cabinet Makers' Union building, a large six-story structure, then east to the two-story frame building on the north-east corner of Augusta and Smith streets, occupied by Henry Grammich. Henry Clostermans chair and furniture factory, having a frontage of one hundred and five feet on Augusta street, was the next to catch fire. While the flames were actively engaged at Closterman's, Meaders' Furniture Factory and Ware Rooms, which were directly south of Marqua's, and consisting of a double building, caught fire.

From Meaders' the flames leaped the street and made their way into the foundry of William Resor & Co., destroying the building in a short time.

A call for help to Covington, Ky., was responded to in a short time by the engines across the Ohio river.

The following buildings were swept away by the conflagration: P. J. Marqua's baby-carriage factory, the Meaders Furniture Co.'s Factory, the factories of the Cabinet Makers' Union, M. Closterman's



Dayton, O., July 7, 1894.

Insectolene Co., Cincinnati, O.

Gentlemen: —Since using your INECTOLENE we have been entirely free from roaches or bugs of any description, and we can cheerfully recommend it as being the best exterminator we ever come in contact with.

Yours truly,

BECKEL HOUSE, J. O. SHOUP & CO.

Detroit, Mich., Nov. 4, 1894.

THE INSECTOLENE CO.

Gentlemen:—It was our intention to have written you some time ago in regard to the efficacy of your insect powder. We found it the very best ever used in the house. A perfect slayer of roaches. Send a ten-pound can in case of future need. Respectfully

SISTERS OF CHARITY. Dayton, O., June 14, 1894.

To The Insectolene Co., 301 Broadway, Cincinnati, O.

Gentlemen:—It is gratifying to us to acknowledge the unquestionable merit of your INSECTOLENE. We have used it with perfect satisfaction to exterminate roaches. With this testimony,
cheerfully given, accept also our thanks.

Yours respectfully,
THE ST. ELIZABETH HOSPITAL, Dayton, Ohio.

Toledo, O., June 4, 1894.

THE INSECTOLENE Co., Cincinnati.

Gentlemen:—I have used your INSECTOLENE to great advantage. It accomplishes all you for it. Yours truly, FERDINAND WELCH. claim for it.

Asheville, N. C., June 5, 1894.

Gentlemen:—I have used your INSECTOLENE in the Battery Park Hotel and find that it works admirably. It is very effective in exterminating all water-bugs and other like insects. It is the best powder I have ever seen used.

Yours very truly,

E. P. McKISSICK.

Chicago, Ill., June 16, 1894.

THE INSECTOLENE Co.. Gentlemen:—Send us another ten-pound can. We find it the most effective powder we have used for ants.

Yours resp'y,

BOSTON OYSTER HOUSE. ever used for ants.

Santa Monica, Cal., Sept. 25, 1894. Gents:—Please ship me another ten-pound can of INSECTOLENE same as last. It's death to oaches. Yours truly, J. F. WOODWARD, STEWARD. cockroaches.

Atlanta, Ga., Oct. 10, 1894.

Dear Sirs:—We have found your INSECTOLENE efficacious in ridding our kitchen and premises of water bugs. After several applications they have entirely disappeared and after months' interval do not come back.

Very truly yours,

J. H. HINCKS, DEAN.

Jacksonville, Fla., June 5, 1894.

Dear Sirs:—I have used your INSECTOLENE and find it very satisfactory and consider it a article and all that is claimed for it.

Truly yours,

J. R. CAMPBELL. good article and all that is claimed for it.

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Send for  $\begin{cases} 51b \text{ can } \$3.75 \\ 121b \text{ can } \$7.50 \end{cases}$  We pay Expressage.

furniture factory and William Resor & Co.'s foundry. On Second street: Conrad Miller's saloon and boarding-house, Richard Finnegan's tenement and stable, Owen McGovern's double tenement, Mrs. Michael Gillece's three frame tenements. On Augusta street: Ben Eiler's brick tenement, John Davanney's grocery (brick), James McDonough's frame tenement, tenement "No. 16," H. Kuhling's three-story brick, A. Tieman's three-story brick grocery. On Front street: George Hasselbrock's saloon, Mrs. B. H. Tonnis' brick grocery, No. 291, No. 289, (brick dwellings, Mrs. Tonnis'), No. 293 (brick), owned by Little Miami Railroad Company, occupied by Herman Bonshert, frame shanty. On Smith street: Henry Grammich's house, No. 33; Henry Bruns' saloon, owned by Mrs. Tonnis; valuable lumber belonging to the Meader Co., the Cabinet Makers' Union, Mudge and others, was consumed to a large amount.

When the alarm sounded the men on the top stories of Marqua's establishment made a frantic rush for the windows and some of them jumped for their lives. Charles Peake, who was foreman of the upholstering department, jumped from the fourth floor to the pavement, striking on his head and shoulders, killing him almost instantly. Just after Peake jumped a lad named Eddie Lamp, about thirteen years of age, came out of the fourth-story window of Marqua's and caught on pattern-maker's sign, which hung from the second-story window. His right leg was broken in the fall. Many others were injured in a more or less degree. Many heroic deeds were performed on this occasion, both by the fire boys and the civilians. The entire community was seized with a panic. For a time, it appears as if the city would be swept away by the seemingly resistless conflagration. Men lost their reason and a reign of terror prevailed.

Before eight o'clock the fire was under control. It was feared that the gas works would be destroyed, but the wind drove the flames in another direction and that calamity was avoided.

P. J. Marqua, the founder of the firm bearing his name was one of the pioneers of Cincinnati, and became known in the course of a fruitful career as one of her most prominent citizens. He died previous to the time of the fire, and the business was being conducted by his four sons, George Marqua, Phillip Marqua, William Marqua and Jacob Marqua, when the factory perished in the flames, a disaster from which they never wholly recovered. The aggregate losses at this fire

are estimated at \$454,147.46. The insurance recovered amounted to \$228,556.98.

The fire occurred in the midst of a season of summer heat, which was intolerable and was producing a series of sunstrokes daily. All through the afternoon the sun concentrated its remorseless rays on the brave firemen and many were overcome, in some instances leaving the company with but half its crew. The breaks were filled by citizens, generally old volunteers. Mr. Charles P. Tibbles, an old volunteer fireman and at present the custodian of the relic-room of the department, got a line of hose from the No. 14 reel, and with other volunteers carried it to Rose and Front streets, where an attachment was made to an engine. The lead was brought through Resor's works and from the roof of the foundry. Tibbles and his men did effective work at a critical point and critical time, which Chief Bunker thankfully recognized.

#### THE ROBINSON BOX-FACTORY FIRE.

About 11:30 o'clock on the night of September 14, a brilliant illumination of the western heavens, which the drizzling rain then prevailing reflected ten-fold, attracted the attention of the watchman in the fire-tower of the Gift's engine-house and an alarm was immediately given to the company. A minute later the company was on its way, and while going the alarm was sounded from box 513. fire was found to be in the box factory and planing-mill of J. W. and T. G. Robinson, located at Seventh and Carr streets. The factory was a mass of flames when the department arrived, and the efforts of the firemen were directed towards saving the surrounding buildings, many of which were already ablaze. It was a quick fire, and but for the rain would have swept through the district. As it was it was controlled and confined only by the masterful work of the firemen. This was the second time Robinson's planing-mill was destroyed. In responding to the alarm Marshal H. Schildmeyer was thrown from his buggy and severely injured by running over a mortar-box at Seventh and Linn streets. The accident was the result of criminal negligence, there being no red light displayed on it as required by law. The loss at this fire aggregated \$40,000 on which \$20,200 insurance was recovered.

#### CINCINNATI COFFIN COMPANY FIRE.

Before the "out tap" of the fire in the Robinson box factory had been sounded, at 10 o'clock in the morning of September 15, 1881, the

department was called to distinguish the flames of the third Cincinnati Coffin Company fire. Through a dull, heavy rain the boys of the "reserve" hurried to the rescue. Before the pealing of the bells had died away a great sheet of light leaped heavenward, calling the firemen from the scenes of their labors, not yet finished, to fight a more dangerous enemy. No general alarm was sounded on this occasion, but the telephone called every engine that could be spared to the place. The large building on Richmond, below Cutter, known as the old Bonte Picture Frame factory, which was occupied in part by Hunt, Holtzing & Co., manufacturers of frames, and the Cincinnati Coffin Company, the one using four and the other three stories, was destroyed. Two months previous the latter company were burned out at Richmond and Carr streets, with a loss of \$182,486.10, and in the February previous they were visited by their first fire. The same strange fatality which pursued the company—laying their buildings in ruins twice within seven months-followed them to Richmond street, where they were located temporarily until their new factory, in course of construction, would be ready for occupancy.

It was one of the fiercest and briefest fires of that year. In less time, almost, than it takes to chronicle its destruction, the tall, sevenstory brick factory was a mass of burning ruins.

The structure and contents were highly inflammable, and were splendid food for the fiery element. It ate its way through the lower floors, and within a few minutes the interior of the factory was a mass of roaring, crackling flames. The houses on either side were in the greatest danger from the falling walls, but at first it was believed that they could be saved, if the tottering walls would cave in. When the west wall fell outward the owners of the adjoining residences were deprived of all hope of saving their property. With a terrific uproar the Ezekiel mansion was crushed like an egg shell. This was closely followed by the going of the eastern side, which in its destruction carried the houses of J. B. Callahan and Mr. I. Herman. from this crash had hardly subsided before the front walls fell into the street, fortunately injuring no one. The firemen quickly sprang to the breach and used their streams to good advantage in extinguishing the flames started in the ruins of the three houses. began to pour, putting out the huge cinders that were flying through the air to the danger of other property, and materially aided in keep-

ing the fire from the tar and shingle roofs. Numerous private dwellings were badly damaged, and it was only owing to the promptness of the police that the occupants were warned in time to save themselves from a horrible death. One of the most distressing features connected with this fire was the serious injury inflicted upon John Renner, Stoker of Company No. 5, of which he died a short time later. The fire had been declared "out," when he was struck by a falling wall. The loss aggregated \$81,468.75.

#### THE MITCHELL FIRE.

While directing his men from the top of a shed at a small fire at the Dallas pottery on October 16, Chief Bunker was seriously injured by the collapse of the roof. His first appearance after recovery from his injuries was at the Mitchell furniture-factory fire on October 28... A general alarm from Box 6, at seven o'clock on that evening, brought the whole department to the scene, and for a moment it seemed asthough the record of July 7 would be repeated. One of the Mitchell buildings was leased by the Phoenix Manufacturing Company, who sub-leased part of the premises to the Folding Hat Rack Company, the Sargent Manufacturing Company and B. Klinker & Co. All the firms were engaged in the manufacture of special lines of furniture and the contents of the building were particularly inflammable. The building was a four-story structure and had been gutted by fire twice before, the first time in 1853 and again ten years later. The fire was caused by the ignition of benzine from a watchman's lantern. The watchman in making his rounds discovered a leak from a barrel on one of the floors, and setting down his lantern a few feet from the barrel, started to make a closer examination. As he did the benzine ignited and enveloped him in flame. Fortunately he escaped serious injury, but before he could get out of the building and give an alarm, the whole floor was ablaze. The loss was about \$23,201.00, on which \$20,201.00 insurance was recovered.

Substitute Harry J. Irwin, of Engine Company No. 10, was dangerously injured at this fire by a fall from a second story hatchway. He survived the accident, however, and is still a valued member of the department.

#### A THIRTEEN COMBINATION.

Box 13, on November 13, was a combination resulting from the discovery of fire in a five-story building, located at 64 Walnut street, and

occupied on the ground floor as a saloon, while the Home Lamp Company used the upper floors. The fire early communicated to the adjoining buildings, one being occupied by Biedinger & Selbert as a paper warehouse, and the other by Buhr & Wendt, manufacturing confectioners. During the fire, which was stubbornly fought and confined to the three buildings mentioned, Captain Peter Purcell, of the Babcock Chemical Company, while at work on the fourth floor of No. 64, fell through a hatchway and was seriously injured. The losses amounted to \$44,234.83, on which the insurance companies paid \$36,954.83. This was the last of the big fires for 1881.

#### IMPROVEMENTS IN THE DEPARTMENT.

During the year Mr. Chris. Kiechler was appointed Fire Commissioner to succeed Mr. C. J. W. Smith, whose term had expired. Chief Bunker was re-elected for three years, and assistants Wisbey and Schildmeyer, were elected to succeed themselves, while Mr. W. H. Hughes, was chosen Assistant Fire Marshal in the place of Mr. Thos. McAvoy. Chief Bunker in his annual report for 1881, was urgent in his recommendations for new companies in the manufacturing districts. If it had not been raining at the time of the fires at the J. W. & T. G. Robinson box factory, and the Cincinnati Coffin Company's establishment, on the night of September 14-15, he candidly admitted that there was no telling to what proportions the fire would have extended in the west end, where the fire-fighting forces were much less than the interests involved demanded. During the year a new extra-sized engine was placed in service with Engine Company No. 3, while the "L. C. Weir," which had been stationed in the Three's house, was transferred to the new house which had been built at Lick Run. Two new hose reels were also put into service during the year, and the old ones rebuilt.

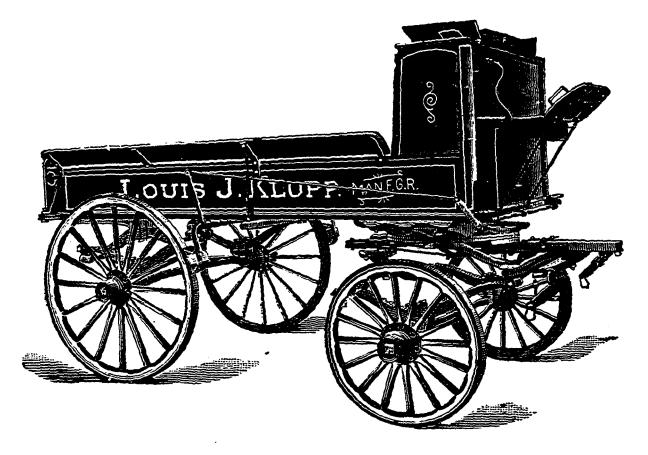
While the Chief was rightfully demanding new engines and companies, the firemen themselves were straining every nerve, and using every means to get to fires promptly to fight from the start. Stationary heaters with automatic connections with the engine boilers were placed in the principal houses, and no matter how short the run was, steam was up and the engines ready for work when connections were made with the fire-plugs. There was praiseworthy rivalry among the pipemen and the enginemen, the latter striving hard and generally successfully to have the requisite steam up before the hose



## LOUIS J. KLOPP.

MANUFACTURER OF

## FINE SPRING WAGONS



#### SPECIALTIES:

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## Hose Wagons and All Kinds of Fire Dept. Work.

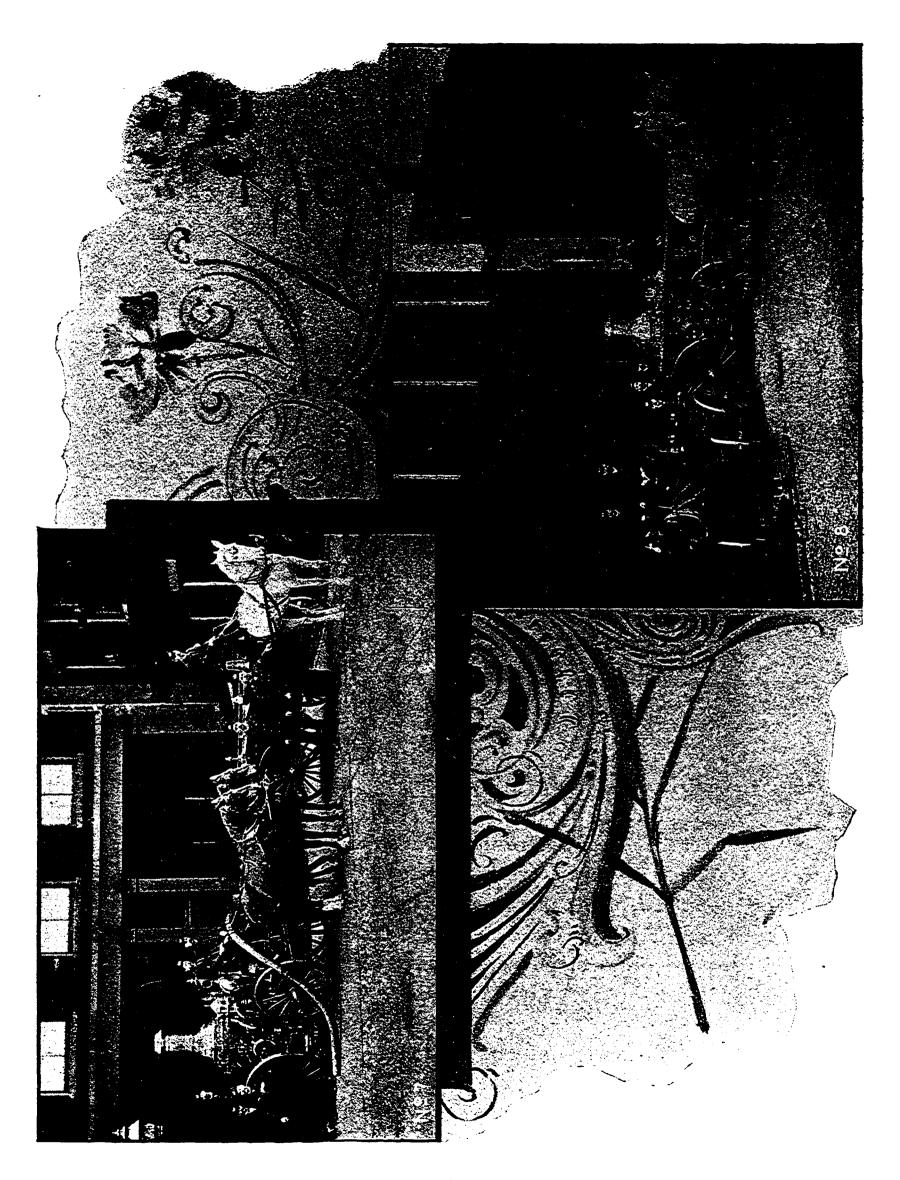
REPAIRING NEATLY DONE.

147 & 149 E. MCMICKEN AVE.,

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CINCINNATI, OHIO



leads were ready. These seconds saved many a building from doom. The swinging harness, with its attendant quick hitches, was very generally introduced among the city companies. The sliding poles and many other improvements were also made, all calculated to save a second here and a second there. Many of the improvements were made with trifling or no expense to the city, through the liberality of the citizens who assisted the companies by donations of cash and materials to accomplish some change for the better.

On January 1, 1882, the new company, No. 21, was organized, and stationed at the corner of Harrison avenue and Beekman streets, Lick It was christened the James A. Garfield Steam Fire Engine Company, and the "L. C. Weir" was placed in service in the new house, together with one of the rebuilt hose reels from No. Three's house.

There were seven notably big fires in 1882, the aggregate loss of which was \$509,646.03, being about 70 per cent. of the entire loss of the year. The three largest of these occurred in the first quarter of the year.

#### THE AMERICAN OAK LEATHER COMPANY FIRE.

In 1880 a number of capitalists, including Jos. E. Mooney, of Louisville, Mr. Lemonte, of Louisville, Conrad Fabel, of Louisville and Geo. B. Kerper, of Cincinnati, conceived the idea of embarking in the manufacture of various kinds of leather, the raw material to be used in every manner in which leather is employed. With this purpose in view they erected shortly afterwards a large manufactory on McLean avenue, Kenner and Flint streets. The structure was almost in the shape of a hollow square, with four wings. Within the square or court were the vats where the hides were put through various proc-The buildings were six-stories high, but the walls were not At the base they measured seventeen inches in thickness, and at the top they were only eight inches in thickness. Two hundred and forty feet in width, and four hundred and eighty feet in length, the building was quite imposing in appearance. holders in the company were all well known. They were the principal stock-holders of the Mount Adams Inclined Plane. January 16, 1882, nine o'clock in the evening, the fire-alarm was turned in, and a half hour later the burning of the manufactory of the American Oak Leather Company proved to be one of the largest conflagrations known in the history of the fire department. The general alarm was

speedily given, and the entire department appeared promptly upon the scene, ready for action. The night was well suited to make a fire burn fiercely. A slight snow was falling, but a western wind was blowing with much force. To add to the difficulties, the position of the building was most unfortunate. There were no facilities for water, and two engines were constantly employed pumping water from Freeman street to the fire, several squares distance. With the stealthy march of a serpent the fire spread, licking up everything within its reach. It was not long before the entire north wing of the great building was a complete sheet of flame, and despite the gigantic efforts of the firemen the east and south wings were soon enveloped in a liquid blaze. Within an hour after the private watchman discovered the fire in the sixth story, the front wall fell with a terrible roar.

The immense establishment covering about four acres of ground, was divided into distinct portions. One was the tannery proper, where the leather was made, and the other was the finishing department. The latter was entirely destroyed.

Great difficulty was experienced by the firemen. There were only three water plugs within easy reach, and some of the engines were delayed on the way by being imbedded in the deep mud. The flames spread so rapidly that by half-past eleven o'clock the entire eastern half of the structure was a mass of ruins, but the other half was fortunately preserved, and at that hour the fire was under complete control.

The lives of the firemen were materially endangered on account of the thinness of the walls. Several of the "brave laddies" were slightly injured, and narrowly escaped being killed by the fire or being buried beneath the treacherous walls.

The origin of the fire is unknown, but it is believed to have been caused by the spontaneous combustion of some material in the hair department in the sixth-story, where the flames were first observed. The patrol wagon force did good service, and indeed the entire department worked heroically under the many adverse circumstances, by which they were surrounded. Officers Miller, Smith and Crainbert saved considerable stock. A large force was employed in carrying leather from the burning building to a place of safety in the rear. Captain Cruse, of Company No. 8, received several bruises about the body. A member of Hook and Ladder Company No. 2, was also hurt.

Charles Chambers, pipeman of the Eights, was hurt in the face by being struck with a falling brick. Loss on buildings and contents was \$178,345, which was offset by an insurance of \$175,000.

The business of the company began almost with the construction of the buildings, about eighteen months previous to the fire, and as the different departments were completed the trade of the establishment was extended. The manufactory was the largest of its kind in America, if not in the world. The leather passed through all the processes from the hide to the best material in the market, including patent leather, of which the company were the sole manufacturers in the West. Their trade in this particular line was very extensive, and included every state in the Union. The finishing department destroyed was the most important branch of the business. The value of this department necessitated an immediate rebuilding after the fire, which was commenced at once.

The American Oak Leather Company of this city, is conducted by the following well known officials: James E. Mooney, president; August Fabel, secretary and treasurer; James F. Taylor, Manager. The company manufactures belting and cut soles, and they are dealers in hose, packing and manufacturers' supplies. Salesrooms, 136 and 138 Main street. Tannery, Kenner street, Dalton avenue, McLean avenue and Florence street.

#### MIAMI OIL AND SOAP WORKS FIRE.

The Miami Oil and Soap Works, an immense establishment covering twenty-eight thousand square feet, located between Eggleston avenue and Fifth, Sixth and Culvert streets, was visited for the second time by fire, February 27, 1882, two of the largest of the three buildings being entirely destroyed. The same portion of the works was burned on June 27, of the previous year. About seven o'clock in the evening the fire broke out near the boilers, on the ground floor, and immediately an alarm was turned in. All of the employes had quit work, except three who were engaged in one of the sub-cellars, where oil was stored near the boilers. The men first had their attention attracted by a crackling noise, and going up stairs saw the boiler-room in flames, and immediately ran into the street. A second alarm was almost immediately sounded owing to the dangerous character of the place. At first it appeared as though the fire could be got under control and kept from spreading. Suddenly, however, the fire communicated to

the oil of which there were more than two hundred barrels, and the flames rolled forth and soon enveloped the entire factory.

The oil and other inflammable material in the building made a brilliant and exceedingly hot blaze. Every now and again, as a large tank of cotton-seed oil exploded, the report was equal to that of a cannon, and the fierce flames rolled up higher and higher. It was seen almost from the start that the two buildings were condemned and the attention of the firemen was turned to saving the soap warehouse and the dwellings to the east, the occupants having commenced to move their effects. These dwellings were of brick, three stories in height, and in the rear, almost against the burning buildings. They were five in number. The rear walls of all these buildings became so hot that for a while they were smoking, and it looked as though they would have to go. The firemen, however, climbed on the roofs and kept their streams constantly playing on the walls.

While the occupants were moving out, some of the women crying and wringing their hands, it was learned that two young sons of a Mr. Decker, afflicted with small pox, were in the third-story back room of their house. The flames rolled up against the windows, filling the room with intense heat and smoke, but the unfortunates were speedily carried on their beds to the lower floor.

At eight o'clock the fire was at its height. The entire eastern part of the city was illuminated. The burning buildings were but one and two stories in parts, and consequently there were no immense walls to fall and add grandeur to the scene. However the fierce flames fed by oil rolled high up to the heavens, and were very difficult to cope with. At one time the large cotton factory of Gould, Pearce & Co., on the opposite side of Eggleston avenue, began to smoke, but a few well-directed streams saved it from any further danger.

It was nine o'clock before the flames died away and the fire practically out, there being nothing left but a mass of smoldering ruins, on which the firemen continued to play for hours afterward.

During the worst of the fire, Tom Piley, driver of Engine No. 6 fell from a ladder placed against the north side of the structure, and sustained painful injuries about the head and back.

The total loss was estimated at \$96,272.21, against which there was an insurance of \$10,000.

The buildings destroyed had only been completed a short time





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previous to the fire. During a flood which visited Cincinnati a short time before the fire more than two hundred barrels of oil were removed from the tanks under the soap warehouse to the factory buildings. All of this was destroyed.

#### HOLMES' BAKERY FIRE.

The burning of the bakery and cracker factory of D. M. Holmes & Co., No. 131 and 133 West Front street, in early hours of the morning of March 24, 1882, is noteworthy not only on account of the loss which amounted to \$56,996.22, but also because of the discovery of the fact that the supposed firewall between the two buildings was simply a bluff, that the watchman of the premises was asleep in a saloon a block away at the time of the discovery of the fire, and that the foreman of the works was asleep in the building at the time and was burned to death. The fire was discovered about 1:10 a.m. by some women living across the street and who immediately gave the alarm resulting in a call from Box 12, followed a few minutes later by a general alarm. The fire had gained great headway, as when discovered, though it evidently originated at the ovens on the first floor, the flames were issuing from the top or third floor and the whole building was enveloped when the firemen arrived, though their response was promptness itself. The fire was confined to the bakery, which was completely gutted.

#### THE ST. XAVIER'S CHURCH FIRE.

The most important fire of the year 1882 was the burning of the St. Xavier church, which occurred on April 7. About fifteen minutes before one o'clock in the morning the fire was discovered and the Fire Department was speedily summoned.

The ladies of the congregation had the day previous decorated the altar for the services in commemoration of the Lord's Supper, the day following being Good Friday. It was from these decorations that the fire started.

The firemen ran lines of hose into the building through the back doors, and fought the flames in the interior, but to little or no purpose, and were finally compelled to retreat. Lines were then placed on the old College building, north of the church, and effective work was done from that point, although at the risk of the lives of the men, for the heat was intense and large pieces of the stone steeple were falling

around them. At two o'clock the conflagration was at its height; the roof was gone, the interior a mass of flames, and the steeple wrapped in fire. Half an hour later the cross that surmounted it fell out into the street. Before three o'clock the fire was under control, and the surrounding buildings saved from damage, but the grand old church was a mass of ruins.

The loss was total and about \$200,000. The bare building without the steeple and interior work cost about \$90,000, the steeple \$30,000, the organ \$7,000, and the decorations and beautiful work of the interior and the articles of value constituted the balance. The insurance was not more than \$15,000 on the building and \$5,000 on the organ. The altar, one of the most beautiful in the city, was erected at a cost of \$7.000. The statuary, of rare execution and value, were from Munich. Over the altar hung a magnificent painting of the crucifixion, sent from Rome, and claimed to have been a Murillo. In dimensions it was sixteen feet in length and about eight feet in width. Beneath the altar were stored the gold and silver ornaments of the church. This wise precaution saved them from destruction.

There were four chimes in the steeple, two of which had only been placed there a day previous to the fire, one weighing 900 pounds and the other 250 pounds. It had been the intention to put in four more The chimes gave the chord of E flat.

It was the intention to make the steeple the highest in the country, but it only rose to 170 feet. The architect of the building was Louis Piket. The church for years had been the headquarters of the Jesuit Fathers. Around it were the buildings in which resided nearly all of the members of the Society of Jesus in the city. These were not materially damaged.

Although the conflagration was attended with no loss of life, nevertheless the destruction of the handsome edifice, which was the pride of Cincinnati, caused sorrow among all classes and sects of the community.

#### THE CINCINNATI COOPERAGE COMPANY FIRE.

The main building of the Cincinnati Cooperage Company's plant at Riverside, outside the city limits, which was destroyed by fire in May, 1881, and was the scene of several small blazes during the year,

succumbed again on April 15. The fire started about 10:15 o'clock in the morning through the carelessness of a watchman who placed his oil lamp too near a pile of shavings. In a minute the blaze had communicated to the first floor, and an alarm was sent in from box 316, which was a special box located in the company's office in the building. The nearest engine company was No. 17, a mile and a half away, but despite the muddy roads, the run was made in fourteen minutes from their house at Neave and German streets. When the firemen arrived the entire west end of the building was in flames, and a second and a third alarm followed in quick succession. Though the company's plant completely occupied some forty acres fronting on the track of the Big Four Route and O. & M. Railroad, and adjoined Fleischman's distillery, the fire was confined to the main building, a seventeen-inch fire-wall saving the distillery. The main building, which was three-stories high, 100 feet long and 75 feet wide, was completely gutted, and with it went some of the finest barrel-making machinery then in existence. The factory had a capacity of 3,000 barrels and kegs a day, and gave employment to about 400 men. The losses amounted to \$106,000, on which \$89,000 insurance was recovered.

#### QUEEN CITY PLANING MILL FIRE.

The sudden change of draft in the furnace while the fireman was feeding shavings into the fires under the boilers, sent a shower of sparks among the shavings scattered about, and the Queen City Planing Mill, at the corner of Central avenue and Laurel street, was soon a mass of fire that licked up the inflammable material of the mill with astonishing avidity. The fire occurred about 8 o'clock on the morning of August 24, the call being from box 128, and three alarms. The department could do nothing but confine the fire to the planing mill, in which they were successful. The proprietors of the mill, Messrs. Jacob and Benjamin Lape, had been in the planing-mill business for thirty years, and this was their first fire. The loss was \$37,132.00, and was only half covered by insurance.

#### THE FIRE DEPARTMENT IN THE EXPOSITION PAGEANT.

From the time of early bucket brigades the firemen of Cincinnati have always been a feature of the public processions and parades. In the pageant of September 7, 1882, on the occasion of the opening of the Tenth Industrial Exposition, the display excelled all previous efforts,

and reflected great credit on the department. The companies vied with each other in decorating their engines and apparatus, and considerable ingenuity was displayed. Captain Peter Purcell buried the Chemical under a mass of flowers, and along the sides of the machine hung crossed ladders of flowers, while underneath he suspended a floral wheel-barrow of the choicest cut flowers. An unique sight of the display was an old hand engine loaned by Chief Carrier of Norwich, Conn. The ancient machine was built in Sheffield, England, in 1788, and was first used in Boston, Mass., the same year. After the pageant it was placed in the Exposition, where it attracted particular attention during

#### THE FIRE CHIEFS' CONVENTION,

which was held in the city the following week. Being the greatest gathering of Fire Chiefs ever held, and notable for the presence of the famous London chief, Capt. E. M. Shaw, this history would not be complete without some mention of the royal welcome which the Cincinnati Fire Department, aided and abetted by the citizens generally, gave the visiting host of brave fire-fighters. There were some incidents, too, of the week that marked an epoch in the history of the Cincinnati department, and awakened the city to a realization of the fact that a great fire general and his intrepid men, even with the best of engines and modern appliances, are almost powerless if the hose is rotten. The gathering of such a representative body of men whose lives had been devoted to the fire problem in its practical demonstration, was productive of good, not only to the department in this city, but in every city represented. Cincinnati was complimented at this convention by the election of Chief Joseph Bunker, to the presidency of the association.

The Fire Chiefs' Association found its birth in the belief that the wisdom of many practical and experienced men is better than all the efforts of any one individual, and the results have more than verified that belief. The idea originated, it is said, with Chief Damrell, of Boston, and Chief Spilman, of Baltimore, who with several other chiefs, issued a call for a meeting in Baltimore, on October 20, 1873. Some thirty chiefs, and a number of assistant chiefs and insurance men, responded, and the association was formed. The succeeding annual meetings were held in St. Louis, New York, Philadelphia, Nashville, Cleveland, Washington, New Orleans, Boston and Richmond. It was

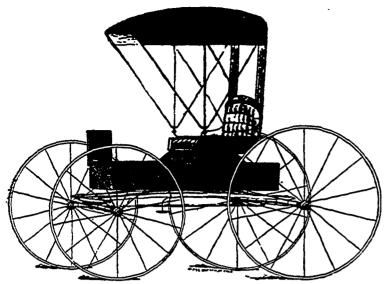
eminently proper that Cincinnati, the birth-place of the steam fire-engine, and the first city to organize a paid fire department, should excel all previous efforts in making the Fire Chief's Convention successful, not only in the matter of entertainment, but in the value of the good accomplished in the fire service. The topics for discussion were thirty in number, and covered many mooted questions. There were ninety-four chiefs in attendance, exclusive of Captain Shaw of the London Fire Brigade. The banquet at the Grand Hotel was a magnificent affair, and the toasts as flowery as the topics considered in the convention were practical. The convention closed on Friday with various tests of fire apparatus submitted for inspection, and a fine exhibition of scaling by the St. Louis Pompier Corps.

#### THE COFFIN OIL FIRE.

While the Chiefs were in convention, Thursday afternoon, September 15, an alarm was sounded from Box 14, at 3:25 o'clock, followed quickly by a second alarm. Many of the chiefs hurried to the scene but when the third alarm was sounded the convention broke up in a hurry and all found their way to the fire. The fire was located in Chas. E. Coffin & Co.'s oil establishment at No. 24 East Second street. From the way the thick black smoke rolled out of the windows it looked as though as if thousands of barrels of oil were burning, but such was not the case as the bulk of the stock was stored in the cellar. It was the floors and stair cases of the four story structure, and empty oil barrels, all throughly soaked with oil, that proved such good food for the flames. In an hour the fire was out and the oil in the cellar was untouched. The fire afforded an excellent chance for the visiting chiefs to see what the Cincinnati Department could do. The fire laddies worked splendidly in confining the blaze to the narrow building in which it originated and the onlooking Engineers from other cities had nothing but expressions of praise for everything except the hose. As usual a number bursted and the visitors very naturally denounced that part of the exhibition. They were assured, however, that the lack of money was the only reason why the Department had not some time before been provided with much-needed new hose. When the fire was under control at one time the bursting on three lines of hose at the same moment gave it another chance and new life. Soon after the fire broke out Oil Inspector Weithoff told Chief Bunker to look out for

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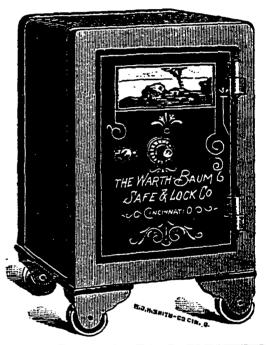
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ignited, would play sad havoc. This Mr. Coffin denied, but Mr. Weithoff's suspicions were verified the following day, when Willie Wiley, brother-in-law and employe of the proprietor, was roasted alive, while John Statham a porter in the establishment was horribly burned. The assertions of Inspector Weithoff started some investigations which were balked by Mr. Coffin, and his men. About 4:30 o'clock the following afternoon, Wiley and Statham went into the cellar with a lighted lantern to try and save some of the oil where the barrels had only been slightly damaged. At least such was their excuse to the firemen whom Chief Bunker had left to watch the premises. Fifteen minutes later there was a burst of fire and smoke up the hatchway, and Statham pulled himself up and ran into the street. The upper part of his clothing was burning and he shrieked with pain. Several grabbed him and jerked off his burning clothes. Wiley did not escape, and when twenty minutes later he was brought out by Captain Purcell, life was extinct. It is supposed that the real object of the pair's visit to the cellar was to empty the tell-tale benzine and low-grade oil into the sewer, and that while so engaged the benzine ignited from the lighted lantern. The loss on both fires was \$2,800, on which \$2,550 insurance was recovered.

the cellar, which he thought was stored with low-grade oil, which if

#### HURIN'S FLOUR MILL FIRE.

The seventh of the great fires of the year, in Cincinnati, was the burning of J. K. Hurin & Son's flour mill at Sixth and Hoadley streets on December 10. The fire was under great headway when discovered, about 1 o'clock in the morning, and the firemen responding to the alarm from Box 53, were greatly hindered by the icy condition of the streets. The alarm too was slow in reaching headquarters on account of the sleet on the telegraph wires interfering with the fire alarm service. In fact three boxes had to be pulled before central got it. The mill was completely gutted, resulting in a loss of \$24,000. Little James Corey, the demented fourteen-year old son of a widow living near the mill was burned to death in the fire. He had been in the habit of sleeping in the mill and his body was found two days afterwards in the ruins of the engine-room.

#### THE YEAR'S IMPROVEMENTS.

During the year Mr. Chris Kinsinger succeeded Mr. William Dunn as member of the Board of Fire Commissioners. Two new, extra first-

class steam engines were purchased and placed in service. One was given in charge of Relief Steam Engine Company, No. 2, corner of Ninth street and Freeman avenue, and the other in charge of Marion Steam Engine Company, No. 8, Cutter street, between Laurel and Betts street.

The work of making leather hose had been discontinued for financial reasons, although much of the hose in use was in bad condition and not reliable for severe service. During the Fire Chiefs' Convention held in September, the bursting of a number of sections of hose during a fire was witnessed. This was not only mortifying, but a menace to property interests, and the local Board of Underwriters threatened an increase in rates of insurance premiums, if the matter was not remedied. The Board of Commissioners was powerless with the fund at its disposal to purchase, and being forbidden by law to incur an indebtedness, a fund therefore was raised by private subscription to the the amount of \$1,775 and applied to the purchase of gum hose. The City Council made an extra appropriation of \$5,000, of which \$2,100 was expended for gum hose, \$360 for cotton hose, and the remainder for leather and material for making leather hose. The work done at the hose shop during the year was the manufacture of 2,800 feet of leather hose, repairing 34,200 feet of leather hose and 6,250 feet of gum those, and oiling 24,600 feet of leather hose.

#### CASUALTIES OF THE YEAR.

September 1, 1882, Edward K. Travis, assistant superintendent of the Fire Alarm Telegraph died. He had for many years been connected with the department, and was one of the original builders of the Fire Alarm Telegraph lines in this city. Henry E. Carroll, engineer of Company No. 9, also an old and valuable member of the department, died August 18, as was supposed from the result of injuries sustained by being thrown against the engine while on the way to a fire. Horace B. English, Captain of Company No. 14, while on the way to a fire, June 20, was thrown from a reel and was run over, receiving injuries which rendered necessary the amputation of his leg. He was placed on the pension roll of the Disabled Firemen's fund. The accidents in 1882 were quite frequent, which is shown in the following list:

January 16, Jos. S. Shillito, of Hook and Ladder Company No. 1, had his arm severely bruised by a falling ladder at fire in American Oak Leather Company's building. January 16, Peter Kuhn, of Hook

and Ladder Company No. 2, was injured by walls falling on his legs at the above fire. February 6, Owen Kelly, stoker of Company No. 9 had a finger severely hurt in hitching engine team. February 16, John Moorwood, captain of Company No. 12, had his ankle sprained by horses that were being rescued from a burning building. February 26th, Daniel J. Malone, driver of Company No. 4, injured by falling ladder during fire. March 7, Jas. Kelly, driver of Company No. 9, was thrown from the reel and severely injured while responding to an alarm. April 7th, John Hall, driver of Company No. 7, was injured by falling from ladder at St. Xavier's Church fire. April 17, G. H. Shiner, captain of Company No. 17, had three ribs broken by being caught between reel and tongue of engine while company was leaving engine house in response to an alarm. April 23, Jas. E. Murray, pipeman of Company No. 2, sprained ankle in coming down pole at engine house during alarm. June 7, Casper Streiff, pipeman of Company No. 5, severely burned in face and hands during a fire. June 7, A. J. Tague, driver of Company No 11, had an ankle fractured by horse falling on him while responding to an alarm. June 20, Horace B. English, captain of Company No. 14, had his leg broken above the knee by being run over by hose reel while responding to an alarm. July 7, James A. Frazer, pipeman of Company No. 3. was very seriously injured by being struck in the side with engine driver's arm while responding to an alarm. July 26, Daniel J. Malone, driver of Company No. 4, severely bruised by ladder breaking and throwing him to the ground at fire in Gooch's Ice Cream Freezer Factory, No. 109 Sycamore July 26, John O'Keefe, pipeman of Company No. 4, severely bruised by ladder breaking and throwing him to the ground at the foregoing fire. August 8th, Peter Purcell, captain of Chemical Company No. 1, fell through a window and cut his arm severely at fire in George Henshaw & Sons' Furniture Factory. August 18, Jno. Finnerty, acting captain of Company No. 14, had an ankle badly fractured in coming down sliding pole at engine house during alarm. August: 24th, Henry E. Carroll, engineer Company No. 19, very seriously injured by being thrown against engine while company was responding to an alarm, and from the effects of which he died August 27. September 7, Jno. Botts, driver of Company No. 2, had his collar bone broken while he was giving an exhibition hitch-up. October 20,

Charles Gilman, captain of Company No. 11, was severely injured by being struck in the groin with tongue of engine while backing the same in engine house on their return from alarm. October 28, Peter Purcell, captain of Chemical Company No. 1, had his fingers injured by having them mashed between a ladder and the side of a house, at the fire in M. A. Hunt Manufacturing Co.'s building, Nos. 181 and 183 West Second street. November 13, Jas. Taylor, of Company No. 13, sprained an ankle in going down stairs at engine house. no accidents were by means confined to the the and officers of Fire Department. During no less than nine deaths of various persons were caused by fires, while six other accidents more or less serious are recorded.

J. M. Doherty took his seat in the Board of Fire Commissioners, March 1, 1883, to succeed Geo. C. Sargent. The losses by fire were unusually light this year. A new engine "John Mackey, Jr.," was purchased and placed in service March 1, 1883, at engine house No. 1, Race and Commerce streets, which left in the service only two of the old-fashioned three-wheel four-horse engines, of which one was at Mohawk Steam Engine Company, No. 12, corner Colerain avenue and Rachel street, and the other at Brighton Steam Engine Company, No. 1, on the north side of Bank street, opposite Whiteman street.

#### THE FLOOD OF 1883.

The flood which occurred during the month of February was a source of considerable expense to the department. Engine houses Nos. 1 and 9, were flooded and much damaged. Nos. 11, 17, 18, 20 and 21, were almost cut off from access. During the height of the flood an engine was stationed on a flat-boat; and was the only protection available for the bottoms. On the morning of February 11, there were four "stills" occasioned by fire in Jno. V. Nicolai's store on Front street near Walnut street, that are notable, for the reason that water, an element antagonistic to fire, was the cause of the same. The high water in the river overflowing the banks and flooding Nicolai's place, had slacked the lime stored there and the building was ignited. Four times this occurred, and the firemen in extinguishing the blaze were severely burned about the feet and legs by the slacked lime.

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Sixth streets, in two five-story brick buildings, which were occupied by Henry Dremen & Co., dealers in rags, paper and old metals, and by Henry Dreman, who dealt individually in hemp, cordage and twines. The damage to property extended beyond these two edifices, but they were the only buildings totally destroyed. Both houses were at the time of fire full of stock, and it served as splendid food for the devouring element. In the rear of the first floor occupied by Henry Dreman & Co., was a movable gas fixture, and the gas was generally kept lighted. An employe carelessly moved it so that the jet communicated its blaze to a neighboring inflammable material. The fire spread quickly, running along the stuff in the first floor, and rushing up the elevator shaft. In a few moments the entire building was ablaze, and shrieking men and women were seeking safety in flight. There were thirty-five hands in the building at the time of the fire, twenty-two of whom were females. Nearly all of them were working on the third floor, engaged in sorting rags. An attempt to escape by the front stairway was most hazardous, but some saved their lives in that way. One of the employes, Gus Huber, rushed down two flights of blazing stairs into the street, but he was terribly burned about the face and head. Others at work on the third floor hurried to the second, and finding their retreat by the stairway suddenly cut off, jumped from the rear second-story windows. In so doing, a girl named Rachel Kling, broke her left ankle. Several of the girls who feared the dangerous descent, hurried through the building to the roof, and escaped by crossing to the corner building.

As soon as the flames were discovered the alarm was given, and the "Gifts" were at the scene of the fire when the bells rang their box, No. 3. A general alarm immediately followed, and soon all the engines that could be utilized, were at the fire. The flames spread with lightning rapidity, and the two buildings were soon doomed. Streams of water were poured on the surrounding buildings, which saved them from destruction.

Two four-story ladders were placed against the two burning buildings. Jack Schuler, of the Gifts, was near the top of one of them, and three firemen were on the lower rounds preparing to ascend. Suddenly the front wall, against which the ladder was placed, began to bulge, which was almost instantly followed by the falling of the entire building. Every floor and the roofs of both buildings went down

together. One side of the ladder on which Fireman Schuler stood, fortunately caught on the narrow ledge of a projecting window-cap, and it swung around as the mass of bricks and burning debris fell on the inside. When the ladder turned half way round, the brave fireman pulled himself on the upper pole, and hanging between life and death, he raised his hat to the crowd below, and then slid gently to the ground, amid the resounding cheers of admiring spectators.

A few moments before Dan Malone was high upon the ladder in front of the adjoining building. Several firemen were on the ladder below him, noticing the bulging of the walls, he threw his legs around the poles of the ladder and slid swiftly down. He descended with great force on the heads and shoulders of the two other firemen. One of them, John O'Keefe, of the Fours, was knocked from the ladder and fell backward into the street, a distance of about twenty feet, and was picked up bruised and bleeding. He had only been on duty a few days, as he had been laid up from several injuries received at a brewery fire on July 4, previous.

Fortunately when the wall descended it did not fall outwardly. Had the wall fallen toward the street a number of firemen would have been killed. Some were struck by flying bricks and pieces of wood, but none were seriously hurt. Substitute O'Neil, of the Sixteen, was struck by a falling brick, but he was the only one who received a painful wound.

Then began the solemn search for the missing. The firemen worked all day and night digging for the dead, but they had to work their way through a huge mass of debris before they could find the buried bodies. Those found in the ruins were: Chris. Buerman, 6 Buckeye street; Mrs. John O'Connell, 145 East Eighth street; Mary Burke, who lived opposite Mrs. O'Connell; Bessie Brady, 59½ East Eighth street; Mary Spieler, 28 Branch street; Mary and Maggie Lee, 64 Findlay street; Mary Lynch, 113 East Sixth street. The bones of another victim were later found, a woman, but they were in such a charred condition as not to be identified.

The losses at this, the only big fire of the year were \$33,500, on which insurance was recovered to the amount of \$14,950. While the losses during the year 1883 were light, the number of alarms, including stills, was greater than ever, there being 303 regular alarms and 223 stills, making a total of 526. The total fire losses were \$571,470.91, on

which the insurance recovered amounted to \$428,211.89, leaving a net loss not covered by insurance, of \$143,259.02. The record of 1884, which follows, tells a different story.

#### THE PROCTOR AND GAMBLE FIRE.

On January 7, 1884, a fire was discovered in the rear cellar room of the candle factory of the mammoth soap factory of Procter & Gamble, at Central avenue and York street. It was but a moment after the fire was first discovered before an electric alarm was sent through the entire building, warning the employes of the threatening danger. The fire alarm was sent in immediately, but the flames which were being fed by the oil and grease, spread with such rapidity, that a general alarm followed immediately after the first call. Owing to a rumor circulated, that five firemen had lost their lives in the flames, thousands of people immediately flocked to the scene, and stood for hours shivering in the cold.

Within a few minutes after the general alarm twenty engines were on the ground, four hook and ladder companies and three patrol wagons with their attaches. The boys went bravely to work, but the flames had succeeded in completely enveloping the candle factory, and the efforts of the firemen were mainly directed to saving the adjoining buildings. The winds were bitter cold yet the firemen stood at their post, doing effective work, while many of them whose clothes had been saturated had them frozen to them. At 2:30 o'clock in the afternoon the fire had caught in the immense oil cellars, which ran under the entire south soap factory, and in which over fifty barrels of oil were stored. This was followed by an explosion, then dense volumes of black smoke filled the premises and the streets, which for some time prevented the firemen from doing effective work. encouraged by the presence of Chief Bunker they stood unflinchingly in front of the buildings, freezing in water over a foot deep. with the water splashing from the walls of the building on them, making them living icebergs. Others stood on the ladders and seemed to be encircled by the flames. Suddenly the flames burst through the windows of the candle factory, sending a stream of fire in every direction.

The south soap factory, which was adjoining the candle factory, was for a time considered safe from the destructive element, but the explosion of the oil in the cellar completely fired the lower floors. The entire building was saturated with grease and oil, and it was an impos-

sibility to check the fire which crept through the building with amazing rapidity. Soon the heavy walls on the north side of the soap factory, fell with a tremendous crash, followed by a flood of flames. This was followed by a falling of a part of the south walls, and then, although the terrible monster was not quite subjugated, it could be seen that he was dying slowly, after having annihilated his victim.

All during the fire the employes carried the boxes of soap and candles from the crumbling building to places of safety. William Dukes, an employe of the candle works fell from a second-story window to the stone sidewalk below, breaking his right leg. The oil factory, candle ware-room, south soap factory, star candle factory, melting house and press house were the buildings destroyed. The entire loss was \$164,473.49, for which the company was partly reimbursed by an insurance of \$150,677.55.

During the fire Mr. James N. Gamble furnished hot coffee to the freezing firemen, and personally superintended its distribution. In this noble work he was aided by Mr. John Hauck who supplied the firemen and policemen who were on duty with a warm supper.

The firm of Procter & Gamble was first established in the year 1837, and in course of time became world-famous. The first fire the firm suffered was in the year 1880; but the loss was comparatively small, amounting to only \$30,000.

The explosion of a boiler on January 19, in the Cincinnati Corrugating Company on Eggleston avenue near Sixth street, and but a few yards from the scene of the Gay Fire, was the occasion of the second big fire of the year 1884. The fire originated in and was confined to the Cincinnati Corrugating Company's building, a large two-story frame structure, covered with corrugated iron. George H. Bonte & Co.'s rope factory and the Cincinnati Wire and Nail works were located in the same building. There were two remarkable escapes at this fire. One young man named McGinty, who was working on the floor above the boiler was thrown up to the ceiling and came down with but a slight scratch and got out safely. The other escape was that of Chas. Winter, who was standing within a few feet of the boiler when it exploded. The concussion knocked him down and when he recovered the cellar was filled with steam and smoke. Covering his face with his hands, he made his way to the stairs but was forced back by the flames. Turning back he groped his way to the opening made by the

boiler in its exit. A single iron rod extending from the surface to the floor above was still standing and desperately he climbed it, hand over hand. At the top the firemen found him almost exhausted and pulled him out. The total loss was \$58,830.25, fully covered by insurance.

#### THE RIOT.

The sounding bells on March 28, 1884, at 9:55 o'clock P. M. announced the burning of the Treasurer's office and all the records. The Fire Department refused to respond, and guards were sent to them in answer to their telephone demand for aid. At midnight Steam Engines No. 3 and 4 were waiting for an escort of troops. By 11 o'clock the mob had succeeded in setting fire to the interior of the Sheriff's office, and commanding the approach to its confines in the lower portion of the court-house proper, the entire building was soon in flames. here the conflagration spread rapidly, and the mammoth edifice was by midnight wrapped in towering sheets of flame and smoke. At half past twelve o'clock the Surveyor's office on the South Court street side was completely demolished and the fire thereupon raged through the third floor of the building. The heavens for miles around were brilliantly illuminated, great masses of sparks shooting upward as block after block of stone and massive beams of oak fell into the unmolested flames. At 1 o'clock all thought of checking the fire had been abandoned and before the day dawned the great stone structure which was an ornament to Cincinnati was a mass of ruins. Viewed from West Court street a full sense of the terrible work of the mob was at once apparent. The front with its thick walls and massive pillars stood intact, but everything except the walls was in ruins. The roof as well as all the floors were gone and the books and papers thoroughly soaked with water were only charred remnants of their former existence. Engines Nos. 4 and 7 played their streams for some time on the burning building. From the roof hung the iron cross beams bent and warped by the heat, and the tin roofing doubled up in every imaginable direction. In the Treasurer's office a large iron safe containing valuable bonds and money amounting to \$25,000 was not injured. Among the losses most regretted was the destruction of the law library. It was considered the finest collection of legal authorities of English, Scotch, Irish and American reports west of the Alleghenies. It was founded in the year 1834, and ever since its origin it had grown in numbers and in fame, comprising at the time of its destruction

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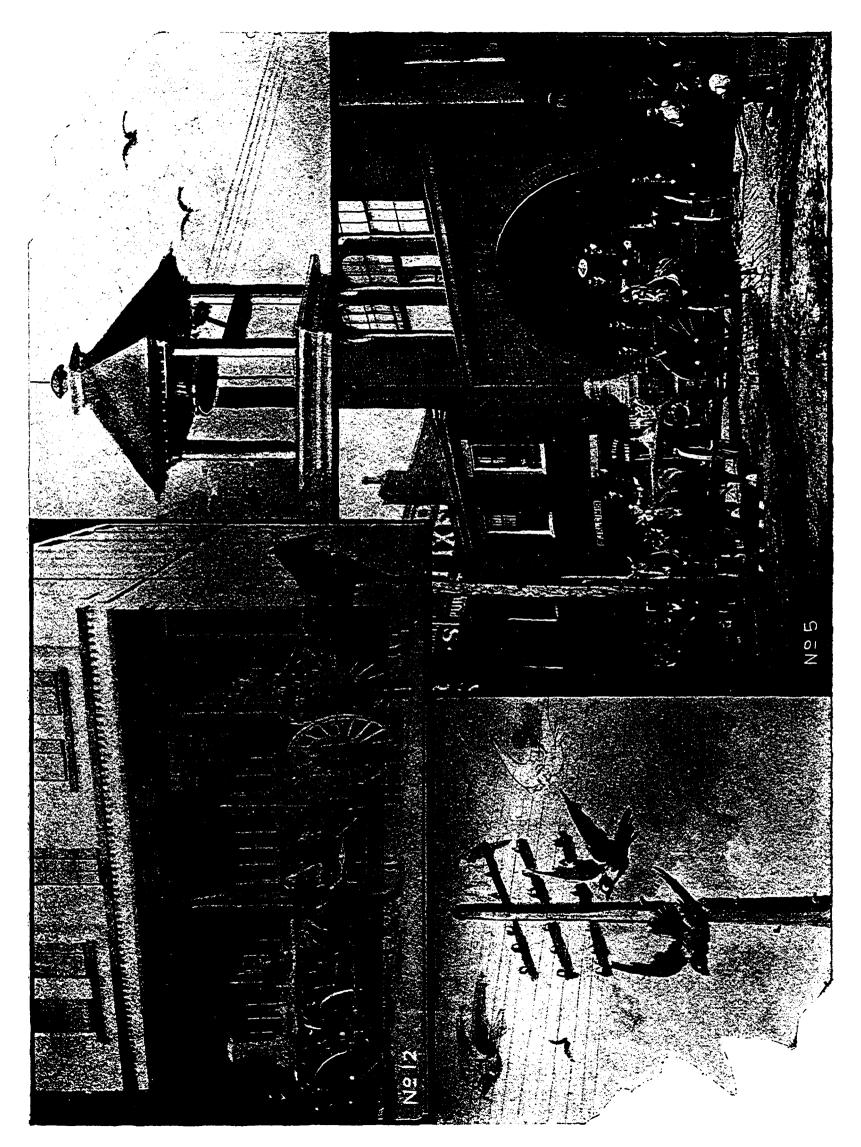
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twenty thousand volumes. Of this magnificent collection only a few volumes were saved.

The money value of the loss by the fire has never been accurately estimated, but aside from the loss of the valuable records and the library the damage to the building itself has been estimated at \$250.000.

#### THE AMERICAN OAK LEATHER COMPANY AGAIN.

After almost complete destruction of their plants in January 1882 and some losses during the floods 1883 and 1884, the American Oak Leather Company were again visited by fire on April 24, 1884. The fire was discovered about 1:40 o'clock in the morning and the same fatal Box. 423 called the Department to the scene. When the firemen arrived the immense five-story building with 400 feet frontage on Florencestreet, and known as the finishing department was a mass of flames. The blaze had already communicated to another of the company's. buildings which adjourned and ran 500 feet south on Kinner street. Second and third alarms followed each other in rapid succession. The flames lit up the entire city and spread with such rapidity that not only was the doom of the company's plant assured, but there was likelihood of the fire extending beyond its confines. The good work of the Department was soon apparent and the fire was confined to the works itself. The loss was \$391,931.24 on which there was \$230,475.40 insurance recovered. Among the stock consumed were 45,000 hides in course of preparation. The fire is supposed to have originated in some overheated drying pans.

#### PLANING MILL FIRES.

There were a couple of big planing mill fires during 1884, the most notable of which was the destruction of Hinton & Cole's lumber yard and mill on Eastern avenue, covering the square between Litherbury and Market or Goodloe streets, and extending to the river bank on the south. The fire started about 1 o'clock in the afternoon of August 15 in a pile of shavings and rubbish near the engine-room and did not seem dangerous when first discovered. Before a small hose, kept on the premises, could be secured though, the wind sent the flames into the mill and the whole structure was enveloped in fire in a few minutes. In the meantime an alarm was sent from Box 153 and then began one of the hottest and fiercest fires that had occured for several years. Just as Engine Company No. 11, the first to arrive, appeared on

the scene, one of the boilers exploded with a roar, and scattered the burning embers in every direction. As the whole place was then ablaze, second and third alarms followed each other in succession. The mill and lumber yard were doomed and the firemen's efforts were directed to the salvation of the surrounding property, notably the Rookwood Pottery, which caught afire several times but was finally saved. The heat of the fire was so intense that the pipemen could only play their streams from behind barricades of doors and lumber piles. The engineer of No. 11 was protected by a fence of boards which a number of citizens quickly built around him and his engine. Some of the firemen's clothing was scorched, and two saved themselves by jumping in a large tub of water, clothes and all. The destruction of Hinton & Cole's plant was complete—not a board was left. The loss to the firm was \$70,000 on which they had no insurance whatever.

#### CHIEF BUNKER'S DEATH.

It was in responding to an alarm for a fire at an early hour on the morning of September 28, 1884, which involved the destruction of Elias Ehler's planing mill, with a loss of \$20,000 that Chief Bunker collided with the Chemical and was fatally injured.

He died at 9:30 the next morning, and was interred in the German Catholic Cemetery, Price Hill, October 1, after six years and seven months' able and faithful service at the head of the Department. His heart was in his work, and on his dying bed his thoughts and wishes were intent on the good of the fire service. A vast concourse of citizens witnessed his funeral procession, thereby testifying their appreciation of his worth and their regret at his untimely and sad end.

A graphic account of the accident was recently published in the Cincinnati Commercial Gazette from the pen of Mr. George S. McDowell, the present City Editor of that paper. At the time of the accident he was Assistant City Editor of the same paper and was at the Gifts' house when the alarm was received. As a piece of word painting and as a tribute to the memory of one of Cincinnati's greatest Chiefs, the account is here given in full.

#### CHIEF BUNKER'S LAST RUN.

"There had been confusion in reading the signal at the Chemical's house on Vine street, and a minute had been lost. It meant squares. Out on Vine street dashed the fiery horses with their carriages of glit-

tering brass. The reins were given the sturdy steeds and they seemed to catch the inspiration. Their steeled hoofs struck sparks from the shrinking bowlders. The great gong clanged a caution for every crossing, and the eyes of the driver and the Captain were fixed on Sixth street, which they should cross ahead of the chief. They were approaching it, but the Chief, who should have passed because of their delay, had not. He could not be far away. Again the clang of the gong and the Captain leaned far forward to look into Sixth street.

Where was the Chief? He, too, was delayed. The schedule was doubly broken. Both he and the chemicals were running wild. The Chief's hostler was slow, and when he reached the house, the Chief was at the door impatient. Billy, the Chief's horse, caught the spirit. Before his master was seated he was away with a wild leap. And such a run! Like the wind Billy sped away. He took the bit in his teeth and tossed his head in anger at the restraint he felt from the master's hand. There was time to be recovered, and he must do it. Down Race, into Sixth, and then for a straight away run to Broadway. The Chief gave Billy his pleasure then. He knew there was a narrow margin between his time and the Chemical's at Vine, but he had been delayed and they must have crossed before he turned into Sixth. He thought the way was clear, and soon Billy found the Chief as eager as he.

Hark! Those shouts from the crowd at the corner! What do they mean?

They are upon each other—the Chief and the chemical. Hope was briefer than a heart throb. No human arm could turn those horses apart. Above the crash of the colliding vehicles and the clatter of hoofs wailed the cry of the terrorized spectators:

"He is killed! The Chief is killed!"

For a moment men were spellbound by the sudden horror. Then there was a rush to the rescue. Strong arms lifted him tenderly and carried him to the Gifts' House. That company was ready for the second alarm. The horses were champing their bits and the engine was throbbing with power.

The tamiliar commotion recalled the Chief from his unconsciousness and he murmured: "This is too bad!" and, in the next breath, "I am hurt; take me home." His great frame heaved with his violent breathing, and shuddered in response to his groans. Strong men

paled and trembled. And, then again, those bells! For the third time the terrible alarm was sent over the city. The measured strokes seemed like tollings for the dead. The great building trembled with the mighty blows—the air shrank from carrying the woeful message. It seemed that death must have triumphed in that awful collision, and yet his victory was not so easily won. The struggle continued for thirty hours. There was feeble excuse for hope. Once his mind wandered among the anxieties of his strong days.

"If they will allow us that appropriation we can make the department more effective."

And in five minutes before death's triumph he lived that last run over again. The clangor of the bells was on his ear. Billy was at the door.

"I must get up; I hear the bells."

He was away again on that fatal ride. Unconsciously he shuddered as the terrible collision came.

"This is too bad. I—am—hurt;—take—me—home!"

#### THE STEAMBOAT FIRE.

The river was low in September, 1884, and nearly all the packets were compelled to tie up for a time. The steamers "Bonanza" and "Morning Mail," of the Big Sandy Packet Company, were moored at the foot of Litherbury street, as was also the U.S. light-house tender, "Lily," They were bunched together. The "Lily" next to the shore, with the "Bonanza" on the outside, and the "Morning Mail" in the middle. Shortly before 2 o'clock on the morning of September 20, fire was discovered on the "Morning Mail," and a desperate effort was made by the watchmen and attaches of the boats to extinguish the blaze with water and fire extinguishers. The bells on the other boats in the meantime ringing out an alarm. A fire alarm was turned in from Box 128, and the department answered promptly, but on account of the steepness of the bank at that point were unable to do much towards saving the boats which were now enveloped in flames. All three were burnt to the water's edge. The "Bonanza" and the "Morning Mail" were two of the finest boats on the river, and were valued at \$75,000, on which \$40,000 was recovered. The loss on the light-house tender was estimated at \$20,000. The steamboats, "J. W. Gaff" and "Vint Shinkle" were moored about 100 feet south of the burning boats, were cut loose and saved.

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#### THOMSON'S TOY BOOK FIRE.

Peter G. Thomson's extensive manufactory of toy books and games, the only establishment of its kind, with one exception, at that time, in the United States, was almost completely destroyed by fire on October 8, 1884. The Thomson plant was located on the northeast corner of Baymiller and Everett streets, and the contents of the five-story structure made good food for the flames. The fire, which occurred in the early evening, is supposed to have originated from a lighted cigar carelessly left by the shipping clerk in an exposed place. When discovered the fire had attained great headway, and in view of the delay in getting the alarm and the insufficient supply of water, the firemen did excellent work in confining it to the factory and a couple of adjoining buildings. The total loss was \$87,637, on which \$62,000 insurance was recovered. Assistant Marshal Wisbey, who had been acting as chief since the sad death of Chief Bunker, made a good record at this fire, handling his forces in such masterful manner as to win the admiration of the spectators, the most interested among whom were Fire Commissioners Mackey and Kinsinger.

#### WISBEY'S APPOINTMENT.

On November 28, following, Assistant Fire Marshal Lewis Wisbey was elected by the Board of Fire Commissioners to fill the unexpired term of Fire Marshal. At the same time J. C. Donovan, Captain of Company No. 3, was promoted to the Assistant Marshalship.

The term of Fire Commissioner L. C. Weir having expired, Mr. Abe Furst was appointed by Mayor Thomas J. Stephens to fill the vacancy.

#### THE MASONIC TEMPLE FIRE.

The magnificent Masonic Temple on the northeast corner of Third and Walnut streets, was visited by fire on December 24, 1884. About 7:50 o'clock in the morning, a blaze was discovered in the basement of the large stationery and printing establishment of J. R. Mills & Co., No. 124 Walnut street, adjoining the Masonic Temple. The alarm from box 34, which was sounded on the discovery of the fire, was quickly followed by a second, and later by a third, as the fire gained in headway and embraced the whole building in its fiery grasp. As the flames mounted upward they gained the cornice of the Masonic Temple, and the heat split the free-stone of the cupola, precipitating it to the ground. Through this the flames found egress into the fourth floor of

the temple, the beautiful home of the Scottish Rite. The handsome furniture and paraphenalia was completely destroyed, involving a loss of \$35,000, on which there was \$22,000 insurance. Fortunately the fire in the Masonic building was confined to the upper floor, and the valuable Masonic library on the third floor was saved, though the whole building was drenched with water. The total losses by the fire aggregated \$80,566.15, of which \$72,796.15 was covered by insurance.

During the fire, Lieutenant John Hall, of No. 7, was struck by falling debris and seriously injured, and Herman Newman, formerly a member of the Sixes, but then acting as substitute, was knocked down by a falling wall.

#### LOSSES AND NEW COMPANIES.

The losses by fire during the year were very large, amounting to \$1,493,275.56, with an insurance recovered of \$1,023,371.08. This does not include the court house destroyed during the riot, of which no correct estimate has ever been obtained.

Hook and Ladder Company No. 6, was organized and placed in service in the new house at Freeman avenue and Ninth street. During this year a new engine was built and placed in service at the engine house of Company No. 16, Walnut Hills, and was named the "Chris Kiechler."

#### INCREASED APPROPRIATIONS.

Under the provisions of an act of the State Legislature passed April 14, 1884, each company in the service was increased by the addition of a member. The same act increased the amount that the Council might appropriate for the Fire Department to \$300,000, a welcome addition, as the \$250,000 formerly allowed barely sustained the service and allowed little for improvements, and new houses and companies which were necessary to protect the city.

During the year the Fire Commissioners changed the rules governing applications for membership in the department, so that all applicants were compelled to passed a satisfactory medical examination before being accepted. Dr. L.A. Querner was appointed medical examiner. The effect of the rule proved very satisfactory, and guaranteed to the department the selection of men whose physical condition gave promise of efficient service.

#### THE DEPARTMENT IN 1885.

On February 19, 1885, Mr. Edwin Stevens took his seat in the Board of Fire Commissioners as a successor to Mr. John Mackey, Jr., whose term had expired. At the same meeting Mr. Louis F. Riehl was appointed Assistant Superintendent of Fire Alarm Telegraph, the position having been vacant since the death of E. K. Travis, the official force otherwise remaining the same as the year previous.

Lots were purchased and temporary houses erected thereon, on Price Hill and East Walnut Hills, for the quarters of the new fire companies Nos. 23 and 24, the former at the northeast corner of Warsaw Pike and Considine avenue, and the latter at the northeast corner of the Madisonville road and Hackberry street. A new second-class steam fire engine, the "Chris Kinsinger," was purchased and placed in service at the engine house of Marion Steam Engine Company, 8, Cutter street, between Laurel and Betts streets.

The force consisted in 1885 of one Fire Marshal, three Assistant Fire Marshals, one Secretary, one Assistant Superintendent, three operators and one repairer of fire alarm telegraph, two plug repairers, one hose repairer, twenty-four captains, twenty engineers, twenty stokers, fifty drivers, fifty-five pipemen, twenty-two truckmen, and one telephone operator, a total of two hundred and five, being a smaller active force than that of any city of like size in this country.

No fatal accidents occurred to any member of the department, and only one serious one, which happened to M. Hillburger, of Hook and Ladder Company No. 1, on December 24, while responding to an alarm. He suffered a compound fracture of the leg, which disabled him for several months. But there were an unusually large number of lives of citizens lost in consequence of fires, greater than ever before in the history of the department; and the loss might, in nearly every instance, have been prevented had precautions been taken and suitable means of escape been provided. In every instance, notwithstanding the speed with which a relay of the department reached the scene of the fire, it was too late to do more than remove the unfortunate victims. February 5, a woman was burnt to death on the north side of Sixth street, west of Culvert street. On February 18, a colored girl lost her life at No. 11 North street; March 11, a man was killed at No. 11 Providence street by a fallingwall; May 21, A. L. Sullivan & Co.'s printing establishment, No. 19 W. Sixth street, fifteen persons perished, fourteen

of whom were women; August 31, a man was burned up in a stable on Spring Grove avenue, and on December 7, a woman was burnt to death at 148 W. Sixth street.

#### FIRES OF 1885.

The first eventful fire of 1885 was announced by an alarm from Box 16 at 8:30 o'clock on the evening of February 2. The Fire was located in Ben Hey's shoddy factory 32 and 34 Broadway and was the fourth time that his establishment had been visited by the fire fiend. As in the other fires the building was completely enveloped in flames when the firemen reached the scene and a third alarm was promptly sounded. It was a hot and fierce fire, the inflammable stock preventing it's complete subjugation, though it was confined to the Hey building While a number of firemen were fighting the fire from a vantage point, an old shed in the rear, the structure collapsed, precipitating the men to the ground. John Howard was badly hurt about the side and legs and Joseph Griffin received severe injuries about the neck and head. The loss at this fire was \$19,000, on which there was \$10,000 insurance.

#### THE PALACE HOTEL FIRE,

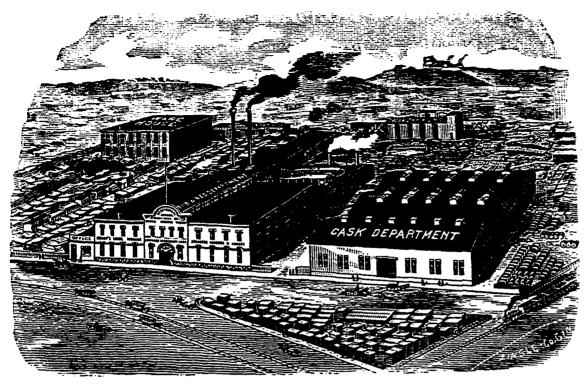
While the Department was engaged in subduing the Hey fire, smoke was seen issuing from the seventh story windows of the Palace Hotel on the College street side. An alarm was sent in from Box 3 in the Gifts' house across the street but all the city companies being engaged at the Broadway fire, there was a delay that would have been impossible under other conditions. In the meantime the hotel watchman and Mr. Shears, who was then proprietor of the Palace Hotel, attempted to extinguish the fire, which originated in the hotel laundry, failing in which they kept it under fair control with the hose connected with the standpipe until the arrival of the Department. The firemen experienced great difficulty in getting a line of hose to the fire but finally accomplished it by means of the fire escape on the College street side, with the result that within half an hour it was all over. Considerable damage was done by water but the fire itself never got beyond the laundry. The hotel was filled with prominent guests and as usual many ludicrous incidents were noted. Lotta, the famous actress was stopping at the hotel at the time and complimented the firemen very highly on their effective work.

Two weeks later the planing mill of Mills & Spellmeier, on Third street, between Smith and Park streets, was completely destroyed by fire, involving a loss of \$68,000 on which there was \$48,157 insurance recovered. The fire started near the furnace and rapidly extended through the entire structure. A "ten blow" call followed as soon as the first relay of engines arrived in response to the call from Box 5 and none too soon. The fire threatened the surrounding property, the Royer Wheel Company's establishment igniting three or four times, and being saved only by the promptness and watchfulness of the firemen.

#### THE EMERY CANDLE FACTORY FIRE.

The five-story oil and candle works of the Thomas Emery's Sons on the southwest corner of Vine and Water streets was half destroyed by fire on April 1, 1885. The fire was discovered about 10:30 o'clock in the morning in the pan cellar under the press-room by one of the "hoisters" who had gone after some cakes. There was generally an accumulation of gas in the cellar and instructions were issued against the use of lights there. The violation of this rule by some careless employe started the blaze. Hand grenades were used in a fruitless attempt to extinguish the flames and in the meantime an alarm was sent from Box 37, followed two minutes later by a general alarm. There were employed in the factory about 75 males and 40 females, the latter being engaged in the fifth or top floor. The warning cry of "Fire" was sent through the building on the first discovery of it, but many thought it to be but an April Fool joke, to be aroused later to a sense of danger which called for a hurried exit. Fortunately all escaped without injury. The factory was filled with a stock of oil and candles and for a time it looked as though the whole block was doomed, despite the twenty streams which poured a torrent of water into the building. While the fire was at his height an alarm was sounded from Fourth and Wood streets caused by a fire on the roof of the residence of P. Whelan. It was quickly extinguished by a number of companies who went from the Emery fire and returned again as soon as possible. The Emery fire raged for fully an hour before there was any indication that the tremendous work of the firemen would be rewarded. burning oil threw out an intense heat which drove the firemen from close quarters, but their steady work finally carried the day and at noon the fire was under control. The fire had been confined to the

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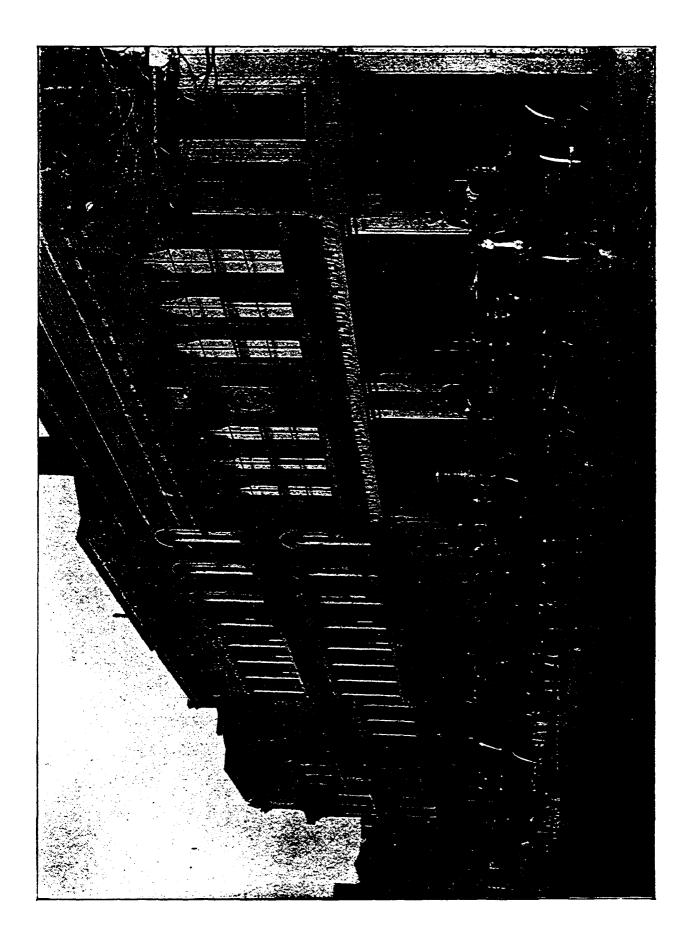
422 Vine Street

Old Number

174 Vine Street

CINCINNATI, - OHIO.

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eastern half of the works and considering the oil-soaked condition of the building the firemen had every reason to be proud of their success in saving even half of the works. The loss was in round numbers \$54,000 on which \$39,000 insurance was recovered.

In March 1861 the same works were completely destroyed by fire, the loss at that time amounting to \$132,000 which was partly met by an insurance of \$112,500.

The Emery Candle Company as it is now called, have at this writing one of the most extensive plants in their line in this country. The works constructed upon the most elaborate scale and supplied with all the modern conveniences and devices, are situated at Ivorydale, Hamilton County, Ohio. The offices are in the St. Paul Building, No. 35 W. Fourth street, Cincinnati, Ohio.

#### THE SULLIVAN FIRE.

About a quarter after one o'clock in the afternoon of May 21, 1885, great clouds of dense smoke were seen rolling out of the windows in the rear end of the building occupied by the Sullivan printing establishment and the Parisian Dyeing & Scouring Company, No. 19 W. 6th street. The alarm of fire was quickly given from the outside. A more destructive fire, when the loss of life is considered, has never occurred in Cincinnati. Within five minutes after the flames were discovered, fourteen young lives had been sacrificed and several persons seriously wounded. Judging from the smothered cries and agonizing shrieks that were emitted from the burning building, the occupants had been informed of their danger even before it became known to the people in the street. Soon after the alarm was sounded, several pale, terrorstricken faces appeared at the windows of the fifth floor. The smoke became so thick that one of them, gasping for breath, determined to leap to the ground, a distance of nearly fifty feet. The crowd yelled to hold a minute, but one of them who seemed to have lost all reason, made the leap and was quickly followed by others. When the fire department arrived on the scene, the mangled and bloody remains of three persons were heaped up on the pavement before the building. The building in which the fire was raging was a five story brick, and the property of W. B. Smith, It was antiquated and combustible, but through the efforts of the firemen was saved from anything like total destruction. The dyeing establishment occupied the first floor, while the Sullivan works had use of the upper floors. Their office was located in the front of the second floor, the rear being used for a pressroom, in which five men and boys were employed. On the third floor
were the composing rooms where at the time of the fire only eight
printers were engaged. The fourth floor was occupied by Guy Weber,
publisher. On the fifth floor was the book-bindery where seventeen
girls were employed.

The origin of the fire is generally claimed to have started on the second floor in the rear, from the explosion of a gallon can of benzine. story of an employe known as the the latter went to the first floor for a gallon can of benzine with which to clean the press. He set the can near the elevator shaft which runs from the ground to the fifth floor in the rear end of the building. The benzine when set down exploded with a loud report, throwing the dangerous liquid all over the surrounding wood-work, which instantly burst into flames. In a second the flames had spread to the elevator hatch-way, which being open, acted like a large flue, which sucked the flames upward into the third, fourth and fifth stories. In a short time the whole rear end of the building was enveloped in seething, hissing flames, and the different floors were filled with dense volumes of blinding, black smoke. Before the men on the second floor could sound the alarm, the only exit from the two upper stories was entirely cut off. The staircase from the third to the fourth, and from the fourth to the fifth story wound around the elevator shaft and became useless in a moment. Young John Sullivan, who won for himself the epithet of a hero, at the cost of his life, bounded from the third floor up the winding stairs into the death trap, where the girls were busily working, unconscious of their danger. As they perceived the darting tongues of flame and the clouds of smoke which rolled up the elevator shaft the girls became panic stricken, and young Sullivan was unable to control them. The noxious vapors of the burning benzine were of the most suffocating character, and a number of the girls fell to the floor before they could reach the front windows on Sixth street. Lizzie Myers was one of the first to appear at the Sixth street windows. After a moment of hesitation during which she was screened from view by thick smoke she determined to make the leap. started down feet foremost, but in the rapid descent she lost her balance and struck the pavement on her shoulder and head. Next a large, middle-aged woman, Mrs. Annie Bell, appeared at a window to make

the jump. The crowd yelled for her to wait for a rope, but she was too much frightened to understand, and in a second she was shooting through the air to be mangled on the bricks below. Harry Kinsley and Joseph Schroeder, foreman for J. R. Kinsley, appeared on the roof of the burning building with a rope which they lowered to the windows below, where young Sullivan was endeavoring to restrain Josie Houcks and Emma Pinchback from jumping. As the rope descended it came within easy reach of him, and he swung it into the hands of Josie Houcks, who clasped it and was being lowered by the men on the roof above when a tongue of flame shot out of one of the windows on the third floor and struck her in the face which caused her to release her Harry Woodson, an accomplished colored athlete, ran under the falling girl and stretching out his arms he caught her before she touched the pavement and thereby saved her life. Both were considerably bruised, but not seriously injured. The rope now free was quickly swung again into the hands of Sullivan, who gave it to Emma Pinchback. She descended safely. Again the rope was drawn up, and Sullivan started on the descent amid the encouraging cheers of the multitude. The rope had however by this time become weak with the contact with the flames and was not sufficiently to bear the young man's weight, as he reached the windows of the third story the strands parted, and his body shot downward. He only lived an hour after being taken to the hospital. His death was probably due to the burns which he received as he stood in the window helping the girls to get out.

Immediately upon the arrival of the Gifts Engine Company and Hook and Ladder Company, No. 1, the firemen went at once to work to rescue the unfortunates and Marshal Donavon turned in a general alarm. There was much difficulty in getting the ladders in position to do any good, owing to the net-work of telegraph wires that fronted the building. After they were in place it required little time to extinguish the flames, which had been confined chiefly to the fifth floor, the other floors being damaged mostly by water. On entering the fifth floor the firemen discovered the remains of eleven girls, who had met death half smothered and half burned. The bodies of some were found near the elevator, while others had crawled toward the front windows. One was found clutching the sill with her burned and shriveled hands.

The killed were as follows: John Sullivan, aged twenty-one years, Delia Lavan, twenty-three years old; Mary Lavan, seventeen years old; Katie Lavan, fourteen years old; Lizzie Handle, seventeen years old; Dollie Handle, her twin sister; Katie Puntan, twenty-two years; Mary Puntan, aged nineteen years; Tilly Winn, aged eighteen years; Fannie Jones, aged twenty years; Lizzie Meyers, aged seventeen years; Annie McIntyre, aged seventeen years; Katie Lowry, aged nineteen years; Mrs. Annie Bell, aged thirty-five years. The wounded were: William Sullivan, William Bishop, Josephine Houcks, Nannie Shepherd, Emma Pinchback and John Meyer.

The loss of the property was comparatively insignificant. The total amount did not exceed \$20,000 and was fully covered by insurance.

#### DESTRUCTION OF THE C. H. & D. R. R. FREIGHT DEPOT

At twenty minutes past six o'clock in the evening of September 3, 1885, an alarm of fire was sounded from Box 53, Sixth and Hoadley streets, where the C. H. & D. freight depot and the Cincinnati Malting Company were situated, which were totally destroyed.

The fire originated in Section 8 of the freight department, by a bale of excelsior coming in contact with a lighted gas jet. The depot was stored with the most inflammable materials, and the flames lost no time in securing a firm hold. The heat was so great that the firemen with much difficulty poured water on the flames, and the adjoining property was in imminent danger. The building burned was about 550 feet long, with a frontage of sixty feet on Sixth and Fifth streets. It was three stories in height with a cupola extending high above the roof. The upper stories were occupied by the Cincinnati Malting and Warehouse Company.

The floors as they burned let tons of grain fall, which ignited, resembled the flaming powder dripping from Roman candles, producing a wonderful effect. Hundreds of workmen rolled from the burning building barrels of flour, but the heads burst and the flour mixed with the water, covering the street with a thick paste. Procter & Gamble had a large quantity of oil stored and when it ignited the explosions that resulted heightened the spectacle beyond description. The fire was discovered by Mr. J. J. Faran, at present one of the Fire Commissioners, but at that time engaged in the service of the C. H. & D. R. R. He had some difficulty in finding a fire-alarm box and some valuable

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minutes were lost in that way, something not at all possible with Commissioner Faran now. The losses aggregated \$330,000, of which the Cincinnati Warehouse and Malting Company lost \$171,000, with \$149,836 insurance; the C. H. & D., \$112,000, with \$45,000 insurance and Procter & Gamble, \$37,263.81, fully covered by insurance.

The year closed with two notable fires in December; the destruction of G. Feldkamp & Bro.'s chair factory, being the first of the pair. The factory was located in the Mitchell building at 12, 14 and 16 Augusta street, and was discovered to be on fire about 11:30 o'clock on the night of December 17. The loss was about \$28,883.00, on which \$20,240 insurance was recovered. The Mitchell buildings which embraced several structures at this locality have been the scene of many disastrous fires, and a call from Box 154 always brought the Department to the scene prepared for a stubborn fight, in which they were rarely disappointed. The factory gave employment to 160 men.

About 7:25 o'clock on Christmas eve., a benzine explosion in the five-story establishment of the Western Painting & Roofing Company, Nos. 15 and 16 Public Landing, brought a call from Box 14, followed quickly by a second alarm. The building seemed ablaze with fire when the firemen arrived, but despite the inflammable character of the stock, the principal damage was confined to the lower two floors. The Western Paint & Roofing Company losses were \$47,810.20, on which they recovered \$25,909.40. The building was also occupied by M. Ehret & Co., roofing, who lost \$8,337.44 and recovered \$7,500 insurance, and Z. A. Yingling's pump works, on which the loss was \$1,360 with \$1,165 insurance.

#### FIRES OF 1886.

With mercury registering several degrees below and a cold wind blowing snow in blinding flakes, the Department was summoned about 6 o'clock on the morning of January 9, 1886, to extinguish a fire in Jewett & Adams bag factory on the southwest corner of Water and Vine streets. The fire was located in the eastern store, a five-story block, fire-walls separating each of the stores. When the firemen arrived the whole store was in flames and it looked as though the entire block was doomed. This with the discovery that many of the fire-plugs were frozen led to a general alarm. In the early stages of the fire much time was spent in thawing out the plugs and in keeping the lines of hose from freezing together, but the brave laddies finally won the day

and confined the fire to the store in which it originated. The losses were \$28,600, on which \$28,142 insurance was recovered. Many of the firemen were frost-bitten, but the most serious cases were those of Patrick Cue and Wm. Nelson, of the Tens, the former having a leg frozen and the latter his hands badly frosted. John Schuler of the Hooks had his ears frozen and Wm. Brocklage, also of the Hooks, had his legs seriously frost-bitten.

#### DAVIS CARRIAGE WORKS FIRE.

About 3 o'clock on the morning of January 15, the extensive carriage works of Hiram W. Davis & Co., located on Flint, between Denman and Freeman streets and extending half-way back to Wade street, was discovered to be afire and within two hours was a mass of ruins, the walls collapsing at 4:30 o'clock. The building was a six-story structure and burned like tinder. The fire is supposed to have originated in the shaving chute, a specially constructed affair which had been pronounced fire-proof by the insurance experts. The shavings in the chute had ignited the day before and it was flooded with water at the time, but apparently the blaze had not been fully extinguished, and ten hours later broke out again and encompassed the destruction of the factory. The loss was \$48,341.57, of which \$23,048.02 was recovered from the insurance companies.

#### CAPTAIN H. E. PAYNE'S DEATH.

Burning coals from a grate in W. E. Dibble's unfinished houses on St. James avenue, near Nassau street, resulted in an alarm from Box 416 at 11 o'clock on the night of February 19. The fire was quickly extinguished by the firemen and the financial loss was only \$200, though an accident to Captain "Doc" Payne, of Engine Co., No. 15 made it a notable fire in the annals of the Department. While examining the third floor he stepped through a stair hole and fell to the first floor. He was picked up unconscious and taken to the City Hospital, where he died the following day. He was a brave and fearless fireman and very generally liked and in his death the Department lost a valuable member.

The old Race street flour mill, at the corner of Race and Canal streets was destroyed by fire in the early hours of the morning of April 20. It was a four-story brick structure and was operated by Peebles, Foulds & Co. When discovered the whole mill was enveloped in flames

and the Chemical on Vine street, but a block, responded promptly. On their arrival it was seen there was little use for a chemical, and a general alarm was turned in. The mill was completely gutted, the loss amounting to \$25,000, on which \$22,000 insurance was recovered.

The Fourth coming on Sunday in the year 1886, the celebration of the Nation's natal day occurred on the following day. The flaming ball of a Roman candle in the hands of some John street patriots, dropped in the hay-loft of a barn and resulted in an alarm from Box 526. Before the blaze could be extinguished two slaughter houses were in ruins and Hulsman Bro.'s tannery at 581 and 583 John street was destroyed, their loss amounting to \$16,000, with an insurance of \$13,000.

About 11:25 o'clock in the night of Saturday, August 7, fire was discovered in the boiler room of the mill of Fleischmann's distillery at Delhi, outside the city limits. Two engines and a reel kept on the premises for just such emergencies were brought into use, but were inadequate, the old hose being weather-beaten and rotten. An alarm was sent from a special box to the city engines, but when they arrived after a long run, the flames, which had gained great headway, were bursting from every window and a combined third alarm was sent. The firemen made a brave, but uneven fight though they did not succeed in confining the fire principally to the mill. There was but one small main leading from the city to the works, giving a weak and uneven supply, Many of the companies that came on the third alarm were compelled to stand idly by while the fire raged in its flaming fury.

#### VOLUNTEER FIREMENS' TOURNAMENT.

On September 15, 1886, and continuing the three days following, the city was virtually turned over to the volunteer firemen who gathered from the surrounding states. Cal. Thomas was in his glory and as the veterans of the fire-fighting forces of the second quarter of the century appeared in the parade the greatest enthusiasm was evoked from the spectators. The old "Cataract," once the pride of the Twos', on Flat Iron square, was given a place of honor in the procession. The old machine was then in use in Bloomington, Ind., and had been remodeled to some extent. A coat of red paint had replaced the lively green of other days. Cal. Thomas had first grip on the ropes of the "Old Cataract," and then came a host of other veterans. Among the others were Squire McLain, an old "Rover of 1832; Bill Kirsted

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who forgotten dates, but remembers the flood; Zeke Craven, who dreams of the days of '41; A. J. Moonert, whose memory covers fortyfive years as a narrow span; Pat Hogan, the handsome man; George Soller, of the Fours, who ran in '35; Wm. Friedeborn, '42; L. Broadwell, in '34; Pete Humble, in '42; U. Kendall, in '37; J. C. Harwood, in '44; T. W. Hofferman, in '42; Wm. Lynn, of '48; Captain J. Wright, of the "Lively Twos" of '45; B. P. Way, of '46; P. Hoban, of '51; Henry Badger, of '51; Adam P. Wilson, of '45; C. P. Tibbles, of '48; L. W. Snider, who hustled in '40 with the Reliefs; H. E. Porter, of '45; Alex Lorch, of '44; A. Hospe, of '48; Henry Meyer, of the old Franklins, in '46; James Carson, of the Westerns, of '43; John S. Baldwin, who ran with the Reliefs in '36; M. Kelley, of '46; Dan Davis, who goes away back to '36 with the old Fives; W. H. Graham, of '45, Charles Lieman, of '51: Adam F. Schuyler, of '48, and even the boyish enthusiasm of old J. L. Wayne got away with him and he had hold of the rope with the enthusiasm, if not the strength, of the "good old days;" he goes back to 1820, with the Rovers; Isaac Marks, of '40; S. F. Black, of '42; ·Geo. E. Thornhill, of '43; Sam Williams, of '44; T. D. Silver, a fire guard of '49; Godfrey Ludwig, who was no slouch of a runner way back in '42; D. K. Creed, of '50; Patrick Robbins of the days of '49; J. P. Moorehead, of '48; A. Tooker, of '41; John Jaliff, of '46; J. A. Winter, of '45; John Ryan, who knew how to use a spanner in '46; George Nahl, of 46.

The features of the tournament were the competitive trials by the various visiting companies from Marietta, Tiffin, New Philadelphia, Urbana, Xenia, Oberlin, Dunkirk, O., Bloomington, Ind., and other points. These trials were made on Race street, between Twelfth and Fourteenth streets, which had been blocked off for the occasion. A tremendous crowd witnessed the competitions, which included quick running, speedy work in connecting with plugs and getting a stream in play, and expert ladder work. On the completion of the regular programme, Chief Wisbey gave the visitors and spectators a genuine surprise, which was thoroughly appreciated. He had stationed a couple of engine companies at the corner of Race and Fifteenth streets and at the conclusion of the tournament came rushing down Race street like a tornado, the bells clanging and the horses on the dead run. Within one minute and forty-eight seconds after leaving

Fifteenth and Race streets, one of the companies had a stream up the street, before which the people scattered like sheep.

#### OCTOBER FIRES.

Reinhart & Newton's six-story candy factory, at 84 West Second street, was destroyed by fire on the night of October 1. Shortly before midnight flames were seen issuing from the fourth story windows and when the department arrived the upper floors were a mass of fire. A general alarm was sounded, but the building was doomed. The loss was \$49,925.25, which was fully covered by insurance.

About 9:23 o'clock on the night of October 11, the department was called, in response to an alarm from Box 59, to a big fire at 36 and 38. Hannibal street. A general alarm followed, but only to save adjoining property, the destruction of Nos. 36 and 38 being a certainty. The water supply at this fire was totally inadequate. Longhead's planing-mill was located in No. 36, while No. 38 was occupied by Stoolman & Shoemaker as a box factory. The losses aggregated \$28,698.47, with \$17,925 insurance.

#### RESIN OIL AND TAR.

A two-story frame structure on Evans street, near Eighth, occupied principally by E. H. Murdock & Co. as a lamp-black, axle-grease and resin factory, and partially by D. C. Lafferty as tar-boiling works, caught fire on the night of November 3 and made a grand illumination of the western skies, varied with a series of explosions that sent the sparks heavenward in pyrotechnical flights. The workmen in Lafferty's end of the building had been working late and on quitting one of the men stepped into Murdock's place to get some resin oil to take the tar He had scarcely reached the barrel containing theoff his hands. inflammable stuff when a flash of fire at his side warned him of hisdanger and he retreated. He was none to soon, for a few seconds later he was helped on his run by an explosion which seemed to lift him out of the door. An alarm from a neighboring box brought the department to the scene, but there was no chance to save the building and it was completely destroyed. The material in the building was choice food for the fire-fiend, and the water thrown into the fire seemed only to feed the flames. Captain J. Aufdembrink of No. 17 was seriously injured at this fire by a fall from a ladder on which he was working a hose.

### THE MACK, STADLER & CO. FIRE.

About 2:23 o'clock in the morning of November 20, 1886, the discovery of a fire in the immense six-story clothing establishment of Mack, Stadler & Co., at 109 West Third street, resulted in an alarm from Box 27, to which the engines responded promptly. When first discovered the fire, which broke out on the fourth floor, resembled the glow of a base burner through ising-glass windows. This was quickly followed by a cracking of glass and when the department arrived clouds of black smoke, streaked with lurid flames, were pouring out of the upper story windows. There was a vital delay in getting to work, the store being closed tight with iron doors and the ladders were short. Before a stream could be turned on, the fire had extended to M. & L. S. Fechheimer & Co.'s establishment on the east, and both buildings were soon a seething mass of flames. The Hayes truck was finally got in position and from its top John Clark threw a steady stream into the fourth floor. The water was converted into steam almost as soon as it struck the fire, and though Clark held his position until he was fairly blistered, the fruitlessness of the effort was so apparent that the truck was pulled to a place of safety and the stream turned to account in saving the adjoining building, to which, by that time, the fire had communicated. The terrific heat of the fire caused the sand-stone front to splinter and the cornices to melt, the falling pieces making it dangerous for the firemen in the street below. The intense heat and leaping flames endangered the buildings across the street and created almost a panic among the guests of the Burnet House. The hotel fire hose was brought into service and its judicious use by the hotel help kept things wet and safe. At 4:10 o'clock the dividing wall gave way and precipitated four brave firemen into the ruins. The quartet included Captain M. J. Higginson and Geo. Buschkamp and Peter J. Kuhn of Company No. 4, and Captain E. O. H. Halstead of No. 1. They were quickly rescued by their comrades and found to be seriously injured. At this time the fire was under control, but Nos. 107 and 109 were in ruins. The losses were: Mack, Stadler & Co., \$235,800, insurance \$226,550; M. & L. S. Fechheimer & Co., \$211,290.50, insurance \$168,-957.17; M. H. Marks & Co., \$7,300, insurance \$3,300; Herman Loeb & Co., \$3,400, insurance \$2,400, making a grand total of \$437,790.50, on which \$401,207.17 was recovered from the insurance companies.

### OTHER NOVEMBER FIRES.

There were two other big fires on Third street during the following seven days, the calls in both cases being from Box 28. An overheated smoke stack in Geo. C. Ware & Co's vinegar factory, at 287 to 295 West Third street, ignited the roof. The fire occurred about 2 o'clock in the morning, of November 25, and spread rapidly to the alcohol stills on the floor beneath. The factory, which had been partially destroyed by fire the previous year was completely gutted this time. The loss was \$31,995.71 and was fully covered by insurance.

Two days later Henry Enricking & Co.'s establishment at 145 West Third street, was visited by fire with a resultant loss of \$25,835, on which \$14,835 insurance was recovered.

The total losses by fires during this month of November aggregated \$522,797.20, more than the total for any number of single previous years.

### THE BEGINNING OF THE SALVAGE CORPS.

The Third street fires of the month of November, in which a considerable damage was done by water, awakened the insurance companies to the advantage of a salvage corps, organized on the plan of Bullwinkle's patrol of Chicago. The Underwriters' Association gave the subject their consideration, and on November 18, notified the Fire Commissioners that they had selected Herman F. Newman to attend all fires as the representative of the Association. The Association asked the assistance of the Department in making Mr. Newman's services effective, and the Board readily acquiesced by giving him all the privileges of a fireman. From this beginning Newman gradually organized his salvage corps, which is today one of the most valuable aids of the Department.

On December 4, the magnificent steamer Charles Morgan, belonging to the Southern Transportation Line, was burned to the water's edge as she lay at her moorings at the foot of Willow street, in Fulton. The boat had just been overhauled preparatory to entering the winter trade. The steepness of the bank at Willow street prevented the firemen from getting their engines within fighting distance, until the flames had enveloped the boat, and its destruction was certain. The loss was \$22,000, on which \$10,200 was recovered.

### J. M. McCULLOUGH'S SONS' FIRE.

An alarm from Box 34, quickly followed by a second, about 8:20 o'clock in the morning of December 15, summoned the firemen to a stubborn fire in J. M. McCullough's Sons seed store on Walnut street, between Fourth and Fifth streets. The firm occupied the whole of a five-story stone-front structure, which was filled with seeds and bulbs The fire was discovered on the third floor, and quickly extended to the fourth and fifth floors. The net-work of telegraph wires which extended along the street in front of the building prevented an effective placing of the Hayes Truck, and for a time but two streams were The wire was finally cut and shortly after the playing on the flames. fire was under control, and confined to the upper floors, though the falling of the third floor and the volume of water thrown into the building did almost as much damage to the sensitive stock as the flames did. During the fire Chief Wisbey was badly cut on the head by a falling pane of glass. Herman Newman, with his improvised Salvage Corps did good work on behalf of the insurance companies, saving several thousand dollars by spreading tarpaulins over the stock of seeds on the lower floors.

### CHANGES DURING 1886.

During the year Mr. Charles Fleischmann was appointed Fire Commissioner to succeed Mr. Chris. Kiechler, whose term had expired.

It was apparent after the November fires that several new companies were needed, and the Common Council authorized the Fire Commissioners to dispose of a number of lots and houses obtained at the time the old Volunteer Companies' holdings were absorbed. This was done with the view of more advantageous location of existing companies and to find funds for new houses.

During the year Companies No. 23 and 24 were organized and equipped with chemicals and hose reels. The companies were placed in houses erected the preceding year on Price Hill and East Walnut Hills.

Chief Wisbey in his annual report called attention to the fact that the city was growing rapidly, and that the appropriations were not in keeping with this growth. There was a great necessity for steam engine companies in the vicinity of Gest and Evans streets, and on East Walnut Hills. There was also need of a hook and ladder company on

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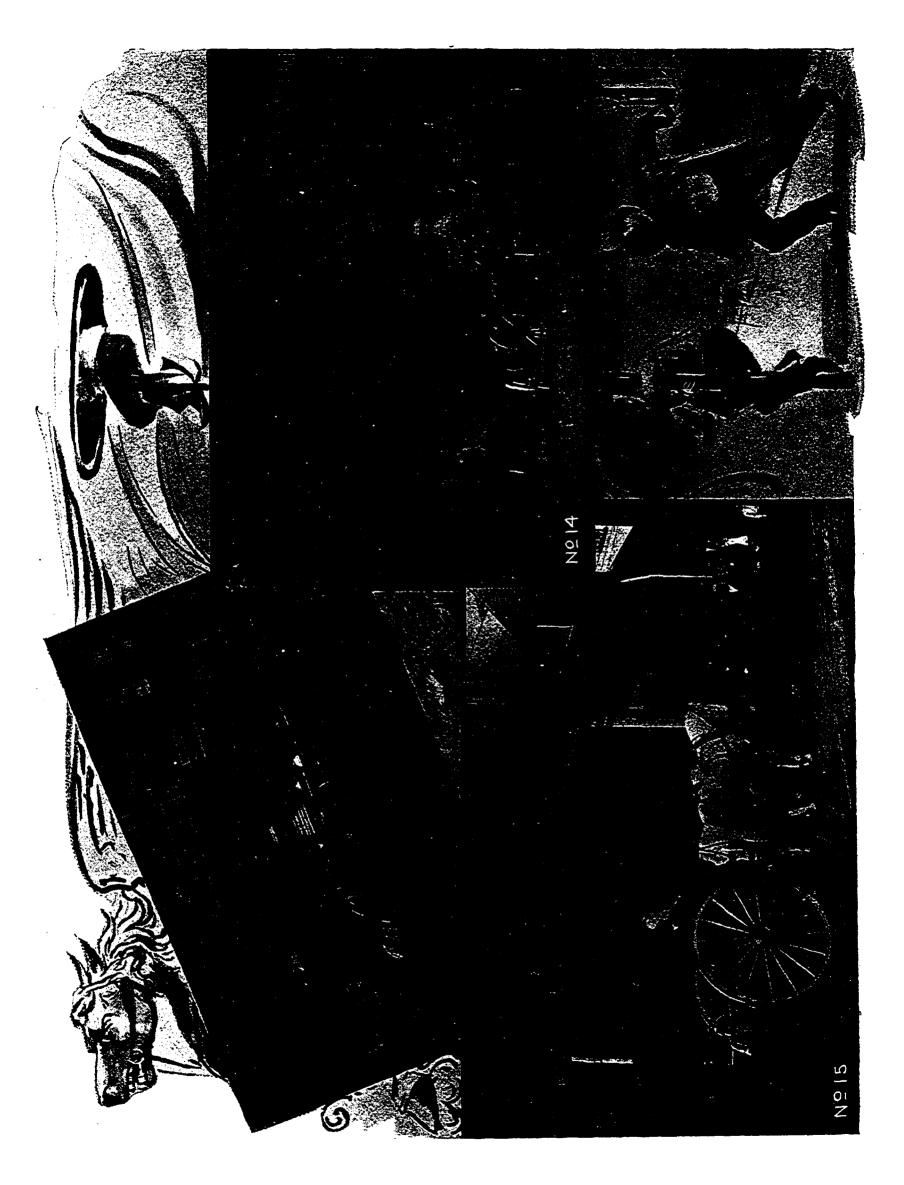
## NATIVE WINES.

No. 72 West Third Street,

Between Vine and Walnut Streets,

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Special Attention Paid to Orders for Wines Put Up in Bottles for Family Use.



Walnut Hills, the nearest at that time for the hill district being at Corryville.

THE BENCKENSTEIN FIRE.

Julius Benckenstein & Co.'s large boot and shoe house, No. 103 West Pearl street, was entirely destroyed by fire, on January 4, 1887 At about half-past ten o'clock at night the first alarm was sounded. When the department arrived the immense structure was all ablaze. The fear of another disaster similar to the great Third street fire of a few months previous, caused a combined second and third alarm to be sent in at eight minutes to eleven o'clock. The fire communicated to every part of the building in a moment. Reaching the front of the second floor, the flames roared up through the elevator shaft, and in a few minutes the third, fourth and fifth floors were ablaze. of the firemen for a time had no effect whatever, so great was the fury of the flames, which fed on the inflammable material with which th building was stored from cellar to garret, while the upper floors were transformed into a burning furnace. Hot coals falling from above fired the stock on the ground floor and cellar, and the building was at one time ablaze from cellar to roof. The firemen, owing to the situation of the burning structure, were enabled to work from both the front and rear. By a herculean effort the flames were confined to the Benckenstein establishment, which was doomed from the start. After three hours of incessant labor, at two o'clock the next morning the fire was under control, but not before \$87,000 worth of property had been destroyed, on which \$63,000 insurance was recovered.

This fire was remarkable for the number of accidents it occasioned. The first victim was Pipeman Bray, of Company No. 1, while endeavoring to ascend a ladder in the rear of the building he slipped, and falling broke his leg. Pipemen, Hanlon and Ghiradali, of Company No. 10, had a narrow escape from death, but fortunately received only a few bruises. Meyers the driver of Hook and Ladder Company No. 6 was thrown off his seat against the curb at Court and Vine streets on the way to the fire and severely bruised. One of the Hook and Ladder wagons ran into a woman at Fourth and Race streets, but she escaped serious injury. The fire is supposed to have originated in a stove.

### THE WHITE'S OIL WORKS FIRE.

Shortly after noon on March 15, sparks from a passing locomotive, ignited the plant of White's Golden Lubricating Oil Co., located on the

line of the C. H. & D. R. R., near Burns street. An alarm from Box 237 at 12:24 o'clock called the department to the scene. A general alarm followed in short order, the fire in a few minutes having enveloped the whole building, which was a two-story brick and frame structure. Seven big oil tanks exploded in succession during the fire, sending the flames a hundred feet into the air, while the smoke rolled upward in huge volumes. The loss was \$19,692.98, on which \$13,000 insurance was recovered.

### THE WALKER BREWERY FIRE.

Smoke was discovered issuing from the third floor of the Walker brewery building at 391 and 393 Sycamore street, in the early morning of April 15, and an alarm from Box 78, at 4:22 o'clock, called the department to the scene. It was a five-hour fight, but the good work of the firemen confined the fire to the top floor, though the lower floors were flooded with water. The loss was \$17,760, which was fully covered by insurance. Mart Schuler, of the Hooks, had his hand badly cut while breaking glass in the windows.

#### THE CAR BARNS FIRE.

About 1:15 o'clock in the morning of May 27, the department were called, by an alarm from Box 143, to a fire in the car barns of the Cincinnati Street Railway Company, located at the corner of Harrison avenue and Koebel street. The fire originated in a quantity of hay stored in the lofts and had evidently been smoldering for a long time before breaking out. When it did break into flames the destruction of the barn quickly followed. At the first cry of fire, the two hundred horses in the barn were turned loose and they rushed wildly through the streets, many of them getting down into the city before they were re-captured. The loss was \$19,110.49, on which the insurance companies paid \$13.149.85.

### THE WEBER BREWERY FIRE.

The flaming ball from a Roman candle or a spark from some aerial fireworks played sad havoc about Twelfth and Clay streets on the night of July 4, 1887. About 8:50 o'clock smoke was seen issuing from one of the several ventilating shafts that mounted upward from the roof of the immense malt house of the Geo. Weber Brewing Company. An alarm was sent from Box 73, but before the firemen arrived the smoke had been succeeded by fire, which, in a twinkling, assumed alarming

proportions The fire quickly communicated to the other shafts, and as the ten strokes sounded through the city they were in full blaze, looking like immense torches and throwing out a great light. The shafts acted as great flues for the fire, which had, in the meantime, eaten its fiery way into the lower floors. From floor to floor the fire rapidly found its way, and within twenty minutes after the discovery of the first curl of smoke, the whole malt house, with its 150 feet front on Twelfth street and extending back to the alley, was a seething furnace of fire. A few minutes later the burning shafts fell one after another on the adjoining stores and dwellings, crushing or enveloping them in flames. Theobald's place on the east was almost cut in twain by the crash and in a few minutes was a mass of furious flames. Nicholas Rose, who lived on the second floor, was caught in the ruins and killed. When found afterwards his hands were clutching a number of bank bills and bonds, and he evidently lost his life in attempting to save his money. In the meantime, the shafts on the other side of the malt house had fallen with similar results. Insurance Watchman Newman was in the Gobrecht building carrying out effects to a place of safety, when a cry of warning from the street called his attention to the flames as they mounted upward in his front. He ran to warn the others in the building. "Sandy" Cronin, of the Fives, and a stranger were on the roof, and on learning of their danger Cronin ran to the sky-light, expecting the other man to follow. The stranger however, jumped from the roof to the street, and to his death Captain Peter Purcell was badly burned in the face, and later was struck by a falling piece of the cornice. The malt house was completely destroyed and the adjoining buildings badly damaged. The total losses were \$112,250,20, on which \$68,838.33 insurance was recovered. made a grand display, and during its progress the usual displays of fireworks were forgotten. The Highland House had crowded its platforms with an immense audience, by the promise of a grand pyrotechnical exhibition, and the spectators were not disappointed, though what they did see was not on the programme. One visitor who witnessed the fire from the Highland House said the sight was beyond description.

### THE WESTERN PAINT COMPANY AGAIN.

The four-story brick building at 25 Main street, occupied by the Western Paint and Roofing Company, was destroyed by fire on the

evening of July 7. The fire was discovered a few minutes after six o'clock as the foreman was closing up for the night. An alarm was sounded from Box 14 at 6:09 o'clock and was followed in a few minutes by a second. The fire spread rapidly and for a time threatened the Mansion House adjoining, which was filled with guests. The good work of the firemen, however, confined the fire to the building in which it started. The loss was \$18,678, on which there was no insurance.

### A HOT FIRE ON A HOT DAY.

The four-story brick building at the northeast corner of Ninth and Sycamore streets was the scene of a hot fire on the morning of July 20. The Gooch Freezer Company occupied the two lower floors, the Wrigley's paper box factory the third floor and the White Star Laundry the top floor. The fire laddies were summoned by an alarm from Box 41 at ten o'clock, and on their arrival a general alarm was sounded. The fire originated in the basement, were a revolving fan was operated by an engine and used in keeping the place ventilated. An overheated journal had set fire to the surrounding woodwork, but the flames were not discovered until a dense volume of smoke came pouring up through the air chute. There were sixty-five girls and twelve men employed in the paper box factory and some fifty hands, mostly girls, were working in the laundry. The greatest excitement prevailed among the girls, who were bewildered and ready to jump as the flames began to shoot up the elevator shaft. The cool heads of the proprietors and men in the building, assisted by the prompt appearance of the firemen, averted a horror. The girls were led and carried down the stairs and all got out safely. The fire raged fiercely for an hour and threw out an intense heat. It was in the heated term and the sun was hot, but the heat from the fire was hotter. The Gooch Freezer Company lost \$16,300, which was fully covered by insurance. The other losses were Wrigley Bros., \$9,000, insurance \$4,500; White Star Laundry, \$9,000, insurance \$3,000. The employes of the paperbox factory and the laundry generally lost much of their personal effects, the fire forcing them to flee in their working clothes.

### A HUNDRED FAMILIES BURNED OUT.

The tenement and dairy district bounded by State avenue, Gest and Depot streets, was during the afternoon of July 29 the scene of a disastrous fire which laid waste six acres of the humble homes of a

hundred families. On State avenue there was a row of two and threestory frame and brick tenements, the lower floors being used as stores and the upper stories as residences. In the rear of the stores were several large dairies. The pens, stables and outhouses were of frame and some were three stories in height. The streets were several feet higher than the bottoms where the dairies stood. The district was a bad one for a fire, and in his annual report for the year previous, Chief Wisbey had urged the location of an engine company in this vicinity. What he expected and feared came only too soon. About 4:25 o'clock in the afternoon some boys were playing with a bon-fire near a little shed in the hollow in the rear of No. 272 State avenue. The boys were careless and the dry grass soon carried the fire into the shed and an adjoining dairy. At the cry of fire the dairies were emptied of the stock. while a few attempted to extinguish the flames. The latter effort was fruitless and in few moments the whole bottoms were in a blaze. officer Brennan who was in the neighborhood at once turned in a triple alarm. A stiff breeze fanned the fire and when the Department arrived the houses on State avenue were in flames. The water supply was totally inadequate and the few streams the firemen could get into play had little effect. State avenue from Gest street seemed a vista of flames. Clouds of smoke hung over the street and fiery tongues were thrust out from either side and mounted high in the air. The heat was intense and in their efforts to get their streams into effective play the firemen were badly burned and blistered. Their efforts early in the fight were directed to the saving of adjoining property and on account of the overwhelming heat they were compelled to work in reliefs. For a long time no effect was apparent, but gradually they gained and finally won, but not until six acres of homes were in ruins. The fire spread so rapidly that there was no time to save anything, and the poor families generally, only escaped with their lives. There were several accidents and narrow escapes and a great number of firemen were prostrated by the heat. Pipeman D. O'Brien, of No. 17, while handling a lead of hose on State avenue, lost his hold on the heavy brass nozzle, which swung around and struck him in the side, dangerously injuring him. Captain John Batchelor, of No. 17, and T. McSorley, of No. 2 were prostrated by the heat and carried of in an unconscious condition. J. Moore, of No. 14, and W. Striker, of No. 17, were also overcome and nt to the hospital. Pipeman J. Flaxmeyer, of No. 2, was badly

burned by a sudden burst of flame in his face. All the pipemen were more or less blistered, some seriously so. The loss aggregated \$83,288, on which \$46,547 insurance was recovered. The burned-out families found temporary homes among the more fortunate neighbors and were generally relieved from any further distress by the generous aid of the citizens.

### THE P. REUHL MOULDING COMPANY FIRE.

A six-story brick structure at Nos. 294 and 296 Main street was the scene of an ugly fire on the night of October 5. About 8:30 o'clock in the evening, smoke was seen issuing from the rear windows on the sixth floor and a few moments later a call from Box 41, followed quickly by a second alarm, brought the Department to the scene. The fire is supposed to have originated on the fifth floor, but when the firemen arrived both of the upper floors were in flames. The roof collapsed soon afterwards and as the flames mounted skyward the sight was a gorgeous one. It was a stubborn fight for three hours, but the fire never got below the third floor, though the lower floors were deluged with water, doing almost as much damage as the fire. The losses were \$20,688.59, on which the company secured \$13,188.59 insurance. While working on the roof of a stable in the rear, Pipeman James Larkin, of No. 6, fell through a skylight, to the floor fifteen feet below and was seriously injured.

### THE CRANE & CO.'S FIRE.

A most disastrous fire started in the lumber district October 15, 1887, at 12:40 p. m., in the mill of C. Crane & Company, corner of Bayou street and Eastern avenue. The flames as is usual in such a locality where the material is so combustible, spread with great rapidity. Over five million feet of lumber were laid in ashes, as well as twenty buildings.

Three alarms were sent in at intervals of two or three minutes, immediately after the blaze was discovered, but by the time the firemen arrived it was useless to try to save anything except the dwellings bounding the lumber yards, and to this view all their efforts were directed. The engines owing to the distance and roughness of the thoroughfare, were late in reaching the scene. By the time the hose was laid the fire was beyond control, and within half an hour the area in the rear of the houses extending two squares westward from Torrence road was literally a sea of flames. The wind was blowing a

stiff breeze at first, fanning the fast spreading flames and sweeping them onward in their work of destruction. The fiery waves were driven against the dwellings on Eastern avenue until all from Torrence road to High's stable were aflame before the firemen had settled down to work in earnest. Furniture, bedding and utensils of every description were tumbled out upon the roadway. The little plateaus of the hillside were covered with the relics with what had been comfortable homes.

It was two o'clock before it became evident that the flames were under control. There were many theories at the time as to how the fire originated. One was to the effect that it was under the large circular saw in the middle of the mill. Another placed the origin in Levers' box-factory. As there was no fire whatever about that part of the building, the motive power being supplied from the mill, this supposition met with little credulity. The most probable conjecture is that the fire was due to a spark that fell from the pipe of a workman into a dumping place for junk or old rope, which ignited the inflammable mass.

The mill was a very old one, and was operated by Louis Glenn for twenty years. In 1882 it was leased to Rettig & Co. The mill was partially burned soon afterwards with a loss of \$6,000. Then the firm was succeeded by Clint Crane & Co. The mill supplied many of the leading furniture manufacturers, and handled the better grade of lumber. They had on hand at the time of the fire an unusually large stock. Their own ground had been covered, and they had rented large tracts on either side, all of which space was filled. It is estimated that there was something over 5,000,000 feet stacked, consisting mostly of oak, yellow pine and poplar, with a small quantity of cherry and walnut.

All of this was an entire loss. A considerable quantity of new and valuable machinery had also been placed in the mill, some of which had not yet been put in motion. The loss has been estimated at \$78,645.33 which was partially covered by an insurance of \$36,450. The aggregate loss on all the property is estimated at over \$200,-000.

### AMERICAN COTTON OIL COMPANY FIRE.

The quick work on the part of the Fire Department, October 31, 1887, prevented one of the most disastrous fires that could have visited the city. The conflagration was located on Sixth street, near Culvert, in the extensive establishment of the American Cotton Oil Company. The

building proper was a brick structure, 145 feet long by about 60 feet in width. An alarm was turned in at 1:10 p.m., from Box 88, followed five minutes later by a triple alarm, which brought almost the entire Department to the scene. A small flame had been discovered near the elevator on the first floor, and dense smoke had begun to spread throughout the building. In a few moments the blaze had grown to great proportions. By the time the first firemen had arrived the flames seemed to have possession of the whole structure. Around the burning building were large manufactories, connecting directly with the imperiled walls. The rear parts of several dwellings on Harrison street were close to the burning building. The most danger, however, was threatened from the old four-story brick building across the open space which had formerly been occupied as an oil establishment. The deep cellars were still filled with machinery, and on the first floor was the company's office. All the lower floors were saturated with oil. The upper portion had for years been used as a tenement, and contained numerous poor and closely crowded families. The house had long been known as "Longworth's Barracks." Running from the burning house to the "barracks" were two large tunnels. They were used in conveying large oil-tanks on rail trucks from one building to the other. flames first started mid-way of the building and rapidly spread in both directions. From the iron bridge over the area the firemen poured two or three streams on the rear part. Here were principally the large iron tanks, filled with the combustible liquid. Within half an hour, the flames were in complete possession of the building from one end to the other. Large clouds of black smoke and lurid flames rolled and whirled in the air. A deluge of water was poured into the windows, beating back the fierce flames. Superintendent Moore had turned on the full force of the mains from Fifth street, and the firemen had an abundance of water. While the building was burning and the big tanks were exploding at intervals, the alarm spread regarding the tunnels, and a rumor circulated that the fire had taken the underground passages to the "barracks." Two lines of hose were taken into the two deep cellars. Through the tunnels could be seen the red glow of dropping coals as they fell after burning through the floor. A full stream of water was turned into each tunnel and continued until all danger was passed. First the roof of the fourth story part sunk in, and hardly made a ripple in the sea of fire. Then a large

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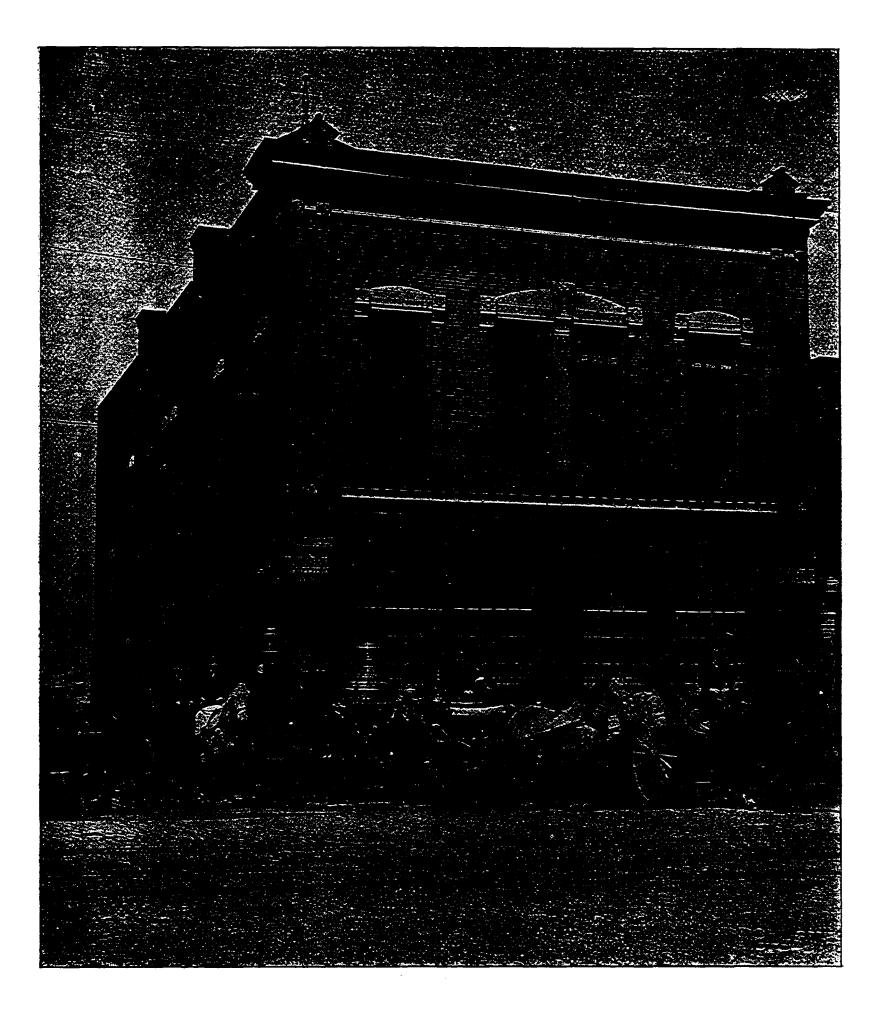


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portion of the front brick cornice tumbled forward and fell with a crash in Sixth street, narrowly missing the Phoenix trucks and the Soon after this the side caved in. So intense was the heat that the bricks were red hot. Several streams were turned on. This had the effect to widen the cracks, weaken the structure, and in a few minutes the middle part, down to the second story tumbled forward, leaving the two corners still standing. About the same time the other side fell outward, crushing the two-story frame store-room. Although the fire was by this time practically under control, the firemen continued to pour an immense volume of water into the sinking structure. Floor after floor went down, the entire interior of the building from end to end collapsing, until little besides the walls were left standing. By five o'clock most of the engines had left the scene, leaving only a few streams to play on the smoking ruins. The fire was probably due to a hot journal. The friction of one of the belts generated heat which set fire to the woodwork. The losses did not exceed \$25,000 which were wholly covered by insurance.

### THE STROBRIDGE FIRE.

December 1, 1887, the Strobridge Lithographing Company, on the north side of Canal street, near Race street, became a victim to the flames. The fire is supposed to have originated in the second floor, in the northwest corner of the building in what was known as the stock and shipping By the time the fire-engines arrived the fire had taken such a hold that the "ten stroke" was immediately ordered. An elevator near where the fire started served as a flue for the flames, which in a few minutes reached the upper floors. On the second floor there was nothing but lithographs. Soon after the fire started the flames burst into the artists' room, on the third floor where were stored many valuable stones ready for the press which were subsequently destroyed. The fire had been confined to the west and north sides of the building. As there was nothing to prevent its spreading, it was not long before the flames had complete control of the entire building. The pasting room on the fourth floor, where large stands of lithographs were prepared for shipment, was invaded by the crackling flames, and being at the time heavily stocked, more food was furnished the devouring element. On the north side of the fifth floor was Barclay's printing establishment, which was easily gutted, owing to the large amount of paper, varnish and inks stored there. Amlung's stocking factory in the front part of the same floor, furnished further food for the flames.

Within twenty minutes after the fire had been discovered the bricks and mortar in the walls began to drop. The firemen with difficulty dodged the falling bricks, mortar and glass.

A few minutes after the lithographs fell, and the north wall showed signs of giving away. It separated at the corner, and for a few moments wavered. A number of pipemen were playing streams on almost all of the windows, totally unconscious of the impending danger. warning cry, uttered by the excited spectators, reached them in time to save their lives. A few moments after their reaching a place of safety a large portion of the wall fell with a crash, which was followed by a part of the west wall. Hook and Ladder Company No. 1 were operating at the south east corner of the building and along the south front, and Jack Schueller was standing on a ladder at the extreme corner, when hearing the reports of falling walls he attempted to shift his Losing his balance he fell to the ground. He lay there unconscious until he was carried away by several firemen. terribly bruised. A short time afterward the south wall fell. loss by this fire was \$300,000 which was partly covered by an insurance of \$146,385.90.

### CHANGES AND IMPROVEMENTS.

During the year 1887, Joseph R. Megrue was appointed Fire Commissioner to succeed Chris. Kinsinger, whose term had expired.

Among the notable changes and improvements of the year was the sale of some unavailable property and the purchase of new lots, on which houses were erected and the engine companies more advantageously located.

A new engine, "Jas. M. Doherty," was purchased in the same year and placed in service with the Brighton Steam Engine Company, No. 13, taking the place of an old three-wheel engine.

In his annual report for the year 1887, Chief Wisbey, who had been re-elected the February previous for three years, in a series of highly complimentary resolutions, with H. Schildmeyer, W. H. Hughes and John Donavon as his assistants, urged a change in the pension laws so as to allow retirement upon application after twenty-five years' continuous service.

In the year 1888, Mr. John Goetz, Jr., was appointed Fire Commissioner to succeed Mr. J. M. Doherty.

The big fire in July, 1887, awakened the authorities to the wisdom of Chief Wisbey's recommendation of the previous year for the location of an engine company on Gest street and a lot was accordingly purchased at the corner of Gest and Depot streets. During the summer of 1888 a house was built on the lot, and on November 19, Engine Company, No. 25, and Hook and Ladder Company, No. 8, were organized and established in it. A new engine, the "Abe Furst," was purchased and placed in service at the Gifts Engine Company, No. 3, whose old engine was overhauled and given to the new company located at the corner of Gest and Depot streets.

#### APRIL OIL FIRES.

The month of April, 1888, the Department was called upon to deal with two serious oil fires. The first occurred April 5 and started in the Corona Oil Works, at 51 and 53 Canal street, near the corner of Walnut street, and communicated to the window shade factory of C. W. Breneman & Co., 365 Walnut street, adjoining the rear of the oil works. Over a thousand barrels of oil were consumed, and both buildings and contents were badly damaged. The work of the firemen, considering the inflammable contents of the buildings, was particularly creditable. The losses amounted to \$11,419.88, on which insurance to the amount of \$7,020.07 was recovered.

An alarm from Box 162 at 5:48 o'clock on the afternoon of April 20, sum noned the Department to another oil fire. The two-story brick oil house of the Consolidated Tank Line Company, at Sixth street and Mill Creek was on fire, and despite the efforts of the firemen, was entirely consumed. The loss was \$46,099.37, on which there was no insurance.

### THE TENNESSEE LUMBER COMPANY FIRE.

Three alarms from Box 62, the first coming at 3:18 o'clock on the afternoon of June 9, 1888, was occasioned by a fire in the Tennessee Lumber Company's plant at 871 to 889 West Sixth street. Several workmen were engaged with a portable forge in making some repairs on the bridge over the tracks that passed along the side of the lumber company's yards. A hot coal from the forge dropped into and ignited some oil rags and rubbish on the tracks below. The blaze was not noticed until the flames had communicated to the lumber. It was then under good headway and when the firemen arrived had reached the mill. The firemen fought hard but the fire had spread so rapidly that

before it was under control the entire plant had been consumed, sixteen stores and dwellings were in ruins and thirty families were homeless. The Tennessee Lumber Company's loss was \$55,265, of which they recovered \$31,000 from the insurance companies. The other losses were about \$28,000, only partially covered by insurance. Assistant Marshal Donavon had the soles of his boots burned off at this fire and was so severely burned about the feet that he was laid up for a week. The fire laid both sides of West Sixth street from Nos. 857 to 893 in ashes.

#### THE KRIPPENDORF-DITTMAN FIRE.

At four o'clock in the morning, July 25, 1888, the immense shoe manufacturing establishment of Krippendorf, Dittmann & Co. was consumed by fire. Although at the corner of Sycamore and New streets, and only a few feet from the engine house of Company No. 4, the building could not be saved, which was devoured by the flames as if it consisted of paper. The water was poured upon it in great quantities, but to no avail. The building, stock and machinery were totally destroyed, entailing a great loss, to say nothing of the damage done to surrounding property.

The building was a double structure, six stories high, fronting forty feet on Sycamore street, and two hundred feet east on New street to North alley. The fire made such progress that by the time the department arrived the entire building was a burning mass. A second alarm was sent in, shortly followed by a third. By this time the smoke and flames were pouring through the windows and the doors of the building. In ten minutes the heat was so intense that the firemen who attempted to reach the second story on a ladder were driven back and forced to fight the flames from the outside. The numerous tenement houses near the fire furnished many exciting scenes. The people threw their bedding and household effects from the windows, and women and children had to be carried down the ladders.

The fire had been burning only a half hour, when the second floor burned through and fell, and with it twenty tarpaulins that had been spread by the Salvage Corps to save the goods. One floor fell after another until only the four walls were left standing; finally those wavered and caved in. The loss was \$286,447.65, for which an insurance was obtained of \$184,000.

#### THE STROBEL FIRE.

One of the most terrible fires cited in the annals of Cincinnati, was the L. A. Strobel & Co., disaster, which occurred Saturday, December 22, 1888. It was a big picture frame establishment, situated on the corner of Elm and Canal streets. The building was a five-story brick, one hundred feet square, running back from the canal to an alley. The eastern half was old, while the western half, fronting Elm street, had been added about six years previous. The halves of the building were separated by a thick fire-wall, pierced by two iron doors, one on the third and the other on the fifth floors. new building was filled with stock, while the old part was used as the mechanical department. The fire had its origin on the fifth floor, and was supposed to have been caused by spontaneous combustion, as there was no fire at the time on the premises, and no one was in the building. The fire alarm sent in by general watchman, Henry Shafer, was promptly responded to by the department.

The firemen met with great difficulty fighting the fire, which had spread with such rapidity that soon almost the entire top floor of the old building was in flames, and dense clouds of smoke were belching from the windows. The building was so tall that the highest ladders just reached the fifth story windows. For awhile it seemed the fire could be confined to the top floor, but the extreme height of the building, and the great difficulty in getting at the flames, gave them a good About I o'clock at night, an hour after the alarm had been given, the entire top floor was ablaze, and in a few minutes was burned through. The building was supplied throughout with an automatic fire alarm and extinguisher, which probably retarded the spread of the flames for a short time.

It was on the fourth floor of the building where Captain Jerry Bray, of the fourteens, heroically lost his life. At twenty minutes to one o'clock the brave fireman, accompanied by his lieutenant Charles Burke, pipemen Thomas Hunt and Dorey Moses, of the Chemical Engine Company, went to the fourth floor of the building with a line of hose from the fourteen's engine. While there they were overcome by smoke. Hunt and Moses succeeded in gaining the window and came down in safety on the fire escape on the east alley side of the building. As lieutenant Burke stepped to the window a stream from the Gifts' Engine No. 3, caught him in the face, and he was knocked

back into the building. He succeeded however in getting to the window and managed to escape. Captain Bray was never again seen by his brave comrades after they separated. It is supposed he lost his way and was finally overcome by smoke and heat. A few minutes after one o'clock the east wall of the flaming structure fell scene around the building defies description. The water on the pavement had frozen to a solid sheet of ice, on which the policemen and firemen constantly slipped. The entire square was enveloped in dense smoke, shrouding even the burning building. and again a fitful flame would shoot from the smoky mass, disclosing the firemen glued to the ladders, playing streams of water into the fiery furnace. Where the walls had fallen anxious firemen could be seen flitting about looking for a missing comrade. The crowd unmovable as a wall, looked upon the scene with horror depicted in every face. Occassionally the exclamation could be heard, "they have found Thus ended one of the most fearful catastrophies that ever visited this city. The total loss of property was \$60,183.52, which was partly covered by the insurance.

Captain Bray went down with the building, his body being found the next afternoon. He was buried by the department, December 24, 1888. George Bushkamp was brought out alive and taken to the Cincinnati Hospital, where he lingered until December 25, and was buried by the department December 27. Both were interred in the St. Joseph's Cemetery, Price Hill.

When Lieutenant Burke was examined by the surgeon, it was discovered that his left eye was entirely destroyed. Others injured were: Morton Anderson, a substitute; John Flaherty, Company 13; Tom Hunt, Company 14; J. Davis, Company 4; John McGurn, Company 4; John White, Company 9; James Kelly, Company 9; Joe Moor, Company 14.

### A CHRISTMAS CONFLAGRATION.

At 8:18 o'clock on Christmas morning the ominous ciang of the fire-bells, mingled with the happy Yuletide chimes, and what promised to be a day of joy was quickly turned into one of desolation and ashes for seventy-five families living in the vicinity of Hunt and Budd streets as they saw their homes disappear in smoke and flames. The fire originated in the C. C. Jacobs Cordage Company's factory and rope walk on Hunt street between the C. H. & D. railroad tracks and Budd

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which was the rope walk, built of frame and also two stories in height. The fire was first discovered in the rope walk and spread with great rapidity to the factory in front and the adjoining dwellings on Budd street. There was a fatal delay in getting the Department to the scene caused by the unfortunate location of the box key in a store which was closed for the day. The door of the box was finally broken open with a stone and an alarm from Box 63 sounded through the city. When the firemen arrived the flames had such headway that the cordage factory was doomed as well as a number of adjoining dwellings. So rapidly did the fire spread that many of the families barely escaped with more than the clothing they had on at the time. Children who had hardly had a chance to examine the gifts that Santa Claus had given them were hurried out of their burning homes but partially dressed and with their arms tightly hugging their toys. The scene was beyond description and the suffering was intense. In the meantime the fire continued on its march of lurid destruction, encompassing in its path the ruin of the Central Furniture Association factory, a four-story brick structure, filled with valuable machinery and stock. Twenty dwellings on both sides of Budd street were also laid in ashes. The losses were as follows: C. C. Jacobs Cordage Co., \$60,071.25, insurance, \$50,427.75; Central Furniture Association, \$46,047.31, insurance, \$32,062.50; dwellings and contents, \$21,000. Total losses, \$127,118.56.

street. The factory was a two-story brick structure, in the rear of

### A YEAR OF GREAT CHANGES.

In the year 1889 there occurred two changes in the Board of Fire Commissioners, Mr. Abe Steinau succeeding Mr. Abe Furst, and Mr. John Mackey, Jr., succeeding Mr. Edwin Stevens, resigned.

Great changes and improvements were made in the department during this year. The numerical strength of the force was largely increased by the organization of new companies and the re-organization of old ones as follows: Companies Nos. 22, 23 and 24 were reorganized and changed from chemical engine to steam engine companies; companies Nos. 26 and 29 were newly organized as steam engine companies; No. 27 as a new chemical and hose company; No. 28 and 30 as new hose companies; No. 31 as a new chemical engine company, and Hook and Ladder companies Nos. 9 and 10 were also newly organized. These changes and additions gave the department a force sufficient to cope with any fires that were liable to occur.

New buildings were erected as follows: On Fifteenth street. between Elm and Plum streets, for Steam Fire Company No. 2. building was also used for quarters for Fuel and Supply Company No. 1, the hose shops, and the cistern and plug department; at the northeast corner of Madisonville avenue and Hackberry street, for Steam Fire Company No. 23 and Hook and Ladder Company No. 9; at the northeast corner of Warsaw and Considine avenues, for Steam Fire Company No. 24 and Hook and Ladder Company No. 10; on Delhi avenue, between Sixth and Fountain streets, for Steam Fire Company No. 26; at the southwest corner of Clifton avenue and Calhoun streets, for Fire Company No. 27; at the northeast corner of Carll and Linden streets, for Fire Company No. 28; at the northwest corner of Freeman avenue and Wade street, for Fire Company No. 29 (adjoining this house, a building for hospital stable); at the northeast corner of Young and Slack streets, for Fire Company No. 30; and at the northeast corner of Madisonville and Lavinia avenues, the old frame building formerly used by Company No. 23, at the corner of Hackberry street and Madisonville avenue, was placed for the accommodation of Fire Company No. 31, the building being thoroughly repaired. All these houses were built in the most substantial and convenient manner, especially for engine-house purposes, and those occupied by the chemical engine and hose companies could be readily arranged for steamengine companies, whenever so desired, at small expense. engines were bought and put in service with the following companies: Nos. 22, 23, 24, 26 and 29, and one was purchased for a reserve engine.

November 23, 1889, at the fire of the freight depot, on McLean avenue, the turn-table-extension ladder-truck of Hook and Ladder company No. 6 was totally destroyed, the cause being the bursting of a large lot of barrels of coal-oil, and the oil running under the truck rendered it impossible to remove it out of danger.

### THE BIG FOUR FIRE.

Shortly after three o'clock in the morning of February 19, 1889, a general alarm was sounded and the entire Department assembled at Sixth and Front streets, where the car shops, machine shops and the round house of the Cincinnati, Indianapolis, St. Louis and Chicago Railway Company were found in flames.

When the firemen reached the spot the entire site of the railway plant was afire, with a keen wind driving the flames eastward in the

direction of the tracks laden with freight and passenger coaches. The buildings covered an area of more than a block.

The fire originated in the car shops, a frame structure, adapted for conflagrations, the building one story high, being supplied with numerous large doors and numerous windows. The place was littered with car-manufacturing material, pine and oak, and the flames were well supplied from the oil soaked wastes to be abundantly found in shops of that description. From the car shops the flames spread to the machine shops in which there were coaches and cars in course of construction or repair. Three coaches and two locomotives were destroyed.

The firemen had to struggle with great difficulties, the rail-way tracks covered with cars debarring a near approach to the fire. In the immediate vicinity, to the west of the block covered by shops, stood the bonded warehouse of the Millcreek Distilling Company, and the firemen were compelled to give much of their attention to protecting the warehouse, the inflammable contents of which, set fire, would have much increased the conflagration. They succeeded in averting the danger. During the fire August ("Frenchy") Barris, of Hook and Ladder Company No. 6, fell from a wall, cutting his scalp. The shops burned were old structures built in 1867 by the C., L. & C. Railroad and were very deficient in necessary improvements and facilities. Owing to the fire four hundred workmen were temporarily thrown out of employment. Loss \$120,000; Insurance \$62,500.

### THE LAIDLEY PACKING HOUSE FIRE.

The night of April 23 was continuously illuminated in the vicinity of the stock yards by the burning of F. A. Laidley & Co's pork packing establishment, on the Cincinnati, Washington & Baltimore Railroad, near Spring Grove avenue. The packing-house was a tremendous brick structure, parallelogrammic in form, 250 feet long and 175 feet wide. It was divided into several fire-proof sections, by the erection of thick substantial walls and double iron doors between each section. The fire was discovered about 8:20 o'clock in the evening, and an alarm was promptly sent from box 416, and a few minutes later a general alarm was sounded. The grease-soaked floors, augmented by the peculiar gaseous atmosphere prevailing in such establishments, proved good food for the flames, and sent the fire scurrying through the section in which it originated. When the department arrived the

fire had communicated to adjoining sections, and half the immense structure was in flames. The inflammable contents made a terrific heat and burned with such irresistible force, that the firemen who were at a disadvantage on account of a limited water supply, could make but little or no progress. The iron doors that formed the connections between the sections melted like lead, and one after another the supposed fire-proof sections succumbed to the flames. All night long the battle raged, and only ended when there was nothing more to burn. Over one-and-a-half million pounds of pork in the form of hams, bacon, etc., was roasted, broiled, baked and burned in the fire, and the total loss amounted to \$135,000, on which \$96,000 insurance was recovered.

### THE YEAR'S LOSSES.

The losses from fires during the year 1889, were the lightest in several years, and in his annual message the Mayor found occasion to compliment the city on the excellence of the Fire Department: There were 637 alarms, including the "stills," on which the losses were \$621,-033.15. The insurance recovered amounted to \$418,047.85, leaving a net loss of \$202,985.20.



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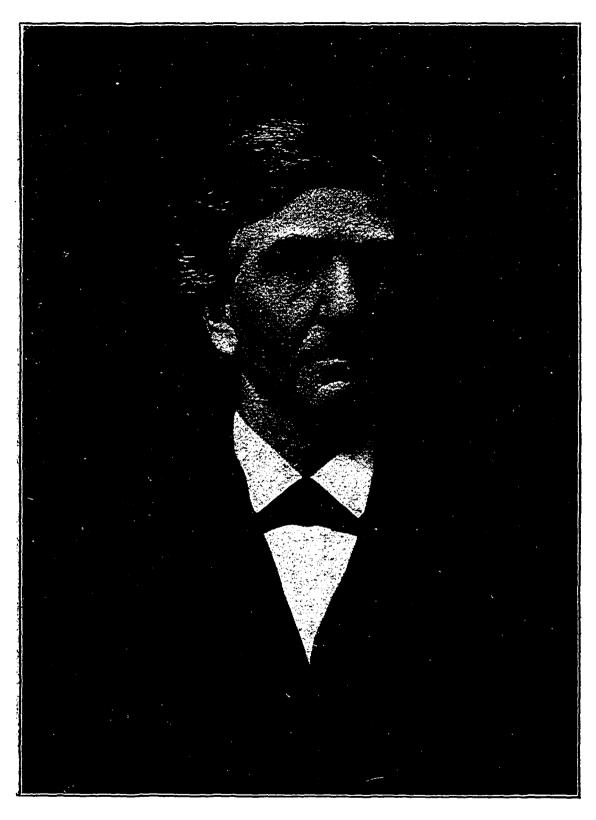
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# HISTORY OF THE FIRE DEPARTMENT FROM 1890 TO 1895.

In the year 1890 Fire Marshal Lewis Wisbey resigned and on March W. H. Hughes was elected by the Board of Fire Commissioners to succeed him. The officers of the Department were as follows: W. H. Hughes, Fire Marshal and Superintendent of Fire Alarm Telegraph; Thos. McAvoy, Assistant Fire Marshal; Charles H. Fox, Assistant Fire Marshal; Henry Bunker, Assistant Fire Marshal; J. C. Donovan, Assistant Fire Marshal (Second District); L. Kinzel, Assistant Fire Marshal (Third District); Henry Schildmeyer, Assistant Fire Marshal (Fourth District); Thos. Brown, Secretary; Samuel Amberg, Assistant Secretary. Changes in the Board of Fire Commissioners were as follows: John Mackey, Jr., by appointment to succeed himself; Thomas G. Smith to succeed Charles Fleischmann, resigned; and Robert M. Archibald to succeed Thomas G. Smith, resigned.

The force of the Department in 1890 numbered 298 officers, members, probationary members, and regular substitutes and employes, not including watchmen, who closed and watched the engine houses when the companies were called to answer an alarm. The organization including twenty-six steam engines, two chemical engine, three hosereel, ten ladder, and two fuel and supply companies. Two steam and one chemical engine and twenty extra hose-tenders were held in reserve. All of the engines in the service were manufactured in Cincinnati. Chemical Engine Company No. 24 was reorganized as a steam engine company, and placed in service January 15, 1890, in the new building at the corner of Warsaw and Considine avenues, Ladder Company No. 10 was established at the same time, with quarters in the the same house. In April Ladder Company No. 7 which had been temporarily out of service, was reorganized and quartered with Fire Company No. 4 in the rebuilt house at the corner of Sycamore street and Whetstone alley.

### THE BURNING OF THE NEVADA BUILDING.

The burning of the Nevada Building, which occurred January 25, 1890, is momentous in the history of Cincinnati conflagrations. It was located at the south-east corner of Fifth and Sycamore streets, and was owned by James M. Glenn. The following were the sufferers: The Henderson Achert Lithographing Company, \$100,000, Eckelman & Co., Shoe factory, \$15,000; Faber & Duncan, paper box makers, \$10,000; Knight & Co., printers, \$20,000; George Lapthorn & Co., shoe factory \$12,000; Huston & Co., printers, \$20,000. The Heck Manufacturing Co., diamonds and jewelry, \$10,000; Women's Christian Employment Agency, \$1.500; L. B. Folger & Co., wood engravers, .\$2,500; Edward Maus, wood engravers, \$2,500; George Oehlwein, tailor, .\$2,000; Ebersole & Co., real estate agents, \$500; The Franklin Laundry Office, \$500; Hicks & Earley, plumbers, \$1000; U. S. Harness Co., saddlers, \$2,000; Ward's Hotel, north-east corner Fifth and Sycamore streets, \$1,000; Heenan's shoe store, adjoining, \$500; Hasenbush's second hand store, Sycamore street, south of the Nevada, \$500; Phillip Phillips, residence south side of Fifth street, crushed by a falling wall, \$3,500.

The fire originated in the shoe manufactory of George C. Lapthorn & Co., but its cause has remained a mystery. It was discovered a few minutes after 6 o'clock in the evening by Sergeant Hannan, who noticed the flames bursting through the windows on the third floor and he immediately gave the alarm. The Department responded promptly. Ladders were speedily placed against the side of the building, and the firemen carried up a line of hose. The firemen who had poured upon the flames a stream of water, were of the opinion that the fire had been extinguished. They signaled from the window to that effect, and the engines were on the eve of departure, when the fire lurking in the space between the floor and ceiling soon received a new impetus. A thin sheet of flame, crawling along the ceiling of the second floor suddenly burst through the windows, and before the firemen could use their hose to an advantage the fire had made a dangerous headway. A general alarm was turned in and the entire Department appeared upon the scene, with the exception of the reserve. Before any effective work could be executed however, the fire had burned through the the third floor, entered the second and was eating its way into the first floor.

This condition of affairs lasted about one hour, during which time the fire crept slowly from floor to floor, and gradually consumed the entire interior of the building. As breaker after breaker of flame burst from the building on both sides the sky was illumined with marvelous effects.

Suddenly with a succession of deafening crashes eight large printing presses situated on the sixth floor fell to the cellar, tearing holes in the floor in their descent. The floor soon followed amid a crash similar to thunder. When the tin roof finally crumbled the building appeared one mass of flames. At eight o'clock the fire was in its zenith, when a barrel of lithographer's ink, which is highly inflammable, exploded. This caused great consternation among the residents in the neighborhood, and people sought safety in flight.

The members of the Fire Department on this occasion covered themselves with glory by closing in on the fire on Fifth street in spite of the great danger and covering the building on the opposite side of the street with sheets of water. At half past eight o'clock the fire was confined to the cellar of the burning building. The remaining danger was from the falling of the hot, cracked and broken walls.

When the fire was at his height, Assistant Marshall Hughes ordered the Gifts' line to play on all the surrounding buildings from the roof of Ward's Hctel. Assisted by Hooks No. 1, the Gifts, headed by Captain Bunker, proceeded to the roof. The men reached the roof without any accident, but in pulling up the hose it burst five times. Finally the firemen succeeded in doing efficient work in extinguishing the sparks that dropped on the roofs of the surrounding buildings. The heat was terrific and the firemen came near being overcome. The pipemen of the Twos were called to the assistance of their comrades on the roof, and they succeeded in rescuing them from the heat by letting them have the full benefit of the hose. The only one who succumbed was Captain Bunker. Overcome by heat and smoke he fell unconscious to the roof. As the roof was slanting he was in danger of falling off, when he was seized by some of his men and cared for. In a few moments he recovered, and he hastened to resume his post. In responding to the fire Captain Donovan's horse slipped at Ninth and Freeman streets and broke his leg.

The total loss in round numbers was about \$280,000 upon this there was an insurance of \$161,300, divided among the different sufferers.

### THE STERN, MAYER & CO. FIRE.

Over a third of a million of dollars went up in smoke and flames in the early morning hours of March 11, 1890, as an offering to the dangerous electric light wire. Sparks carried by this insidious medium set fire to the inflammable woodwork against which the wire rested, and the damage was done. It broke out about one o'clock in the morning and within a few minutes after the firemen were battling with the flames, which had gained such an ascendency that they fairly seemed to laugh at the comparatively puny efforts of the fire-fighters to stay The building that was destroyed was located on the northeast corner of Third and Vine streets, and was occupied by Stern, Mayer & Co., one of the largest and wealthiest clothing manufacturing firms in the city. It was a five-story structure, and from cellar to roof was packed with a heavy stock of goods. minutes after the discovery of the fire the whole building was ablaze. A net work of wires interfered with the firemen in getting streams into windows of the upper floors. While the flames burst out of the upper windows the story of the fire's origin was told by the remarkable display seen through the first floor windows. The windows would flash for a moment with a white ghostly glare like vivid lightning and then Another flash would follow and another instant of darkness, through which showed the gloomy carbons of the arc-lamps, from which the flashes of white light came. The slant of Third street prevented the successful operation of the Hayes truck and its manipulation was further tampered by its becoming entangled with the wires that lined the street. The heavy iron doors had to be burst open, but by the time this was accomplished the intense heat and falling stones and pieces of sheet-iron from the cornice forced the firemen to confine their efforts to such as were possible from the street and by means of scaling ladders. The fire was stubbornly fought for ten hours and was confined to the building in which it originated, and the adjoining premises, No. 88 West Third street, occupied by the Nonotuck Silk Company, whose loss was about \$25,000 and fully covered by Stern, Mayer & Co.'s loss was \$332,817.87, and was fully The Burnet House, located on the opposite corner was threatened at one time, but the hotel fire brigade with a line of house hose were playing on the roof and at all exposed points and averted that catastrophe. The heat was so intense that it cracked the glass

in the exposed windows of the hotel, and the inside window shutters were badly scorched, and in a few instances ignited. The hotel force was watchful, however, and each outbreak was quickly extinguished.

Fireman White, of the Nines, was badly injured while working with a line of hose on a scaling ladder, by being struck by a falling piece of cornice and thrown to the ground. In responding to the alarm James Shepard, driver of engine No. 6, was seriously injured by a collision with a C. H. & D. freight car at the corner of Sixth and Baymiller streets.

### THE GLOBE TOBACCO WAREHOUSE FIRE.

The next notable fire of the year was the destruction of the Globe Tobacco Warehouse, owned by the Brooks-Waterfield Tobacco Company, and located at Nos. 95, 97 and 99 West Front Street. On account of the freight handler's strike it was unusually full with leaf tobacco awaiting shipment, there being 13,000 hogsheads of the fragrant leaf stored in the house. It was but a few minutes after the porters had left the house in the evening of July 10, that the watchman in making his rounds discovered fire in the third floor or hogshead loft. evidently been burning for some time, as the heat had already cracked the glass in the transparent roof over the light well, and the loft was filled with smoke. A still was immediately given the company at Race and Commerce streets, which resulted in a call from box 12, followed shortly after by a combined alarm. The open construction of the building facilitated the sweep of the flames, and the warehouse was soon a seething mass of flames, from which rolled surging masses of suffocating tobacco smoke, rendering inside work by the firemen an impossibility. Fortunately the fire doors between the Globe house and the gigantic warehouse of the Brooks-Waterfield Company on the east were closed, or both houses would have gone up in smoke. Seeing that the Globe house was doomed, the firemen directed their main efforts towards the saving of the surrounding property. A giant stream from a four-inch nozzle fed by three of hose from separate engines, and which took a dozen brawny firemen to hold, was an effective force in bringing the fire under control. The building was completely gutted, and not a pound of the 13,000 hogsheads of tobacco was saved. The warehouse was an old structure, and was originally built and used as a hotel in ante-bellum times. The losses aggregated \$107,738, on which

\$97,738 was recovered from insurance. The cause of the fire is a mystery still.

## THE LITTLE MIAMI DEPOT FIRE.

There were two destructive fires in December, 1890, the first on Christmas Day at the big works of the American Faucet and Bung Company, the largest establishment in it's line in the country, The works were located at 212, 214 and 216 Wade street, and while not completely destroyed there was a loss of \$26,350 on which \$9,800 insurance was recovered.

Two days later, Saturday evening, December 27, the freight house of the little Miami Railroad on Pearl and East Front street was totally destroyed by fire. The house was closed tight and the watchman had just gone through the building, when with his exit there was an explosion. He turned back to find the centre of the depot in flames. There were thirty-five car loads of freight in cars or on the platforms in the house. Among the freight was a quantity of whiskey and a large amount of cotton in bales, the latter proving early and good food for the devouring element. An alarm from Box 25 brought the Department quickly to the scene but so rapid had been the progress of the fire, the spread of which was made easy by the interior being one large open room, that when the firemen arrived the depot was like a furnace, the iron sliding freight doors being red hot. An improvised battering-ram was made of one of the heavy ladders, and the doors burst open. The flames rushed out the opening in seething masses and leaped across the street threatening the L. & N. freight house, but twenty-five feet distant. Fortunately the nine inches of snow which covered the roof of the L. & W. freight-house melted in the heat and the water flowing down the sides acted as a shield in protecting the exposed side. A deluge of water was poured into the burning freight house but without avail, other than to prevent further spread of the fire. Several times the ties on the L. & N. bridge approach ignited from the flames and intense heat, but Chief Hughes and his men were watchful and the blazes were quickly extinguished. The destruction of the freight house was complete. The losses aggregated \$74,000. The fire is supposed to have been caused by an explosion of gas, some supposing it to be sewer-gas, but the most plausible theory is that a leak in the gas pipes that were laid under the floors of the building had gathered in volume until it reached one of the gas jets generally kept burning over night and the explosion and fire followed.

## ANY LADY...

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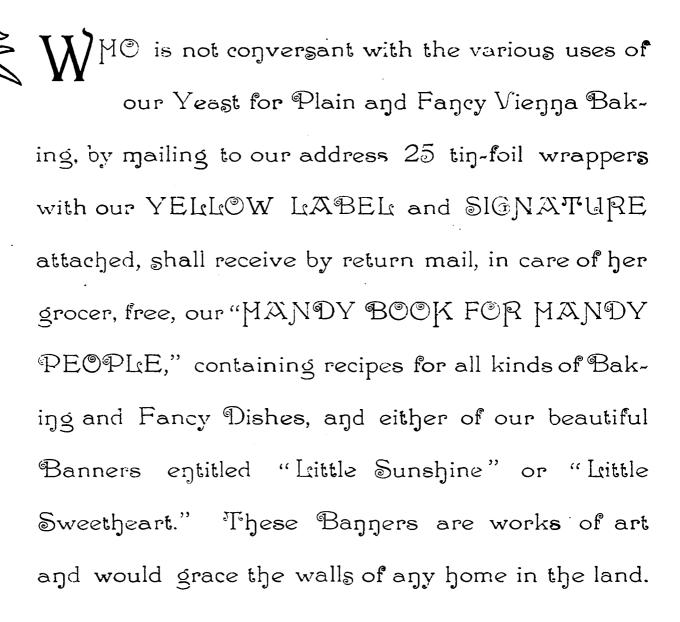
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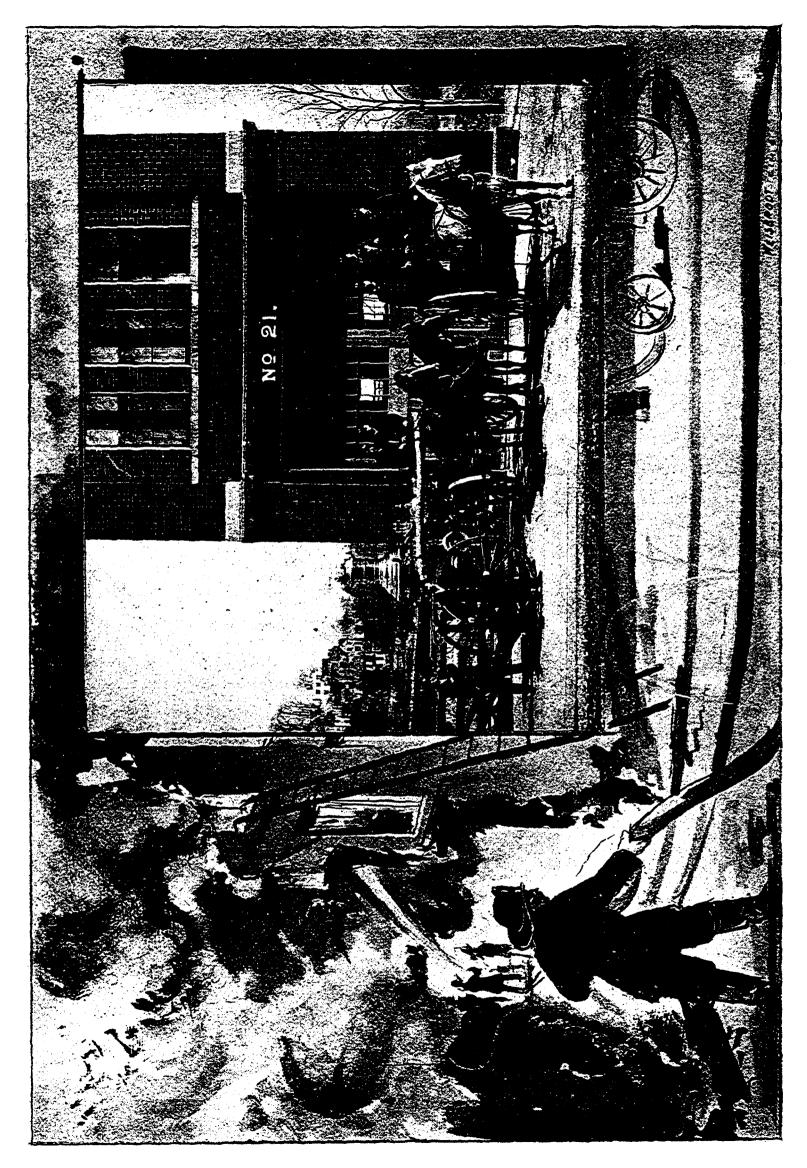


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## AN ERA OF ECONOMY.

As the year closed the Board of Fire Commissioners were confronted with a problem which for a time threatened the efficiency of the Department. On account of the Tax Commission reducing the tax levy, the Fire Department found it's available funds to be \$55,000 less than what the Fire Commissioners had estimated was absolutely necessary. The Fire Department was in excellent condition except possibly in a numerical sense. More men were necessary to get the full benefit of the fire-fighting apparatus in service. The reduced levy prevented any increase of the force and meant disaster in other The Department could not go into debt and the only thing to be done was to curtail expenses. After giving the matter careful consideration it was determined to disband three companies and put the engines out of service for a year. This raised such a disturbance that the City Council adopted resolutions urging economy in other directions and eventually the problem was met by ceasing the purchase of new hose, cisterns or equipment of any kind and by the disposal of a couple of pieces of property belonging to the Department and not in use, the proceeds of which formed a contingent fund to make up the deficit.

During 1890 the following members of the Department were retired from active service: For twenty-five years service, H. G. Shiner, J. W. Davis and Walter S. Phares; account age and twenty years service Theo. Chambers; account of permanent injuries received at the Strobel fire, Thos. Hunt; account of age and loss of one eye, John Moorwood.

## THE DEPARTMENT IN 1891.

Under the provisions of the "Charter" bill which went into effect in 1891, the control of the Fire Department passed from the Board of Fire Commissioners and was vested in a Board of Fire Trustees, appointed by Mayor John B. Mosby, consisting of four members—Messrs. Abe Furst, R. M. Archibald, Jas. J. Faran, Jr., and John Goetz, Jr.—for the terms respectively of one, two, three and four years. The new Board met and organized on May 8, electing Mr. Furst, president, and Mr. R. M. Archibald, vice-president.

During the year 1891, the Department answered 760 alarms, of which 423 were bell alarms and 337 "stills." The losses were unusually heavy, aggregating over \$1,600,000, of which, however, nearly two-thirds resulted from the Burkhardt fire on July 8.

## THE STOCK YARDS FIRE.

About eight o'clock on the evening of April 9, 1891, fire was discovered in the feed barn at the extreme northern end of the new portion of the Cincinnati Union Stock Yards, between Spring Grove ave. the B. & O. S. W. tracks and Alabama and Johnston streets. hours nine acres of frame barns, sheds and pens were in ashes. Fire Department was summoned to the fire by an alarm from Box 439 at 8:04 o'clock, and on the arrival of the first company the fire was under such headway that a second alarm was sounded, followed immediately by a third. The yards were difficult of access, and that, combined with their inflammable character and the limited water supply -an eight-inch main on Spring Grove avenue being the only source from which water was secured—made the fire a difficult one to handle The firemen concentrated their streams on one of the main streets of the yards, which was a dividing line between the old and new sections and confined the fire to the new section in which it originated. The new Stock Yards Hotel was seriously threatened at one time, but the watchfulness of Chief Hughes and his faithful men prevented such a

catastrophe. The losses were \$59,950, on which \$37,000 insurance was recovered. While fighting the fire, with a couple of streams from a vantage point on one of the sheds, seven of the firemen were precipitated into what looked like a fiery tomb, and their escape without serious injury was a marvel. The shed had caught fire, and all unconscious of their danger, Capt. C. Burke, Wm. Stevens, M. Flynn and Joseph Cavanaugh of the Fourteens, and Capt. Haley, Lieut. C. O'Neal and Joseph Wildey of the Twos, were throwing effective streams on the burning mass ahead of them, while the flames were sweeping through the shed beneath them. When they discovered their danger the whole shed was enveloped, and as they rushed to get out of danger the roof collapsed and they went down into the flames beneath. None were hurt in the fall and all escaped with a few scratches and singed hair.

#### THE MOERLEIN BREWERY FIRE.

The first fire of any considerable size to occur in the history of the Christian Moerlein Brewing Company, visited that immense establishment on the evening of May 14, and resulted in a loss of \$36,573.83, on which \$30,073.83 was secured from the insurance companies. The fire started in the six-story portion of the main building and spread rapidly. The fire only lasted an hour and a half, but in that time the roof had disappeared in smoke and flame, while the two floors below and adjoining buildings were badly scorched. A considerable damage was done by water, which soaked the malt into a useless mass and poured from the upper floors into the vats of beer below until they overflowed. The fire is supposed to have been caused by spontaneous combustion. There was a muffled explosion followed a moment later by a roar and a crackle as a fountain of flame burst out of the roof. During the progress of the fire Henry Smith, a member of Volunteer Company, No. 41, who had been rendering heroic service on the roof, lost his balance and fell to the ground, seventy-five feet below. He was picked up unconscious. His skull was crushed and the patrol hurried with him to the hospital, but he died on the way.

## THE GREAT BURKHARDT FIRE.

On July 8, 1891, A. E. Burkhardt & Co.'s fur and dry goods establishment was destroyed, also Geiershofer's clothing house, while the falling walls crushed through Pape Brothers' Building, doing

severe damage to Steinert's piano warehouse, entailing a loss of more than a million dollars. This is the brief account of one of the largest fires ever witnessed in Cincinnati.

At 9:30 p. m. Adam Klingel, the old night watchman in Burkhardt's establishment heard a noise in the sub-cellar that sounded to him as though some one were forcing in a door. As he descended to the sub-cellar he heard the tolling of the fire-bells. The little automatic fire indicator in the cellar had sent the message which set the bells going. It was thought to be in the dynamo room of the electric plant which occupied the middle apartment of the big sub-cellar. When the firemen arrived on the spot nothing was to be seen but a small stream of smoke escaping above the door to the cellar on the Elm street side of the building where the slant of the hill gives the building a height of eight stories. The firemen gathered about the door, and, finding that it was of iron and firmly locked, brought sledges and laboriously beat it from its fastenings.

Chief W. H. Hughes sent men to find other entrances to the cellar and force them, while a single line of hose, with a spray nozzle, was taken in through the door which had been broken open. No watchman was discovered, and sledges were used in breaking open another door further south on the Elm street side, and a cellar window at the south side of the building. Spray nozzles were attached to each of the lines of hose, which the firemen carried through these hardly gained entrances.

Fifteen minutes had elapsed since the arrival of the department and virtually no progress had been made. Presently it was discovered that the glass and asphalt slabs on the inner edge of the sidewalk were getting hot. The firemen took their sledges and hammered a hole in one of the slabs. A nozzle was thrust through the hole and the stream of water was allowed to play at random into the sub-cellar. After a further delay of several minutes a startling discovery was made. The smoke had rapidly become denser, and the heat from front to rear of the building was making the pavement slabs so hot as to be intolerable. After the choking smoke drove the pipemen back through the doors they had burst open, then came the first intimation of the swelling storm of destruction which had gathered within the building. A puff of hot air, an ominous crash of glass, and the curtains in the big show windows on Fourth street floated out a moment, showing their

blazoning upon a stream of black smoke which climbed the walls of the building and swept in a fiery whirlwind around the corner into Elm street. The half dozen lines of hose in play were dragged up Elm street and turned upon the front of the building. Stream after stream of water was directed through the shattered second-story window. The big Hayes Truck No. 1, was manned to take a line of hose through the third-story window. Three or four lines of hose were quickly carried in through these doors and their streams were added to the flood which was being poured into the building. Then there was a roar of fire which could be heard a block away and the hidden flames for the first time burst forth in wild fury. The firemen fought bravely to keep their positions, but were finally compelled to retreat before the blistering, choking clouds of flame and smoke. Any further attempt to save the mammoth structure would have been fruitless. At 10 o'clock a muffled explosion came, and with one magnificent burst, the flames came through the west and north windows of the third-story and extended over Fourth and Elm streets. From that time the scene of destruction was grand beyond description. At 11 o'clock the fire broke through the roof and wall of the seventh-story into that part occupied by H. Geiershofer & Co., wholesale clothiers, and in course of a few hours the building was completely gutted and very little of the stock was saved. The loss is valued at \$153,398.62. The loss to the adjoining property was chiefly due to smoke and water. The Pape Brothers' Moulding Company, occupied the building next to H. Geiershofer & Co.; loss \$16,659. to Pape Brothers' establishment were the store rooms of M. Steinert & Sons Piano Company. They carried a stock valued at \$80,000, which was insured to the amount of \$50,000. The chief loss was caused by water and the falling walls to the extent of \$30,820. The loss to A. E. Burkhardt & Co., has been estimated at \$845,000. The building was owned by Mr. William Hooper, one of Cincinnati's most prominent and philanthropic citizens, who recently died bequesting a large fortune to charity. The building cost \$155,000, and was insured for \$100,000. A thrilling episode connected with this great fire is described as follows by an eye-witness: "Just after the burst of smoke from the second-story windows of the Burkhardt building a startling cry went It passed from mouth to mouth in horror. The Salvage Corps men are on the top floor, were the words which the excited crowd

to his men from the middle of the street, and he was answered by the wave of a lantern and the appearance of two heads at the west window of the fourth floor. "Come down, boys, quick. The whole building is going," shouted Newman. The only answer was the continued waving Then the terrible situation of the two men made of the lantern. itself apparent. Their retreat was cut off by the fire, and it seemed nothing could save them from being burned like rats in a trap. big Hayes Truck was run up by ready hands and the long ladders swung around toward the two men. It caught on the telegraph wires Before it could be disentangled the flames ten feet from the window. would inevitably have reached the two men. There was but one thing to do, and the nervy men of Hook No. 1 did it promptly. passed a scaling ladder from hand to hand up the long ladder of the truck, and held it firmly in position fifty feet above the pavement while the two men clambered over the perilous bridge like cats. When the men had started down the ladder to safety there was a sudden roar and flames swept up about the ladder and out of the very window in which the two Salvage Corps men, Harry Ryan and John Cunningham, had stood and signalled for help a few moments before. Their death would have been certain if help had come one minute later. Neither man was injured, and it is a remarkable fact that, with .all the chances of casualties at that fire, not a single one occurred."

shouted. Herman Newman, the Chief of the Salvage Corps, shouted

## THE KLEIN STOCKING FACTORY FIRE.

For the second time within a couple of years the immense sixstory stone-front stocking factory of Klein & Son, at the corner of John and Betts streets, was destroyed by fire in the early morning hours of September 15. The fire was under good headway when discovered, and when the first relay of engines arrived in response to an alarm from Box 43, it was evident that the factory was doomed. A combined alarm followed and it was only by the herculean efforts of the firemen that the flames did not communicate to the surrounding dwellings and tenements. Chief Hughes nearly had his nose cut off at this fire by falling glass. Pipeman John Schneider, who was with him at the time was also badly cut. Mrs. William Selles, who lived at No. 17 Betts street and had rushed out of her home fearful that the fire would extend to it, suddenly sank dead in the street from fright. The loss at this fire amounted to \$43,592, on which \$42,604.09 insurance was recovered.

## DESTRUCTION OF CLIFTON SPRINGS DISTILLERY.

The discovery of fire in the immense five-story brick distillery of the Clifton Springs Distillery, at Dodsworth avenue and B. & O. S. W. railroad tracks, was the cause of an alarm from box 269, at 9:13 o'clock, on the night of October 27, 1891. The structure was 350 feet long, and gave employment to 65 men. It burned rapidly, and though the succeeding second and third alarms brought a large force of firemen to the scene, their efforts to save the distillery were fruitless. The alcoholic contents made good food, generating gases which caused a number of explosions and spread the flames in every direction. The water thrown into the burning mass scattered the burning fluid, but did not extinguish it. The building was completely gutted, and in a few hours was in ashes, the walls collapsing and blockading the B. & O. S. W. railroad tracks for several hours. The loss was \$20,500, on which \$11,250 insurance was recovered.

## THE FATAL ONKEN FIRE.

An explosion of varnish, a fire, a rotten brace pole, a broken ladder, and the result was the death of two brave fire laddies, a fatally burned workman, and five disabled and injured firemen. The scene of the disaster was Onken & Co's five-story brick picture frame factory at No. 134 West Second street. About 9:15 o'clock in the morning of November 9, a workman named William Myers, accompanied by a boy named Imbush, went into the basement to replenish a can of varnish. Myers carried the lamp and the boy the can. The varnish barrel wasin the front part of the basement. While the boy filled the can, Myers held the lamp. There was a flash of light, and the boy dropped the can, ran and escaped. Myers followed, but before he could reach the stairs there was an explosion and his escape was cut off. The boy'scry of fire was picked up and carried through the factory, and an alarm sent in from box 12. Second and third alarms quickly followed, for when the first relay arrived, the flames had leaped from the basement. and were mounting upward through the structure with astonishing rapidity. Several explosions followed in rapid succession, and the inflammable contents of the building seemed to be all ablaze. Streams of

water were poured into the building, and while the fire on the lower floor was soon under control, the upper stories were a seething mass of flames. A forty-foot ladder was placed in position against the middle window of the fifth floor. The lines of the Gifts and Twos were carried up the ladder, which swayed under the weight of the firemen and the throbbing hose. A long pole was then placed against the ladder as a brace and all seemed well. There were then five men on the ladder, and good effective streams were being thrown into the third and fourth story windows. It was hard work, and Captain J. J. Conway, after notifying William Beebe to relieve Ed. Anderson, climbed the ladder to see if a stream could not be thrown into the fifth floor. The ladder swayed under the extra load, and its collapse seemed imminent. Ladders had swayed before and not broke, and the firemen did not look for a break this time. As Beebe mounted the overweighted ladder the brace pole began to bend, and in a moment more it broke. With its brace support gone the ladder surged inward and broke in two, precipitating the brave firemen to the pavement below. With a cry of horror their comrades ran to their rescue. Lieut. William Boeklage and Ed. Anderson, of the Gifts, lived but a short time, being horribly mangled in the fall. The others were all seriously injured. Captain J. J. Conway was badly cut about the head, William Beebe's spine was injured, Captain Phil. Hurley and A. Doherty, both of the Twos, were severely injured, the latter's elbow joint being split open, and John F. Wildey's hands were cut open to the bone. While a detail cared for the dead and injured, the firemen with heavy hearts continued their battle with the devouring fire-fiend. Several times the adjoining buildings caught fire, but the watchfulness of the firemen kept the flames confined to the Onken building, which, however, was completely gutted. Early in the fire an attempt was made to rescue Myers, but without success. Some time after the fire had been brought under control, Herman Newman, chief of the Salvage Corps, went into the basement to let out the water which filled it. He was startled to see Myers standing with the water up to his waist, and frantically throwing water with one hand on his scorched face. The unused arm was nearest to Newman, as he stood on the stairs, and he grabbed it with the idea of pulling him out. As he did so the flesh came off the hand, and he was compelled to get down and carry him out. Assoon as the cold air struck the burned and blistered flesh, Myers shrieked with pain. He was removed to the hos-

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pital but could not survive his injuries. That he even managed to live through those fearful hours in the basement was a marvel. The financial losses of fire aggregated \$25,000, and was fully covered by insurance.

The funerals of the dead firemen, which occurred two days later, were largely attended. They had both won for themselves during their perilous careers, enviable records for zeal and bravery, and the whole city united with their comrades in expressions of sorrow for their untimely death.

## THE SEXTRO FURNITURE FIRE.

Seven firemen were badly injured at the Sextro Furniture factory fire at the corner of Bank and Riddle streets, in the early morning of November 24. The factory was a large six-story brick structure divided by a fire wall into two sections. The fire originated in the rear or northern section and was under good headway when the alarm was sounded from Box 561, at one o'clock in the morning. The difficult access to the burning factory delayed the firemen and the delay was fatal. A "ten blow" brought additional companies to the scene, and until daylight it was a stubborn fight between fire and water. sturdy fire-wall dividing the factory into halves aided the firemen in confining the fire to the rear section, which however was completely gutted. While a number of firemen were working streams from the roof of a shed in the rear, the north wall of the factory collapsed, and falling outward, buried the brave fire fighters under an avalanche of brick and mortar. Among those caught under the ruins and more or less injured were Assistant Fire Marshal Thomas McAvoy, Captain Haley of the Twos, John Varwick of the Twelves, John Becker of the Thirteens, Captain J. T. Batcheldor and Lieutenant John Conners of the Twenty-nines. The latter was the most severely injured, and for a time threatened to prove fatal. The loss at this fire was \$31,870, and was fully covered by insurance.

## THE DEPARTMENT IN 1892.

No new houses were built in 1892, but a considerable sum was expended in the alteration and repairs of old engine houses. A lot at the corner of Cutter and Laurel streets was also purchased to take the place of No. Eight's house.

During the year the department was increased by placing at Engine Company No. 9 a new engine, the "R. M. Archibald." In the same year Dr. F. P. Dorschug became Department Surgeon. In his report he mentions fifty-two cases of sickness and two deaths; on account of injuries received there were fifty-five cases.

December 2, 1892, William Bierman of Fire Company No. 4, met with his death, his skull being fractured by a fall at the burning of a school house. He was an active, brave firemen, and his untimely, sad end created much sympathy and commiseration, among all classes, in his behalf.

There were 815 alarms during the year, of which 396 were stills. The losses reported amounted to \$1,060,833.75, on which insurance was recovered to the amount of \$891,187.82.

#### THE WORK-HOUSE FIRE.

The second fire in the history of the City Work-House occurred early in the evening of January 26, 1892. It originated in the second story of a building occupied by the Cincinnati Family Laundry, and run by Speckerman & Co. The building was completely gutted by fire, as was also the big building adjoining which was occupied as a factory by the Bromwell Brush and Wire Company. The fire, which seemed insignificant in the start, was discovered by one of the work-house trustees, who jumped from a second story window to give a quick alarm. While one of Major Morgan's assistants ran to turn in a call for the Fire Department, the work-house fire equipment, consisting of a hand hose-cart and a few sections of small hose, was hurriedly brought into action. A short ladder, which barely reached the second story

windows, was mounted against the laundry building and from its topa puny stream, having only a hydrant pressure back of it, was thrown on the flames, which in the meantime had gathered force and now enveloped the whole upper floor of the laundry. When the first relay of engines arrived it was apparent that a large proportion of the Department would be needed to subdue the fire. A combined second and third alarm was sounded and Colerain Avenue was soon lined with a procession of hose-carts, engines and ladder trucks hurrying to the scene. Some found positions on the banks of the little ornamental lake in the front part of the grounds, but most of the engines were located at plugs on the outside, the lines being carried over the twentyfoot walls to positions of vantage around the burning buildings, the fire in the meantime having communicated to the Bromwell factory It was a stubborn fight. When the danger seemed worst the lines of 13 and 21 burst, and though the firemen worked desperately to repair the break, the ice and snow made it slow work. By great efforts the firemen prevented the spread of the fire, which several times threatened the main building. The Bromwell Brush and Wire Company lost \$57,316.08, on which they recovered \$41,703.60. The Cincinnati Laundry Company's loss was \$4,200 and was fully covered by insurance. The fire is supposed to have been caused by a defective flue.

## THE WEST & TICE COMPANY FIRE.

January 27th, 1892, the mammoth building, 139 and 141 West Fourth street, occupied by the well-known firm of the H. F. West & Tice Company, was almost completely destroyed by fire. The establishment was in the east of a block of six-story stores extending half way to Elm street, and almost to the scene of the disastrous Burkhardt fire. The stores were large, the ceilings high and a tall, heavy and overhanging cornice ran the length of the block.

In front of the block there was a labyrinth of wires running along the line of the curbs and crossing the street in every direction. A large arc light was over the center of the street and beneath it the double trolley wires of the electric lines. An effort was made to raise the Hayes ladder, but it was caught and held by the numerous wires overhead. With a view of clearing space for the ladder, a fireman was sent up to cut the wires. As the steel severed the heavily-charged wires there were continuous flashes of dazzling light. The big wires connecting with the arc light were severed and the lamp was dropped.

to the pavement. As it fell it was caught by the trolley wires. Then came a most startling display of fireworks as the two currents came together. There was a succession of explosions like the reports of a The street was lighted for squares, and so brilliant was the illumination that the firemen and police officers in the immediate neighborhood were blinded. The street was filled with a shower of silver brilliancy. This display lasted about five minutes to the great consternation of the spectators. During this brilliant spectacle the fireman at the summit of the ladder held his ground, and resembled a black statue amid a shower of silver rain. In the meantime the fire in the building had gained considerable headway and soon burst forth in majestic grandeur. In spite of the work of two engines placed at points of vantage, the fire increased with great rapidity. A deluge of water was poured into the building, and still the fire grew. In one hour after the fire alarm the entire ruin was accomplished and the floors began to drop successively, and the west wall tottered and fell.

The loss was estimated at \$103,770, which was partially recovered in the amount of \$103,000 insurance. Neighboring buildings suffered slight damage.

#### EZEKIEL & BERNHEIM FIRE.

The Ezekiel & Bernheim auction and furniture storage warehouse at 134 Main street was completely gutted by fire on February 10, 1892, after an exciting four hours' fight with the fire laddies. Shortly after 5 p. m. smoke was discovered in the basement and an alarm was sounded from Box 248. There was no sight of fire but the smoke was suffocating. When the firemen arrived the smoke pervaded the whole building and yet no flames were visible. It drove the firemen back from close quarters, and the "cellar-fighter"—a long iron pipe attached to a nozzle-was brought into use. A Siamese, connected with lines from four engines and throwing a powerful stream was also brought into play, but the effect of it all was to drive the fire to the center of the basement, from which it forced its way upward. It was all smoke up to this time, but with the appearance of a red glow through the black clouds as they surged out of the third story windows, the fight was on in earnest, and the wisdom of Chief Hughes in sending in "ten blows" at the start was apparent. The building was crowded with furniture and the three upper floors packed tight with household goods stored in stalls, of which there were sixty-five on each floor. While

the fire was principally confined to the building in which it originated, the adjoining buildings ignited several times but were promptly extinguished. The principal damage to adjoining establishments was by water or falling walls. The Commercial Bank, situated to the south of the burning building, was crushed by the falling walls and almost completely wrecked. The Commercial Bank building was one of the landmarks of the city, being one of the oldest banks west of the Alleghenies. It received its first baptism by fire in 1836, when its sturdy walls stayed the advance of the great conflagration up Main street, that threatened to destroy the city.

The Ezekiel & Bernheim losses were \$59,628.30, on which they recovered \$42,519 from the insurance companies. The loss on goods stored in the building was \$60,735, on which \$58,235 insurance was recovered. The other losses were American Oak Leather Company, \$8,948.60; J. L. Wayne & Son, \$258; Whitman & Barnes, \$1,313.40, and Commercial Bank, \$8,900, all of which, with the exception of the last amount, was fully covered by insurance. The fire is supposed to have been caused by an overheated furnace.

Lieut. John Cunningham of the Salvage Corps, who had such a narrow escape at the Burkhardt fire, was seriously injured by a falling mass of lath and plaster while engaged in protecting goods from water in the American Oak Leather Company's establishment. Herman Newman, the Salvage Chief, was also badly injured in the same building by a fall while covering goods on some high shelves. One of the most serious losses of the fire was the destruction of the Mosler collection of fine paintings, which was valued at \$50,000.

## MT. AUBURN CABLE POWER HOUSE FIRE.

Swift and sweeping was the march of destruction which stilled every wheel on the Mt. Auburn cable road about 8:45 o'clock in the morning of March 19, 1892, when the big steam power house at the corner of Highland avenue and Sanders street was completely destroyed. So quickly did the fire rush on its devouring path of destruction that the workmen barely escaped with their lives, and every car on the road was left "dead" on the tracks. The fire originated in the cable pit under the tracks in front of the house, where some employes were working with a portable forge. A quantity of oil was stored in the pit and a spark did the work. At the first cry of fire, Engineer Brueggemann, with others, ran to the pit with a line of small hose, but

were met with such a whirlwind of flame, that instead of fighting the fire they had to flee for their lives. All except the engineer did so. He knew that the boilers were under a full head of steam, and with the fire advancing, an explosion would ensue with dire results. He found his firemen on duty apparently unconscious of their danger, of which he quickly apprised them. The pumps were immediately put to work and as the cold water rushed into the boilers the danger of an explosion disappeared. In the meantime the fire had advanced so rapidly that escape by the ordinary means was impossible and all then made a rush for the coal chutes. Blinded with smoke and almost suffocated they finally reached the outside as the flames came pouring into the coal bins. The power house was totally destroyed, even the walls going down in the ruins. The loss was about \$60,000, on which an insurance of \$40.000 was recovered.

## THE DESTRUCTION OF THE GOLDEN RULE.

The burning to the water's edge of the handsome stern-wheel packet, the Golden Rule, within an hour of the time of her departure for New Orleans, occurred between 4 and 5 o'clock in the afternoon of March 31, 1892, and was an appalling disaster, in which four lives are reported to have been lost. There was an explosion of varnish in the hold; in fifteen minutes the boat was a mass of flames, and within fifteen minutes more the broken hull lay at the bottom of the river, hardly a hundred feet distant from the burning wharf-boat which had ignited in the meantime. The fire originated in the front part of the boat, and spread so rapidly that escape by the usual gangway was impossible, and the passengers had to take desperate chances to save themselves. Miss Nellie Maloney, who was aboard bidding good-bye to some of her friends who was going South, terrified by the awful danger, leaped for life from the burning boat toward the steamer Keystone State. She struck the guard rail, and falling back into the water was drowned. Others, including her friends, successfully made the leap and were saved. The stern of the Golden Rule overlapped the Keystone State, and the captain of the latter seeing the danger, cut the lines and backed out into the river. Later he ran the bow up to the Golden Rule and continued the work of rescue. A rope had been thrown from the Golden Rule to the wharf-boat, and a hundred willing hands were pulling with might and main to bring the stern of the burning boat against the wharf, so that the imperiled

passengers might escape. The Keystone State, in the meantime, had come around and was now pushing the Golden Rule toward the shore. Many passengers escaped in this way. In addition to Miss Maloney, the following are reported as lost: Frank Reilly, Mathew Homan and Wm. Madison, alias Buck Warner. The Golden Rule was valued at \$15,000, and was a complete loss. The wharf-boat, valued at \$12,000, was also burned to the water's edge. Insurance on it to the amount of \$9,300 was recovered. The destruction of the freight on the wharf-boat involved a loss of \$50,000, on which \$35,000 insurance was recovered.

## OTHER NOTABLE FIRES.

About 11 o'clock on the morning of May 5, a fire in the immense shaving chute of the Standard Wagon Works, on the C. H. & D. tracks at Eighth street, was the occasion of a still to Engine Company No. 25, and Hook and Ladder Company No. 8. The fire was extinguished with a loss of \$100, but not before four men were badly injured. While working a line of hose into the chute, it collapsed, burying four men in the ruins of burning timbers and shavings. They were quickly rescued by their comrades, who turned the streams in their direction and pulled them out of the debris. Firemen John Nolan and William Clark, of the Twenty-fives, were found to be very badly bruised and burned. John Hall was seriously burned and blistered about the back, face and hands. Fred Leroy, the engineer of the works, who was assisting the firemen, was also caught by the falling timbers of the large chute and severely injured. The falling of the chute dropped all the fire into one spot where it was easily extinguished.

The destruction of Joseph Joseph & Bros.' big rag warehouse at 132 to 138 Harrison avenue, occurred in the early morning hours of September 10, 1892. The loss aggregated \$106,244, of which \$100,388.03 was recovered from the insurance companies. The fire was discovered about 12:40 o'clock, by Officer Ringer, who, after turning in an alarm, tried to get into the warehouse. Knowing that there was a watchman inside he rapped loudly on the door, and getting no response he burst it open. He found the supposed guardian of the place sound asleep, blissfully unconscious of the fire about him. The fire is supposed to have been caused by the spontaneous combustion of a quantity of oil rags. During the fire which raged, despite the efforts of the firemen until nothing but the tottering walls remained, Captain Geiger, of

Engine Company, No. 21, was badly cut by falling glass. He was in the building when the upper floors fell, and was nearly engulfed in the ruins.

## ROLL OF HONOR.

On July 18, 1891, the Board of Fire Trustees established a "Roll of Honor," in which official recognition is given brave firemen who risk their own lives to rescue those imperiled by fire. The first of the department to be thus honored was Captain John Romes, of the Hook and Ladder Company No. 7. Shortly after 2 o'clock in the morning of December 17, 1892, fire was discovered in the Cincinnati Lead Pipe and Shot Works, a four-story brick structure at Nos. 29 and 31 West Ninth Street. An alarm was immediately sounded from box 41, and was soon followed by "ten blows." The fire started in the engine room, and was caused by a live coal falling from the furnace on to the floor. When discovered the flames had reached the second floor, and were rapidly making their destructive upward way. Asleep on the fourth floor was William Leach, a private watchman 80 years old, and a sort of pensioner on the works. The clanging of the bells of the engines awakened him, and almost suffocated with smoke, he groped his way to the stairway only to find it in flames. With all the ordinary exits cut off by the advancing fire, he staggered to one of the windows and cried His cries was unheard at first, and getting weaker and overcome with the smoke, he fell across the sill of the window. this position he was discovered by Captain Romes and rescued at the peril of his own life. The rescue was none too soon, for hardly had the daring Captain safely reached the street with his unconscious burden, when the flames burst through the top floor windows in furious The works were totally destroyed, resulting in a loss of \$71,-897.74, on which insurance to the amount of \$70,283.86 was recovered. The losses to adjoining property amounted to \$4,545, on which \$4,412 insurance was secured.

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## THE DEPARTMENT IN 1893.

In the year 1893 the Board of Trustees of the Fire Department, was composed of the following members: Jas. J. Faran, Jr., John Goetz, Jr., Abe Furst and W. T. Perkins, who are the present incom-J. A. Archibald was elected to the position of Fire Marshal. In the same year an additional Marshal was created, the city being divided into two districts, with headquarters of the First Assistant at Engine House No. 14, and headquarters of the Second Assistant at Engine House No. 22. A new engine, the "James J. Faran" was placed at Engine Company No. 10, and Fire Company No. 33, located at Harrison avenue south of Fairmont avenue, was supplied with a Champion double cylinder chemical engine, with a capacity of eighty gallons to each cylinder, which necessitated the employment of two additional There was created Engine Company No. 27, to replace the members. Chemical Company, and the engine formerly with Engine Company No. 10, the "L. C. Weir," was placed there, which increased the membership of this company one member.

The officers of the fire department at the close of the year 1893 were: J. A. Archibald, fire marshal and superintendent of Fire Alarm Telegraph; Thos. McAvoy, first assistant fire marshal; J. C. Donovan, second assistant fire marshal; Henry Bunker, assistant fire marshal (First District); M. L. Campbell, assistant fire marshal (Second District); Henry Schildmeyer, assistant fire marshal (Third District); John O. F. Miller, assistant fire marshal (Fourth District); W. T. Perkins, secretary pro tem; Henry Schlottman, Jr., assistant secretary.

On November 3, 1893, Thomas Brown, the efficient and popular Secretary of the department, departed from this life. His death was much deplored by all who were acquainted with him, and the department has lost in him a valuable servant. Also Company No. 18, was visited on November 7, 1893, by the death of John Hall,

one of the companies most congenial members, died mourned by a host of friends.

## THE AMERICAN BOOK COMPANY FIRE.

About one o'clock in the morning of January 31, 1893, two operators in the Telephone Exchange, located at the corner of Vine street and Baker alley discovered a glow of fire on the eighth floor of the immense building in the rear, occupied by the American Book Company. The wealthy school book trust occupied two buildings, one facing on Walnut street and extending on Baker alley a hundred feet, and the other across the alley and connected with the Walnut street establishment by a fifth-story bridge. It was in the top floor of the latter building that the fire raged. An alarm from Box 34, brought the department promptly to the scene, but it was twenty minutes before they could get a stream into the buildings. Heavy iron doors and shutters closed tight barred their entrance, though desperate efforts were made to batter them down. The shutters on the eight floor were red-hot and threw out a lurid glare. No ladders were high enough to reach them and the adjoining buildings were too low to get a stream from their roofs on to the fire. It looked as though the building was doomed, but the firemen finally secured a landing on the bridge that connected the two buildings at the fifth floor and gradually forced an entrance into the burning building. Once inside their advance towards the seething flames was delayed by steel partitions placed in the building as a precaution against the spread of fires, but in this case acting as a barrier against the work of the firemen. It was two o'clock before the firemen got a stream of water on to the fire, but when they did they made quick work of it by concentrating a number of streams on it. The fire despite all the delays in reaching it was confined to the eighth floor. The loss was \$22,898.58, a goodly portion being caused by water. The insurance recovered amounted to \$21,013.65. There was formerly a watchman, but on the adoption of a system of mercury indicators, he was released. In this case the indicators seemed to have been a failure, as the first indication of fire was the reflection of the red-hot iron shutters on the eight floor attracting the attention of the telephone operators.

## A FIFTH STREET HOLOCAUST.

An awful death by fire came early in the morning of February 9, 1893, to three sleeping men and a fourth man—a hero who sought to

save the lives of those who slept, unconscious of their peril—fell suffocated, and shared their fate, so swift was the spread of the flames. His heroism was the salvation of a dozen other occupants of the burning building, though it failed for himself and the sleeping three. Half naked and confused with sudden awakening to a scene of terror two-families escaped by windows, some so closely pursued by the flames that they were forced to leap for life.

A double four-story building at Nos. 265, 267 and 269 West Fifth street, once a foundry but latterly occupied by John Heider's restaurant and G. A. Vehr's shoe store, was the scene of the fatal conflagration. The proprietors of the two establishments, their families and their employees, lived in the building above the stores and in a one-story frame structure, at the rear of the building, the bakery of the restaurant and the cobbler's shop of the shoe store, were located. was discovered about 3:45 a.m. but it was fully fifteen minutes before an alarm was sounded on the big bells. When the firemen reached the scene the flames had spread throughout the building and, though it was not then known, four men had perished. The long delay in sounding the alarm is difficult to explain. A dozen people discovered it before the bells struck and the assistance of passers-by was all that saved the lives of the people in the burning building. In fact the alarm came from the Central Police Station, at Fourth and Central avenue, and the bells tapped a double alarm from Box 31, which is located at that point and nearly half a mile from the fire. In the mean time a crowd had gathered in the streets, and at several windows in the second story of the building the pale faces of the frightened occupants appeared. They were cut off from escape by the stairs and already the windows at which they were gathered were lighted up by the glare of the fast-spreading fire. As the hose wagon of Engine Company No. 14 came clattering up, a life-saving corps was quickly organized upon a novel but effective plan. The hose wagon was pulled up alongsideof the awning in front of the building. Patrolmen Howard and Slattery and a colored man mounted the awning and told the frightened people to jump. The terror-stricken occupants tumbled out of the windows on the second floor in quick succession and were promptly helped down to the hose wagon, from which the street was easily reached. One girl, Marie Schlitt, in her fright, jumped clear of the awning and would have been killed but for the coolness of one of the: rescuing party who caught her and broke the fall.

The absence of the four men, who were burned to death, was not noticed at first. The occupants of the portion over the restaurant got their warning from Albert Grau, one of the waiters. He had roused the girls in the front room on the third floor, and, after getting them to awaken the children and others, he rushed to the rear part and Thence he rushed further back to call his roused Albert Heider. sleeping comrades, Fred. Detzel, Joe Mauser and Gotlieb Munsinger, all of whom, with himself, were employed about the restaurant. Here he was overcome by the smoke and heat and was later found by the firemen. About 5 o'clock the fire was under control. The fire had raged with such ferocity that the rear building was entirely consumed, and, while the rear rooms of the front building were burned out, none of the floors fell. A search of the third floor revealed the missing men. Two, with limbs contorted and clothing burned from their blackened skin, lay upon the bed; another lay face downward on the floor, and the lower limbs of the fourth, which proved to be Albert Grau, protruded from beneath the bed, where he had crawled in his last agony, perhaps, to escape from the flames. They had died like rats in a trap. With the exception of Grau, who was partially dressed, the men were almost naked. There being no stairs down which the bodies might be carried they were wrapped with tarpaulin covers and lowered by ropes from the windows to the street below.

The fire was supposed to have originated in a gasoline tank. It was about the time that the fires were started to begin the day's work, and it is supposed that Grau had gone to the tank intending to use some of the inflammable fluid in starting the fires. The plausibility of this theory is heightened by the fact that it was he that aroused the sleeping inmates and that he lost his life in going to his own room to arouse the baker and other waiters, whom he had left sleeping in bed. The losses at the fire aggregated \$10,575 on which \$6,275 insurance was recovered.

#### A CHANGE OF CHIEFS.

On March 1, J. A. Archibald, who had been chosen Chief to succeed W. H. Hughes, took charge of the Department. On the evening previous the many friends of the retiring Chief, particularly his associates in the Department, gathered in the Gifts' house to do him honor. A committee had collected \$450 for the purpose of purchasing a horse and buggy or some such suitable present, to be given the retiring

Chief Hughes as a token of esteem. At the last moment the plans were changed so that the money itself was presented. While appreciating the sentiments of his friends and the fact that the money was simply a token of their regard, he declined to accept the gift except for the purpose of immediately donating it to the Firemen's Pension Fund. This action, while unexpected, was in thorough keeping with the ex-Chief's principles. He loved the Department, was in hearty sympathy with the funds that had been provided for the care of disabled firemen, the widows and orphans, and, as he expressed it himself, "being able-bodied enough to earn all he needed," he believed that it was best that the money should be added to the fund.

## FIRE AND FLOWING WINE.

After a sharp fight with fire the previous evening, in which the old Acme Mill, on Eighth street near Broadway, was gutted, Chief Archibald and his men were called upon, about 6 o'clock in the evening of March 8, to quell a fire which threatened the destruction of the Mihalovitch, Fletcher & Co.'s rectifying establishment at 168 to 172 Pearl street. Fronting on Pearl street is a large, five-story building containing a very large stock of whiskies, brandies, etc. In the rear, only separated by a wall connected by a number of doors, is a large, sixstory building, with a wine-cellar underneath. The first four floors were filled with big casks of wine in various stages of manufacture, the fifth story was stocked with whiskies and the sixth was used as a box factory. The fire originated in the boiler room in one corner of the basement and on its discovery an alarm was sounded from Box 24. When the Chief arrived he saw that quick and effective work only would save the building, and a ten-blow alarm was sounded. Two dozen streams were soon at work on the fire and finally won, the fire never getting above the second floor. The streams knocked the faucets and plugs out of many of the wine casks and a red stream of wine, which cast a fragrant aroma upon the air, poured out into the gutter. The loss was \$23,908.16, principally caused by the leakage of the wine. The loss was fully covered by insurance.

## THE BLOW-UP OF THE BELLEVUE.

An alarm from Box 645, at 1:24 o'clock on Sunday afternoon, October 22, 1893, summoned the Department to the river front, at the foot of Ludlow street, just under the new cantilever bridge. The boiler of the stern-wheel steamer "Bellevue" had exploded with a tremendous

report and five men and a woman, who were on board at the time, were either blown into the river or severely injured. Rube Simmons, the fireman of the boat, who was at the fire-box at the time the explosion took place, was extricated from the wreck and taken to the Marine Hospital where he subsequently died from the effects of his injuries. The firemen promptly extinguished the fire that resulted from the explosion. The "Bellevue" was built in 1891 and until the completion of the new Newport bridge was used as a ferryboat between Cincinnati and Newport and Bellevue. It was owned by George Edgington, of Augusta, Ky. The loss was \$6,000 and fully covered by the insurance recovered.



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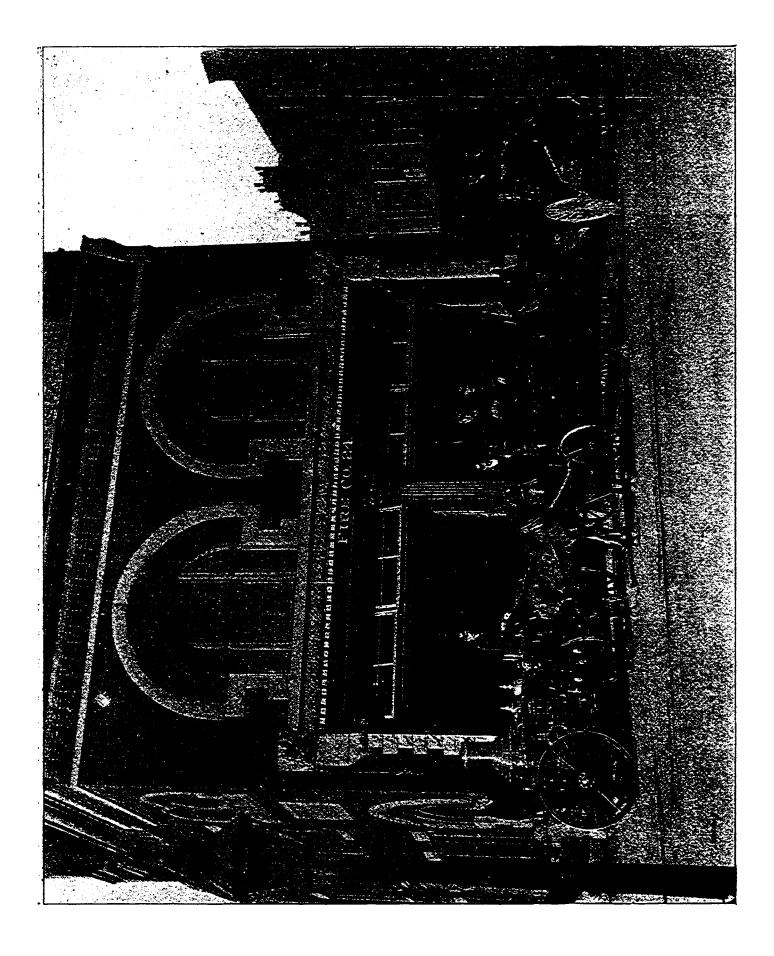
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## THE DEPARTMENT IN 1894.

No material changes occurred in the Department during the year 1894. No new houses were built, and but a very small sum was expended in alterations, improvements and repairs of old engine houses. The total expenditures for all purposes was \$398,964.88, of which amount \$338,648.19 was paid for salaries. During the year the Department was called to answer 843 alarms of fire, of which 430 were bell alarms and 413 were "stills." The losses reported was \$529,41867, with an insurance recovered of \$407,095.36.

#### ST. ROSA'S CATHOLIC CHURCH FIRE.

St. Rosa's Catholic Church, situated at Eastern Avenue and Lumber street, was destroyed by fire in the forenoon of January 31, 1894. Sister Cleina, with several service boys were preparing the altar for a wedding ceremony to take place that morning. In lighting the candlesabout the altar the draperies of white and gold ignited and in a moment the sanctuary was in a blaze. When the department arrived in response to an alarm from Box 158, which was sounded at 7:45 A. M. the beautiful church was filled with flame and smoke and a general alarm was sounded. The firemen fought desperately to confine the fire to that portion in which it originated but without success. Quickly and in serpentine waves the flames mounted the balcony, then the organ loft and finally the steeple. Higher and higher rose the flames until a tiny fork touched the pivot of the clock, upon which the hands. turn, and just then its chimes struck the hour of eight. Another second and the hands had stopped, smoke and flame covered the face and the chime was silenced forever. Onward, and still higher the flames rolled, enveloping the golden cross and losing themselves in the lurid sky. The fire raged fiercely for an hour and in that time the beautiful' church, its costly draperies and art treasures, its fine organ, valuablepaintings and all were gone in smoke and flame, naught remaining but the bare walls and tottering steeple. The loss was \$26,413.12 on which \$13,886.00 insurance was recovered.

One of the most exciting incidents of the fire took place at Torrence Road. When the ten-blow was turned in, the Sixes, at Pearl and Martin streets, were soon dashing to the scene. Up Front street to Eastern Avenue they went. Pulling the engine were two spirited horses which were new to the business. Tom Keilley was driving them. He had a double wrap on the reins, as the animals were young and at each clang of the bell they increased their speed and dashed along uncontrollable and at terrific speed. But the track was clear and all went well until Torrence Road was reached. There a farmer crossed the avenue in front of the engine. Keilley desperately gave a mighty pull on the reins. Instead of stopping the horses swerved and the engine toppled over. It prevented a collision but did not save Keilley, who was thrown under the capsized engine and severely injured about the back and hips.

## THE SAYERS & SCOVILL CARRIAGE CO. FIRE,

The immense plant of the Sayers & Scovill Carriage Company at 51 to 61 Colerain Avenue, was partially destroyed by fire on the night of April 12. The blaze was of mysterious origin and it is not known clearly in what portion of the building it started. The fire once under way made rapid progress, the inflammable material in the building being good food for the flames. The building is peculiarly constructed. It runs along a distance of 150 feet, fronting close on the pavement and in front is three stories high. It is built on a steep hill and the rear portion of the building is five stories high. At the southwest end the structure branches in the "L" shape running back 250 feet. The rear building in its front portion is four stories high and in the rear is six stories. The plant is divided into two portions as if different concerns. It was the main or front portion that was destroyed. The losses aggregated \$45,840.61, on which insurance to the amount of \$38,940.61 was recovered. The works gave constant employment to 225 men and were in the midst of a busy season. The works were immediately rebuilt. In the building at the time of the fire there were over 1,200 finished buggies and as many more in process of construction.

## CINCINNATI TIN & JAPAN CO, FIRE.

A fierce fire, the origin of which is unknown, gutted the large three-story brick factory of the Cincinnati Tin and Japan Company, corner of Sycamore and Canal streets, in the night of May 3, 1894. The fire originated on the second floor and was discovered by John Creed, the night watchman of the factory. An alarm was sounded from Box 31, and although the companies responded promptly, the fire had made such progress, that the whole west side of the factory was enveloped. Marshal Bunker gave a "ten blow" alarm and in a short time fifteen streams of water were playing upon the fire. But water had little effect on the flames. The building at one time having been used as a pork-packing establishment, the floors and all the woodwork were satuated with grease. This caused the fire to run away from the department and within twenty minutes it had worked its way through the upper floor into the third story. Seething flames, gushed with smoke, sprang out of the window openings, but the fireman fought hard, in spite of the fact that the ends of their ladders were burned off and they were in constant danger of being precipitated to the ground, thirty feet below. A pouring rain caused volumes of smoke that poured out of the building, to lower upon the street in a suffocating wall reaching higher than the structure itself.

Pipeman John A. Patton, of the Eights and Herman Newman, Superintendent of the Salvage Corps, were badly injured by a falling ladder, pipeman Harry Schaefer, of the Fours had his rubber coat burned off and all the firemen at the windows had their faces and hands blistered. It was while the fire was raging fiercest that Patton and Newman were injured. Patton was standing near the top of a ladder throwing water into a third story window. Around this window the flames were dancing furiously, springing out into his face. All this time the ends of the ladder were slowly burning away. Patton did not see his danger until the ladder began to slide off the sill. He promptly turned the stream against the wall, the force of the water causing the ladder to slide back to its original position. Unfortunately the pipe whipped itself out of his clutches and through the ladder. The firemen at the bottom of the ladder tried to check its' fall but could not, the snake-like swinging of the wild hose pipe making the task doubly difficult. In the meantime Patton was clinging to the top of the ladder and making desperate efforts to stay its downward progress by pressing his left elbow against the wall. The large throng watching the fire did not realize Patton's danger until they saw the ladder fall to the pavement, striking Newman down as he was about to enter the building. Both men were badly injured and were taken to the city hospital. Patton's left arm, where it had scraped against the building was frightfully lacerated and the palm of his left hand was cut into sheds. While there was no fracture of bones he was bruised about the body and his limbs sprained. Newman sustained a fracture of his left ankle and a sprained back where the ladder struck him.

The fire was under control by 9 o'clock and was confined principally to the upper floors. The losses were \$46,386.75 which was fully covered by an insurance of \$70,800. The factory gave employment to about a hundred men, the company immediately rebuilt the burned portion of the factory, which they still occupy.

## THE STOCK YARDS FIRE.

The second disastrous stock yards fire in three years, occurred Sunday morning, July 8. It was about 5:50 o'clock in the morning when smoke was discovered arising from the stable adjoining the annex of the stock yards. An alarm was sent in from box 261, which was quickly followed by a "ten blow." The annex was at the north of the stock yards, and was a one-story shed about 300 feet long and 150 feet wide. The dry weather made it like a tinder box, and when the flames once got a start it burned like paper. The police and employes got all the cattle and stock out of danger, and also rescued four horses from the burning stable, which with the annex were totally destroyed. The feed house and contents were also ruined. The loss was \$14,650, which amount was fully recovered from the insurance companies.

## THE "BIG FOUR" FIRE.

The spontaneous combustion of some oil-soaked waste is one of the alleged causes of a fire in the afternoon of August 21, which destroyed the Big Four freight depot at Third and Baymiller streets. The Depot was a one-story frame building, about 800 feet long and 45 feet wide. To the south and adjoining the depots are the company's yards. The fire was discovered at 2:45 o'clock, and while some of the employes ran for the fire-box, others essayed to extinguish the blaze with buckets of water. It was fruitless, and the flames fairly rushed through the building. When the department arrived the depot was a mass of seething flames, which threw off a tremendous heat and kept the firemen back from a close fight. The "ten blows" that followed the first alarm brought a big force of fire-fighters on the scene. and prevented the fire from communicating to the houses on the opposite side of the street. They were nearly all frame, and were in great danger all the time. Switch engines pulled a number of cars on the tracks adjoining the burning freight house out of danger, but could not get them all out. The freight house and its contents were completely destroyed, as also were twelve loaded freight cars, ten Wagner sleeping-cars, thirty passenger coaches, and six baggage cars. The losses aggregated \$144,811.96, on which \$112,500 insurance was recovered.

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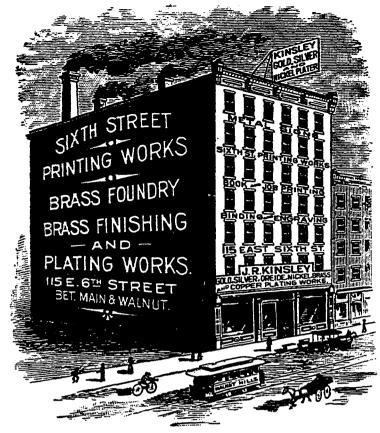
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Special Attention given to Groups, Bridal Parties and Enlarging Old Pictures.

#### THE DEPARTMENT IN 1895.

#### THE BURNING OF THE BODMANN WAREHOUSE.

One of the most interesting fires in the annals of the Cincinnati Fire Department was the burning of the noted Bodmann Tobacco Warehouse, situated on Front street, near Vine street, which began about six o'clock in the morning of February 5, 1895. It was an intensely cold morning, and the thermometer had dropped several degrees below zero, when the alarm was given, and the brave fire laddies hastened to the conflagration. From its incipiency the fire spread with such rapidity that the devouring element had, in the course of an half hour enveloped the structure, and the entire destruction of the gigantic building became inevitable. Too add to the difficulties, while the firemen were battling against the fiery flood in the interior of the building, on the outside the wintry blast seized them with its iron grip. 'The water thrown back from the building speedily congealed and festooned the edifice with ice in the most fantastic shapes, while the telegraph wires glittered with its crystal burden. Soon the street became covered with a surface of ice, which reflected in magical beauty the flames shooting athwart the sky.

Joe Dolan, of the Fourteens, was discovered directing a stream with his fingers frozen to the pipe, and others were equally as unfortunate.

After the fire had subsided, having gutted the entire building, the standing walls were gradually clothed in a garment of ice, which made them resemble in the winter night gigantic spectres, the busy firemen hurrying in the streets only adding to the ghost-like appearance of the scene. The loss by the fire has been estimated at \$325,000, of which \$300,000 were insured.

#### THE LAST AMERICAN OAK LEATHER FIRE.

The japanning department of the big tannery of the American Oak Leather Company, located at the northeast corner of Dalton ave-

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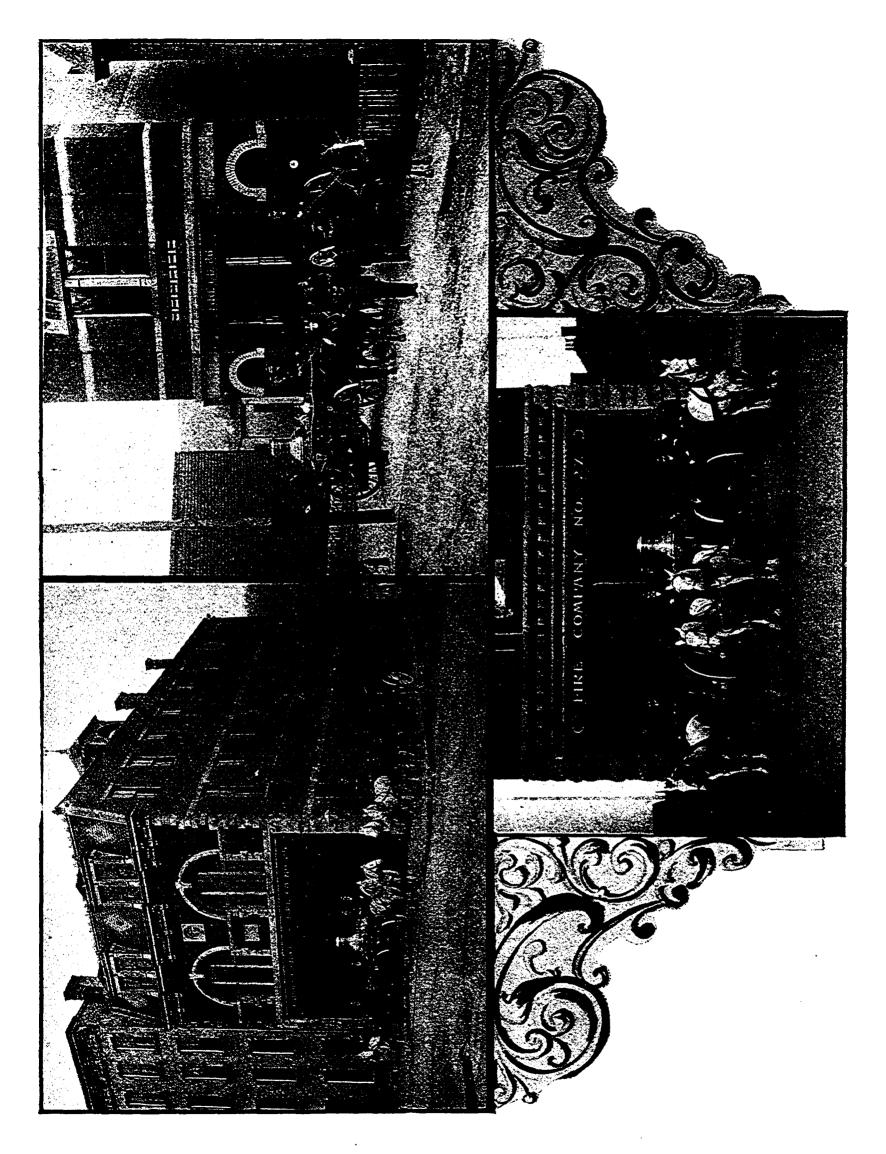
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## ...The...

# Addyston Pipe and Steel Co.

Cincinnati, Ohio.



nue and Kenner street, was completely destroyed by fire during the afternoon of February 8. The department, on account of the inflammable material used, such as naphtha, benzine and oil, in making patent leather, occupied a three-story brick building separate from the main structure. It was divided into two parts, an old and a new section with a fire wall between, the whole being 40 feet front and 245 feet long. The whistle in the big tannery had just called the men to work at 1 o'clock, when there was a sudden flash, and the blaze started which resulted in the destruction of the japanning department. An explosion followed the flash, and in a twinkling the whole southern end of the second floor was in flames. When the department arrived they met an unexpected foe. The building was full of steam pipes, and when the streams were thrown into the building the water was converted into steam and the men could not see what they were doing. The tannery's own fire company were also throwing hot water into the building. There was no sign of a blaze, and after a sharp argument between superintendent Monk and Chief Archibald, the steam was shut off and the hot water stream of the workmen discontinued. Then the location of the fire was soon discovered.

Flames were coming out of the western windows, and the firemen were doing excellent work, when a crowd of policemen gave a yell and pointed to the third floor on the southern end of the building. There in a window, hemmed in by the flames, was Milt Campbell, the Assistant Marshal. He had gone up to the top to locate the fire and was caught before he could get down. The flames were bursting out of the window as he put his foot on the top round of the ladder that had been placed against the wall with great difficulty by his men below. As he let go of the sill of the window, a whirlwind of flame burst out of the window where he was standing but a few seconds previous. He got down all right, and while the back of his overcoat was found to be burned out, he sustained no serious physical injury.

The thermometer was ten degrees below zero, and the firemen suffered terribly from the cold. Within half an hour after the arrival of the department, every man in it was covered with ice. But they worked with a will and confined the fire to the japanning department, though several times it looked as though the main building would go as well. The explosion of 2,300 gallons of naphtha in a tank but a few hundred feet from the burning building was the occasion of much

alarm, and the greatest efforts of the firemen was to prevent the spread of the flames in that direction.

In the fall of the walls on the Dalton avenue side, Peter Schraffenberger, of the Twenty-twos, was caught and buried under a mass of brick. He was promptly rescued, and an examination showed that two of his ribs were broken, and that he had a big gash in his side. Pipemen Kelly and Nolan were struck by falling brick and seriously injured. The losses aggregated about \$80,000, and were fully covered by insurance.

On April 3, 1895, the Board of Fire Trustees elected Captain D. W. Shedd to the position of Secretary of the Department. Since the death of Thomas Brown, seventeen months previous, the position had been filled by the Assistant Secretary, Henry Schlottman, Jr., who was also re-elected. Dr. Benjamin F. Clark was elected Surgeon of the Department, and Dr. George F. Snider chosen Veterinary Surgeon.

Mr. John Goetz, Jr., whose term had expired was re-appointed Fire Trustee by Mayor Caldwell, and at a subsequent meeting Mr. Abe Furst was elected President of the Board.

On July 1, 1895, the Department equipment consisted of thirty steam fire engines, valued at \$113,950, three chemical engines. twentytwo hose wagons, thirty-one hose reels, three aerial trucks, four twohorse trucks, five one-horse trucks, one manual truck, three two-horse wagons, ten marshal's buggies or carts, and over 60,000 feet of hose. There were thirty-one engine houses and three extra lots and twentyseven of the houses were supplied with engine heaters and automatic connections. The force of the Department included Chief J. A. Archibald and his two Assistant Marshals, Thomas McAvoy and J. C. Donovan; District Marshals, Henry Bunker, M. L. Campbell, Henry Schildmeyer and John O.F. Miller; Secretary, Captain D. W. Shedd; Assistant Secretary, Henry Schlottman, Jr.; thirty-one Captains, thirty-six. Lieutenants, twenty-seven engineers, twenty-seven stokers, sixty-eight. drivers, sixty pipemen and thirty-two laddermen, which, with the ten men in the fire-alarm telegraph service and four in the cistern and plug department, together with the medical examiner, makes a total of 306 men. There were 423 alarm boxes, 303 cisterns, 345 double plugs, three four-way "Fricker" plugs, three three-way plugs and 1,670single plugs. The total value of the property was stated to be \$1,139,498.29.

#### THE FATAL FRONT STREET FIRE.

The discovery of flames in J. H. Hermesch's feed store, at No. 13 Walnut street, was the occasion of a call from Box 13, a combination of fatal figures, which sounded the death knell of two brave firemen and was the forerunner of as fierce a conflagration as has ever visited Cincinnati. It lacked but a few minutes of 2 o'clock on the afternoon of July 17, when the fatal box came in and a prompt response was made by the Fire Department. The fire made rapid progress in the hay with which the building was stored, and by the time the firemen arrived, the whole structure was enveloped in flames. Chief Archibald, who came with the first relay, saw that a big fire was inevitable and sent in Despite the torrents of water which were thrown into a general alarm. the fire by the firemen, it kept on its onward march until the whole block, bounded by Water, Walnut and Front streets and the approach to the Suspension Bridge, was in ruins, the only exception being the four-story brick structure at the corner of Walnut and Fourth streets, owned by Leverone & Co. and occupied as a refrigerator by Nelson Morris & Co. Though attacked several times the Nelson Morris building survived the fiery ordeal, while all the buildings to the south and west succumbed like tinder boxes. The destroyed buildings included, in addition to the Hermesch building, A.J. Smith's Coal and Sand Company's frame stable, at No. 15 Walnut street; the Nelson Morris & Co.'s brick stable, at No. 17; the four-story brick building, No. 19, occupied by Kleine & Quirk as a commission store and by S. D. Peacock as a carpenter shop; Simmons & Norris' four-story brick commission store, at No. 21; a two-story brick in the rear of the Hermesch building, occupied by H. Garlick and stored with resin and pitch which made a ferocious fire; the five-story brick structure, at 45, 47 and 51 Front street, occupied by L. Seamon & Co. as a tobacco warehouse and George O. Brown as a storehouse.

About 4 o'clock the rear portion of the Seamon building caved in and the debris was piled up in a heap on the first floor. Underneath yawned a cellar which was soon to become a pit of death. On that side of the fire were clustered the members of Companies 1, 4, 10 and 29. The pile of debris seemed solid enough and the men walked over it to get into a better position. Without a moments warning the floor gave way, precipitating the firemen with the debris into the cellar. Their comrades immediately rushed to their rescue and jumped into the hole

to extricate the unfortunate men. A minute later about twenty feet of an adjoining wall fell and buried all in the ruins. The fallen mass had filled the hole caused by the cave-in and packed itself into such a solid mass that the hope of rescue was slight indeed. The other firemen abandoned the fire to save their comrades and the work of rescue was prosecuted with energy despite the stifling smoke. The first to be rescued was Captain Peter Purcell, of Company 4. He was borne tenderly to a patrol wagon which clattered off to the hospital, while a second wagon took its place to bear away Walter Hanlon, driver of Engine Company No. 10. James Hanks, of the Fours, who fell into the pit, was the next. His back was wrenched and bruised but not seriously. The next taken out was Lieutenant Edward Newman, of Engine Company No. 21, who was unconscious and dangerously injured about the head and back. And so the work of rescue went on. William Thompson, of the Hooks No. 1, was found buried beneath a mass of hot bricks; Michael McNally, of the Ones, was found unconscious, weighted down with several bags of hot peanuts; near by Ben Teepen, of the Fours, was found more dead than alive and almost suffocated, and others were found in equally critical conditions. Bart Fanning, of Hooks No. 11 when he went down in the slide, fell clear through to the first floor of Kleine & Quirk's store and the descending pile of debris that fell after him was held off by a large beam that fell crosswise over his chest. He was nearly suffocated when found.

After the finding of Teepen the rescuers were unable to locate any one else for fifteen minutes and Chief Archibald ordered the Captains to round up their men and find out who were missing. Soon the sad news spread that two members were unaccounted for. They were Captain Michael Healy, of the Twenty-nines, and pipeman Thomas Wisbey, of the Eights. The search for the missing men was prosecuted with renewed energy, and ten minutes later the dead body of poor Healy was taken from the ruins. Another few minutes and the crushed remains of the popular Tom Wisbey were found and sadly removed from the smoldering mass. The former was removed to his late home, on Freeman avenue, and the mangled corpse of Wisbey was taken to his late residence on Laurel street.

William Thompson, the elderly book-keeper for Kleine & Quirk, had a narrow escape. He was one of the first to discover the fire and immediately gave the alarm. Miss Belle Anderson, the stenographer,

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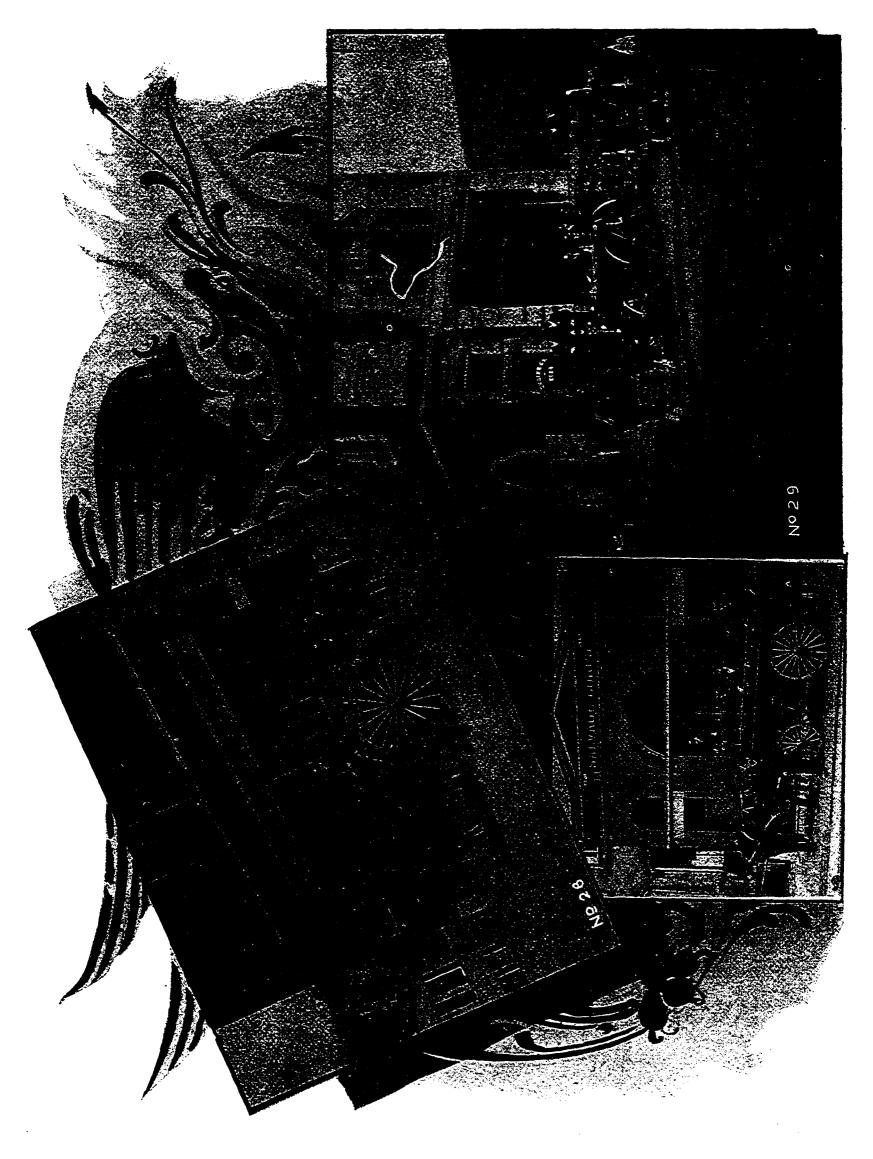
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seemed to be paralyzed with terror, and the bookkeeper picked her up and carried her in safety to the stairs. Then recalling that he had forgotten to lock the books in the safe he went back into the office on the second floor of the burning building. When he had put the books in the safe and started back, he found the flames had cut off his egress. He opened a window and without hesitation jumped to the street and escaped with a broken ankle.

The fire is supposed to have originated from the stump of a lighted cigar or from a lighted match thrown accidently among some loose hay. The employes of the Hermeset place were all on the top floor at the time taking stock, but escaped without injury. The losses on the property destroyed aggregated about \$175,000, on which there was an insurance of about \$125,000. The fire smoldered for two weeks, and the odor of the smoke from the burning peanuts, tobacco and other stock was at times unbearable.

Captain Michael Healy, who was born in Brown County, Ohio, in 1862, and had been connected with the Fire Department for eleven years, was an ideal fireman. He was one of the most popular in the city, his bravery, manliness and jovial disposition making him the idol of his men and winning the admiration of his superior officers and all who knew him. His bravery inspired his men and his coolness in the face of danger won the confidence of his associates. During the Sextro fire about three years previous he was caught under falling walls and received serious injuries, but recovered sufficiently to take his post again.

Thomas W. Wisbey was the son of Ex-Chief Louis Wisbey, and like his father was a faithful firemen, sober, prompt and always ready. He was a great favorite among his comrades. The deceased was twenty-eight years old, and first became identified with the Fire Department on the telegraph corps. From there he went on probation with the Ones, much against the wishes of his aged father, who warned him of the many dangers of the work. Later he was appointed a regular and was assigned to the Eights, of which company he was a member when he met his untimely death.

Both men were members of the Active Firemen's Association, the Firemen's Inheritance Fund and the Firemen's Benevolent Association. From the three funds each of the widows of the deceased received \$1,575. The Active Firemen's Association paid \$1,000, the

Firemen's Inheritance Fund, \$500, and the Firemen's Benevolent Association, \$75. In addition the widows and children are provided for by the Firemen's Pension Fund, which allows \$20 per month to the widow for life, unless she remarries, and \$6 a month to all the children under sixteen years of age until they are twenty-one years old. Both men were married. Captain Healy left a widow and two children. Tom Wisbey's widow was a bride of a little over a year.

The complete list of the injured firemen is as follows:

Lieutenant Edward B. Newman, Engine Company 29, scalp wounds, ribs fractured, bruised about the body.

Michael McNally, reel driver Engine Company 1, scalp wounds, right hip fractured, bruised about body.

William Thompson, fireman, Hook and Ladder 1, scalp wounds, spine injured.

Ben Teepen, pipeman Engine Company 4, scalp wounds, right arm fractured.

William Dolan, fireman, Hook and Ladder Company, bruised and overcome by heat and smoke.

Tony Anthony, pipeman Engine Company 29, scalp wounds and overcome by heat and smoke.

Bartley Fanning, fireman, Hook and Ladder 1, scalp wounds and overcome by heat and smoke.

Walter Hanlon, fireman, Engine Company 10, bruised,

Peter Purcell, Captain of Engine Company 4, bruised about the body

Jack Patton, pipeman Engine Company 8, bruised about body,

Joe Cavanagh, Lieutenant Engine Company 2, bruised and overcome by heat and smoke.

Dennis Doherty, reel driver Engine Company 10, bruised.

Peter O'Neill, Engine Company 10, face badly bruised.

Charles McHale, substitute, Engine Company 10, bruised about face.

William Grieve, substitute, Engine Company 10, bruised.

James Hanks, pipeman, Engine Company 4, back wrenched and bruised.

John Mullen, pipeman, Engine Company 29, bruised.

James Bradford, substitute, Engine Company 1, bruised.

## THE CINCINNATI FIRE DEPARTMENT.

The organization of the Cincinnati Fire Department on August 1, 1895, was as follows: Board of Trustees—President, Abe Furst; vice-president, W. T. Perkins; members, Abe Furst (1896), W. T. Perkins (1897), Jas. J. Faran (1898), and John Goetz, Jr., (1898).

The officers of the Fire Department are as follows: Fire marshal and superintendent of fire alarm telegraph, J. A. Archibald; first assistant fire marshal, Thos. McAvoy; second assistant fire marshal, J. C. Donovan; assistant fire marshal (first district), Henry Bunker; assistant fire marshal (second district), M. L. Campbell; assistant fire marshal (third district), Henry Schildmeyer; assistant fire marshal (fourth district), John O'F. Miller; secretary, D. W. Shedd; assistant secretary, Henry Schlotman, Jr.

Fire Company, No. 1, northeast corner of Race and Commerce streets: Frank Reting, captain; John A. Conners, lieutenant; F. G. Schwab, engineer; J. J. Bartlett, stoker; S. E. Fuller and Stephen O'Neil, drivers; Geo. Allamayo and H. Bruening, pipemen.

FIRE COMPANY, No. 2, corner Ninth street and Freeman avenue:

Phil. Hurley, captain; Jos. P. Kavanaugh, lieutenant; Henry Wiedman, engineer; Jos. J. Donovan, stoker; Rich. Rothkamp and Jos. Gear, drivers; James Boyle and Rudolph Broft, pipemen.

FIRE COMPANY, No. 3, Sixth street near Vine:

Frank Wharty, captain; J. L. Swim, lieutenant; H. N. Webb, engineer; Ed. Hartman, stoker; Dan Craven and C. M. Hollis, drivers; L. Imwalle, P. Moran and Harry Schafer, pipemen.

FIRE COMPANY, No. 4, Sycamore street, between Seventh and Eight:

Peter J. Purcell, captain; Charles C. O'Brien, lieutenant; Chas. T. Reyman, engineer; John J. Maloney, stoker; Geo. T. Nelson and Frank F. Meyer, drivers; B. J. Teepen and J. B. Hanks, pipemen.

FIRE COMPANY, No. 5. McMicken avenue, opposite Vine street:

John Ridiman, captain; Chas. Burns, lieutenant; Frank Snider, engineer; Ed. Steinigeweg, stoker; Ed. Bum and Peter Poland, drivers; Fred Schorr and Ed. Bachman, pipemen.

FIRE COMPANY, No. 6. Corner Pearl and Martin streets:

J. E. Meyers, captain; Arnold Flannigan, lieutenant; Frank Hoffman, engineer; Geo. Cain, stoker; Thos. Keilley, and John Thurman, drivers; A. L. Doherty and J. J. Fallon, pipemen.

FIRE COMPANY, No. 7. Webster street, between Main and Sycamore:

L.C. Streif, captain; H. Weist, lieutenant; J. P. Ahrens, engineer; F. Reckman, stoker; M. Feeney and J. B. Cartuyvelles, drivers; F. Postius and S. Grau, pipemen.

Fire Company, No. 8. Cutter street, between Laurel and Betts:

Geo. P. Hufnagel, captain; B. F. Eilers, lieutenant; John Baker, engineer; Thos. Story, stoker; Henry Huber and C. Patterson, drivers; J. Patton, pipeman.

FIRE COMPANY, No. 9. N. W. corner Fourth street and Carl Alley:

John Daniels, captain; James Kelley, lieutenant; J.A. Redmond, engineer; W. S. Graham, stoker; Mat. Donnelly and John White, pipemen; Thos. W. Kelley and S. Dugan, drivers.

FIRE COMPANY, No. 10. Corner of Third and Lawrence streets.

Peter O'Neill, captain; John Kibby, lieutenant; Pat Cue, engineer; Wm. Keating, stoker; Dennis Doherty and Walter Hanlon, drivers; Geo. Coleman, pipeman; C. Brockman, on probation.

FIRE COMPANY, No. 11. Corner Eastern avenue and Vance street:

Wm. H. Culver, captain; A. J. Tague, lieutenant; E. F. Larkin, engineer; Walter Stout, stoker; H. B. Stites, driver; J. J. Fallon, and Edw. Leonard, pipemen.

FIRE COMPANY, No. 12. Corner Colerain avenue and Rachel street:

Theodore Moses, captain; Chas. D. Moore, lieutenant; Marshall Shields, engineer; Geo. G. Graf, stoker; Edward Roth and John Vorwerck, drivers; M. Carroll and W. H. McCloy, pipemen.

FIRE COMPANY, No. 13. North side Bank street, opposite Whiteman:

Herman Placke, captain; W. T. Hall, lieutenant; E. M. Clausen, engineer; E. B. Ward, stoker; Jno. Graham and Jno. P. Becker, drivers; Chas. McHugh and Henry Ellerhorst, pipemen.

FIRE COMPANY, No. 14. Fifth street, between Smith and Mound:

Chas. Birk, captain; Samuel Boyd, lieutenant; Geo. C. Wisbey, engineer; Isidore Miller, stoker; Henry Meyers, driver; G. L. Skelton and Mich. Brown, pipemen.

- FIRE COMPANY, No. 15. (Hose.) East side of Observatory street, between Pavilion and Hatch.
- H. J. Irwin, lieutenant; Jos. Ghiradelli, driver; J. F. Romer and J. Cahill, pipemen.

FIRE COMPANY, No. 16. Corner of McMillan and Copeland streets.

J. K. Batchelder, captain; Wm. Merren, lieutenant; A. Kreuzinger, engineer; John B. Ryan, stoker; John Bailey, driver; W. T. Dardis and John Hurley, pipemen.

FIRE COMPANY, No. 17. Corner German and Neave streets:

J. Aufdemkamp, captain; H. Vordenberg, lieutenant; D. Mack, engineer; Richard Welsh, stoker; W. H. Purnhagen and W. W. Wagner, drivers; Thos. Cole and Geo. McKiver, pipemen.

Fire Company, No. 18. Corner of Eastern avenue and Scott street:

J. F. Blome, captain; F. Striker, lieutenant; J. Fallon, engineer; B. F. Hayes, stoker; John A. Franz and J. Griffen, drivers; J. Arnold and Jos. E. McDonald, pipemen.

FIRE COMPANY, No. 19. Corner Vine and Charlton streets.

Wm. H. Hadler, captain; Jos. Keane, engineer; Wm. Fey and John J. Flaherty, drivers; John Kroger, stoker; Chris. Strubbe and Al. Ackerman, pipemen.

Fire Company, No. 20. Northwest corner of Chase avenue and Turrill street:

L. Kinzel, captain; W. H. Lowry, lieutenant; Wm. Estep, engineer; Thos. Glenn, stoker; L. Sunderbrook and J. R. Roll, drivers; J. S. Weil, and L. J. Schneider, pipemen.

FIRE COMPANY No. 21. Corner Harrison Avenue and Beekman Street.

G W. Geiger, captain; John Allgeier, lieutenant; A. J. Patton, engineer; J. T. Moore, stoker; W. Baden and M. Kenny, drivers; D. J. Ryan and L. Kinderman, pipemen.

Fire Company No. 22. North Side of Fifteenth Street, between Elm and Plum.

Geo. Gohs, captain; Jas. Larkin, lieutenant; Eph. Stewart, engineer; John Suabley, stoker; Wm. Muench, driver; Mike McNally and Jno. C. Weber, pipemen.

Fire Company No. 23. Northeast corner of Madisonville Avenue and Hackberry street.

Ben. Meyers, captain; Wm. Enyart, engineer; John Weir, stoker; P. Wellman, driver; M. Keating and Wm. Gieringer, pipemen; C. Beekstead, on probation.

Fire Company No. 24. Northeast corner of Warsaw and Considine avenues.

Daniel Twohig, captain; And. Thoms, engineer; Owen Kelley, stoker; Chas. Thomas and A. Paris, drivers; David O'Brien, pipeman. Fire Company No. 25. Northwest corner Gest and Depot streets.

L. Uihlein, captain; W. H. Lawrence, engineer; A. E. Mautoch, stoker; A. Wescott and T. Timberlake, drivers; M. F. Cunningham, W. F. Clark and C. A. Boles, pipemen.

Fire Company No. 26. Delhi avenue, between West Sixth and Fountain streets.

M. J. Higginson, captain; J. McGurin, lieutenant; J. Feely, engineer; J. Fox, stoker; J. Botts and Geo. Klingler, drivers; J. Miller, pipeman.

Fire Company No. 27. Southwest corner of Calhoun street and Clifton avenue.

Jas. S. Frazier, captain; Chas. Smith, lieutenant; Charles Perin, engineer; Sam Love, stoker; H. Majoewsky and Edw Smith, pipemen; Wm. Beebe, driver.

FIRE COMPANY No. 28. (Hose). Northeast corner of Carll and Linden streets, North Fairmount.

Wm. M. Phares, lieutenant; Lew. Wescott, driver; George Bay and Jas. A. Morgan, pipemen.

Fire Company No. 29. Northwest corner of Freeman avenue and Wade street.

Ed. Newman, captain; P. L. Schraffenberger, lieutenant; C. F. Chambers, engineer; Joseph Will, stoker; John Mullen and John Wilson, pipemen; H. Anthony and Thos. Smith, drivers; Fred Heyl, hostler, in charge of Veterinary Hospital Stable, which adjoins Engine house No. 29.

FIRE COMPANY No. 30. (Hose). Northeast corner of Young and Slack streets.

Francis Hen, lieutenant; F. P. Hilton, driver; Chas, McCarthy and John Miller, pipemen.





- Fire Company No. 31. (Chemical). Northeast corner of Madisonville avenue and Lavinia street.
- D. J. Malone, lieutenant; M. Craven, driver; W. Keraloff and W. Bachus, pipemen.
- Fire Company No. 33. (Chemical). Harrison and Fairmount avenues. James Sheperd, lieutenant; Frank G. Schaefer pipeman.
- LADDER COMPANY No. 1. Sixth street, near Vine street.
- A. Kramer, captain; L. F. Wehrmann, lieutenant; Clem. Beckman, driver; Bartley Fanning, Wm. Thompson, Joe Bunnemeyer, F. J. Schmalz, F. Lutmerding, Pat. Donovan and Andrew Kelly, members.
- LADDER COMPANY No. 2. Bank street, between Linn street and Central avenue.
- L. Marklein, captain; Jacob A. Gross, lieutenant; L. Fey, driver; Wm. Sippel, Thos. Jelleff, C. Bostain, David Koch and W. Hollis, members.
- LADDER COMPANY No. 3. Corner Eastern avenue and Scott street.
  - A. W. Roberts, driver; C. Coddington, pilot.
- LADDER COMPANY No. 4. Corner of Vine and Charlton streets.
- John Finnerty, lieutenant; Jno. F. Lang, driver; Frank A. Wright, truckman.
- LADDER COMPANY No. 5. Northwest corner Chase avenue and Turrill street.
- D. Gallagher, driver; John Vetter and J. F. Spohrle, members.
- LADDER COMPANY No. 6. Corner Ninth street and Freeman avenue.
- John Romes, captain; Harvey E. Davies, lieutenant; Morgan Gleason, driver; John H. Korte, W. F. Wesselman, Geo. Dillinger, Geo. J. Bickel and G. Blankenbuehler, members.
- LADDER COMPANY No. 7. Sycamore street, between Seventh and Eighth.
- John O'Keefe, captain; J. F. Cunningham, lieutenant; John Zimmerman, driver; A. Moorman, W. Dolan, James Manly and Jos. Jennings, members.
- Ladder Company No. 8. Northwest corner of Gest and Depot streets.

  Jos. Treinen, lieutenant; Tim. Murphy, driver; Jos. R. Kelley,
  J. Nolan and H. Swagman, members.
- LADDER COMPANY No. 9. Northeast corner of Madisonville avenue and Hackberry street.
- P. J. Flaherty, lieutenant; Robt. N. McCloy, driver; W. Cullen, J. Canary, J. Lahan and J. J. Barrett, members.

- LADDER COMPANY No. 10. Northeast corner of Warsaw and Considine avenues.
- J. Q. Adams, lieutenant; J. Wildey, driver; Thos. P. McFeely and John Cryan, members.
- Tool Wagon No. 1. Fifth street, between Smith and Mound. Leonard Wescott, Jr., driver.
- Fuel and Supply Company No. 1. North side Fifteenth street, between Elm and Plum.

Frank Rosenthal, driver.

Fuel and Supply Company No. 2. North side of Bank street, opposite Whiteman street.

Ed. Buckley, driver.

FIRE-ALARM TELEGRAPH. Central Station, Sixth street, near Vine.

J. A. Archibald, superintendent; Louis F. Riehl, assistant superintendent; Charles Rieth, F. N. Armstrong and Edw. W. Starbird, operators; John V. Brisbin, repairer; Geo. W. Crusoe and John V. Horn, linemen; Miss Nellie Kelly and W. A. Crusoe, telephone operators.



#### THE FIREMEN'S PROTECTIVE ASSOCIATION.

The Firemen's Protective Association of Cincinnati, is organized to provide a fund for the relief of the members of the "Benevolent Fund," and for the immediate relief of widows and orphans, or to the person to whom it may be assigned from the "Inheritance Fund," and also to provide a fund for the relief of the active firemen of the Cincinnati Fire Department who may be killed or injured from any accident not caused by any illegal or unlawful act of his own, from the "Active Fireman's Fund." Such are its objects as defined in the constitution of the association. To become a member the applicant must at the time hold a certificate of appointment or election in the Department, from the Board of Fire Trustees, and retains his membership as long as he complies with its laws, although he may subsequently retire from the fire The meetings and business is conducted by delegates Department. from each organized company, (the officers and telegraph corps being recognized as companies) who are elected annually in November of each year. Members not belonging to the Fire Department may organize themselves into companies of eight and secure representation. The initiation fee is \$13.50, and the quarterly dues \$1.25 for the "Benevolent: Fund" and 50 cents per month for the "Inheritance Fund;" when a member is sick or disabled for a period of seven days or more he is entitled to receive \$5 a week from the "Benefit Fund." On the death of any member in good standing the association appropriates \$75 to pay funeral expenses. Upon receiving notice of the death of a member of the "Inheritance Fund" pays from that fund \$500 and all advanced assessments, and if the deceased was an active firemen, a warrant is drawn on the Treasurer for the Active Firemen's Fund for the amount set apart as death benefits. All members of the Department are members of the "Active Fireman's Fund," while the "Benevolent Fund" includes in its membership 309 firemen and ex-firemen. The membership of the "Inheritance Fund" is 320. The officers of the association for the year 1895 were: President, M. L. Campbell; Vice-President, P. Hurley; Secretary, John K. Batcheldor; Treasurer, J. P. Ahrens; Trustees, John Nolan, J. H. Fallon, James Kelley, Sanford E. Fuller, Edward Newman and the President and Vice-President ex-officio.

#### THE FIREMEN'S PENSION FUND.

Under an act of the Legislature passed April 16, 1881, a Firemen's Pension Fund was established and in an act dated March 27, 1889, this fund placed in control of a Board of Trustees, consisting of the Fire Trustees and five members of the department to be elected annually. Under its provisions one-half of the amount to which the city is entitled under its annual levy of all taxes paid into the treasury of the county by insurance companies by the authority of any other State or government and doing business in the city, is constituted as a "Firemen's Pension Fund." The act also provides for the maintenance of the fund, the collection of fines imposed upon any member of the department by way of discipline or punishment. It also provides that all proceeds of suits for penalties for the violation of any provision of any Statute of the State or ordinances of the city, with the execution of which the Fire Department or any of its officers or members may be charged, and any license or other fees payable under the same, shall be paid into the city treasury and applied to the pension fund. The acceptance of money or gifts of any kind is also provided for and authorized. Having thus liberally provided a fund the act defines the conditions under which the fund shall be distributed. When a fireman in the performance of duty shall be physically or mentally permanently disabled, he is entitled to draw \$50 per month. In case of death his widow or minor child or children under sixteen years of age, or a mother who depended on him for support, are entitled to the following sums per month: To the widow while unmarried, \$20; to the minor child or children, \$6 for each of said children, until 16 years old; to the dependent mother, \$20 until she re-In cases of partial permanent disability, occurring before the expiration of ten years service, a monthly allowance of not less than \$30 nor more than \$40 may be paid. A member, who after 25 years service, may be retired on his own request, is granted an allowance or pension of \$40 per month. The Board of Trustees of the Pension Fund for 1895, includes the four Fire Trustees and the following firemen elected by the department: M. L. Campbell, L. C. Strief, John Baker, Joseph Fallon and Joseph Wales.

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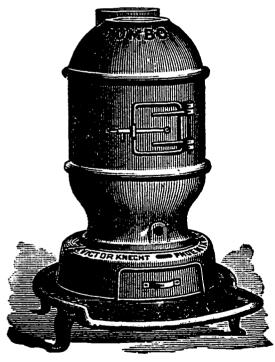
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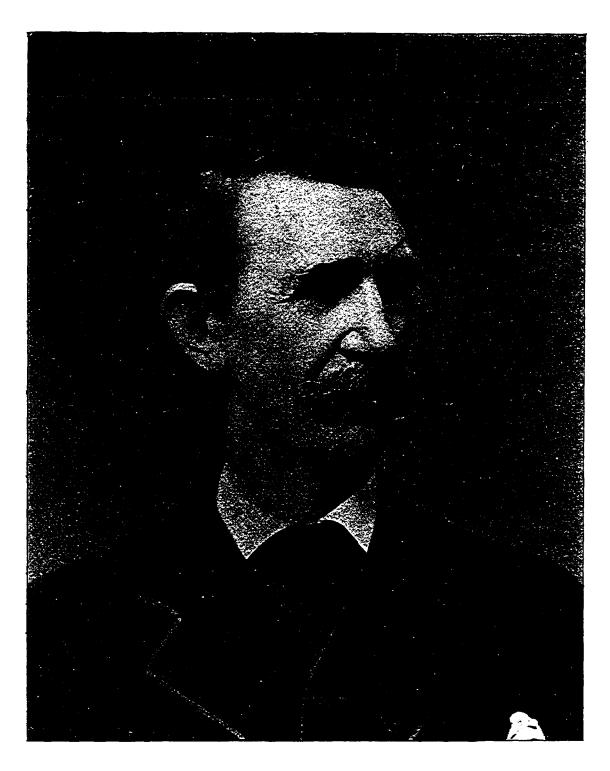
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CHAS. P. TIBBLES, Custodian Relic Room.

# THE RELIC-ROOM OF THE OLD VOLUNTEER FIREMEN.

In the Gift's Engine House on Sixth street, near Vine street, a large room has been arranged in the upper story, where are preserved all the archives, historical papers, documents and relics of the old Cincinnati Volunteer Firemen, which are at present in the custody of the Old Volunteer Firemen's Life Association, an organization formed June 7, 1869.

Much enthusiasm and zeal were manifested on the part of the old volunteers and the regulars in collecting the curiosities of the department of the past, and they have now a permanent location where they are viewed by all visitors with much interest. At present Mr. Charles P. Tibbles a veteran member of the Western Fire Engine and Hose Company, is their custodian.

On the walls of the room are displayed numerous photographs of old members, the majority of whom have deserted the ranks for higher honors in a better world. There can be seen numerous banners, once resplendent in their brilliant colors, but now stained with age, which display the emblems and mottoes of the different companies.

The old drum of 1808 occupies a conspicuous place; this relic has been previously described in this work.

In the relic-room may be seen old-fashioned hats from the Washington No. 1 Company, Phoenix Hook and Ladder Company, Relief No. 2 and others. In the collection of trumpets there are nine specimens, which were used by the President and Vice-President of the Rovers, Enoch G. Megrue, E. Craven and others. One of these, a silver trumpet elegantly finished, bears the inscription, "Presented to William Tippet, Fire Warden, 1825."

There are in the collection nineteen belts and spanners, with the names of the different companies inscribed upon them; eight engine lamps, two hand lamps and two brass and metal torches. There is

quite a number of old fire buckets, some of them of queer shape and in a much battered condition.

The collection of books and pamphlets is quite large, including the constitution of Engine Company No. 2, rol! call books from 1835 to 1854, and four ledgers from 1817 to 1846, in which are recorded a very few instances of delinquencies in dues. The Rovers are represented by a framed certificate, which shows the company to have been organized in 1829, and disbanded in 1853. There are further two shells, three hose lamps, six nozzles, one gavel and a roll call, which was used during the Mexican war as a roster of the Rover Military Company.

The collection contains a model of an engine, which was presented by James C. McLaughlin, and a motto of the Westerns, "Hope Leads the Conqueror to Victory," representing the names of the Hope Hose-Reel and the two engines, Conqueror and Victory.

In the relic-room there are numerous miscellaneous articles such as belts, clasps, buckles, vouchers, trinkets, etc. There is also the gilded eagle, which proudly adorned the Eagle Engine, and there is an ax from the old Western, a sword presented by Meigs Robinson, First Lieutenant of the Rough and Ready Cadets, a silver prize cup of the "Twos," the axle and wheels of the old Robert Fulton, made by Dr. Stagback, three old-fashioned iron dippers, a pair of horns and shield. with the inscription "The Original Bull, My Cry is More Water," an engraving of the Jefferson Engine, the bell of the first engine house, a large figure of Jefferson that adorned the engine house and a stone arm and hand of the Jefferson statue, a shield of the Niagara, three long chains, a banner presented by the ladies of the Fourth Ward to Washington Company No. 1, a portrait of Miles Greenwood, and a card commemorating his seventy-fifth birthday, both draped with crape, a piece of bell metal melted in an unshapely lump at the burning of the St. Xavier's Church, a framed copy of the Warning Bell, edited by Enos B. Reed, in 1850, a copy of the Partherion, edited by A. F. Carpenter, and "Speaking Trumpet," published for Firemen's Fair in 1843, Hook and Ladder Banner, with the motto, "There is a Time for All Things, a Time to Pull Down and a Time to Build Up," a banner presented Protection Company No. 1, which reads, "Step by Step We Rise. We Die for These We Love." There is a card of thanks from the ladies of ChristEpiscopal Church Benevolent Society to the members of the Independent Fire and Hose Company, for the use of their hall and the

polite attention of the gentlemen of the company, dated June, 1841, and signed Sarah Butler, Secretary. There are further a wood cut of the Public Landing, representing the burning of the Museum in 1842, with the firemen forming a hollow square and extinguishing the burning building, a long piece of wooden water pipe first laid in the streets of Cincinnati; the log book of the old Pilots, Rovers and Witches, a printed list of the honorary members of the different companies in 1849, as follows: Washington No. 1, Joseph Nesbett; Relief No. 2, E. G. Megrue, William Lee, Thomas Hefferman, Joseph Bird, Jacob Hurst, Sam. H. Smith; Western Fire Company, D. W. C. Lee, Lewis Wisbey, William Lee, James W. Davis; Fire Company, No. 3, W. G. Clark; Eastern No. 6, William Johns; Union Company, P. Fahrbock; Independent Rovers, James McMullen, C. D. Miller, Daniel Fithian, Joseph Johnston, John O. Clark; Fire Guards, Elisha Winton.

Draped in mourning are the five charred hats worn by the bravefiremen who perished at the "Gay" fire in 1880, all of them having been members of the Association.

Chief credit for the completeness of this excellent collection is due to Marshal Milt Campbell, who personally solicited two-thirds of the rarities exhibited; he also collected the subscriptions to remodel and furnish the relic-room.



#### AMERICAN FIRE ENGINE CO.

Successors to The Ahrens Manufacturing Company,

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Among Cincinnati's enterprising firms The Ahrens Manufacturing Company, Nos. 22 to 40 Webster street, has won for itself a world's reputation. The plant is well supplied with all the manufacturing facilities of modern times, and is conducted upon a mammoth scale. It is one of the largest enterprises in this country, and the only one in its line west of the Alleghanies.

The manufacturing of Fire Engines was introduced into Cincinnati by the celebrated inventors, A. B. & E. Latta, in the year 1852. The undertaking met with great success, the firm continuing the business for sixteen years, after which time it was conducted by C. Ahrens & Company as owners. The incorporation of the business took place in the year 1877 under the style of the Ahrens Manufacturing Company. The main shop is a large five-story brick building, with which is conducted in the rear an extensive foundry. The buildings are supplied with tools and devices of the most approved patterns, which enable the company to execute work of the highest standard with the greatest promptness. There are constantly employed numerous skilled workmen, and their large orders have steadily employed them for years. More than seven hundred of the engines of the Ahrens manufacture and patents have been turned out at these factories. They have been subjected to the most trying tests in the large cities of the West and Southwest, and have been found, in every particular, to meet the most exacting demands, their value being further attested by their acknowledged superiority and universal popularity. Among the many points of excellence of the Ahrens Engines the following are the most note-worthy:

First, the boiler used (which was the invention of Mr. Latta, but greatly improved by Mr. Ahrens.) engenders steam more speedily at the start, presenting the greatest heating surface, protecting the parts

exposed to the fire to a greater degree and requiring less fuel than any other engine in the world. A sufficiency of steam can be generated, within four minutes after lighting the fire, to throw water from the nozzle.

Secondly, the pumps are so skillfully constructed that the valves may be taken out by removing the bottom, which is of the greatest service in case any repairs are needed.

Thirdly, the air-pumps, the invention of Mr. Ahrens, furnish a supply to the air-chamber in any desired quantities, thereby most effectually obviating the throbbing and vibration of the hose.

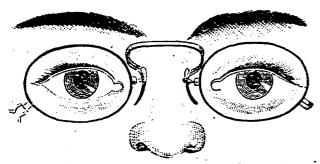
Fourthly, the engine is the lightest, and at the same time constructed of the most durable materials, offering the better guarantees than any engine in the market. It is mounted on wheels, has powerful springs, and it may be placed upon an incline without the slightest injury to the vehicle, which feature is entirely original and worthy of the highest praise.

The Company manufactures engines in from ten to twelve different sizes, the propulsive varying from one hundred to two hundred feet in height.

In 1891 quite a change took place, the Company being reorganized, and it is now known as The American Fire Engine Company, having been incorporated with a capital of \$600,000. The Company is located at Seneca falls, N. Y., and Cincinnati, Ohio. Under its new regime the Company has increased its out-put largely, and its trade has assumed the most extensive proportions.

It is with pardonable pride, therefore, that the citizens of Cincinnati point to this great commercial undertaking as one worthy of the highest emulation.

Mr. Chris. Marcus of this city, to whose energy and ability the success of this enterprise is largely due, is President of the American Fire Engine Company. Mr. G. F. Hawekotte is Manager of the works in Cincinnati and Mr. Charles H. Fox is Superintendent.



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