

A History
of the
Fire Department
of
Warren
Rhode Island

Virginia Baker

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BOARD OF ENGINEERS
1911

Church, Photographer

A History
of the
Fire Department
of
Warren
Rhode Island

By
Virginia Baker.

Author of
The History of Warren in the War of
the Revolution, Massasoit's Town, etc.



BOUNDFIELD PRESS
WARREN
RHODE ISLAND

1912

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The data from which this history is compiled has been carefully collected from authentic sources. From the Town and Town Council Records of Warren, and from the Records of the various local Fire Companies liberal extracts have been made. Much additional matter has been gathered from old newspapers, and many reminiscences contributed by citizens interested in the work of the Fire Department.

To all persons who have, in any way, assisted her the author desires to express her gratitude. She also wishes to acknowledge courtesies extended to her by the Chief of the Freetown, Massachusetts, Fire Department and the Chief of Fire Alarms of Pawtucket, Rhode Island. Special thanks are due Foreman William B. Child of the Narragansett Company and Mr. Thomas C. Monahan Clerk of the Mechanics Company, of this town, to whom she is indebted for many favors.

Warren, Rhode Island, 1911.

A HISTORY OF THE FIRE DEPARTMENT
OF
WARREN, RHODE ISLAND.

PRESUMABLY the question of protection from fire interested the inhabitants of Warren prior to the date of the town's incorporation in 1746. However, we find no mention made of the subject on the town records until January 21, 1797. Upon that date a town meeting was held at which a motion relating to the purchase of a fire engine was made, with the result that the electors passed the following vote: -

“Voted that the Sum of three Hundred and Sixteen Dollars and Sixty Seven Cents Be Granted out of the Town Treasury for the purpose of Procuring a fire Enjoin for the Use of the Town.

“Two hundred and forty Dollars of the Above Said Sum be Levied on the Poles and Estates in the Town of Warren and Collected & Paid into the Town Treasury at or before the first Day of May next Pole Tax to be in the Same proportion as the Last Town Tax.

“The Above Vote Passed Unanimous.

“Voted that a Committe of three Be appointed to Procure a fire Enjoin for the Town's Use. John Croad Charles Wheaton and Samuel Child Be a Committe for the Above Purpose.”

Whether the tax levied on the “Poles and Estates” failed to furnish the required sum of money we have no means of ascertaining. But that the “Enjoin” was not

purchased seems evident. There is no record of any report submitted by the "Committee" if such a report was ever made. And no further allusion to fire occurs until four years later when at a town meeting, January 31, 1801, it was

"Voted that the Representatives be Instructed to have an Act of the Gen^l assembly Passed at their next Sessions Simmeler to that Respecting fires in the Towns of Newport & Providence.

"Voted that James Maxwell Sylvester Child Ju^r John T. Child and Charles Wheaton Be A Committee to Report Such Regulations as are Nessesary in Case of fire and to Report thereon at the Next Annual Meeting."

At a town meeting held May 4, 1801, further action in relation to fire was taken. It was voted that Charles Wheaton, John T. Child, John Haile, and James Maxwell should be a committee "to Draught an Act Respecting fires in the Compact Part of the Town and Lay the Same before the Town at their Next Meeting." It was also voted "that if any person Shall be Convicted of Smoking pipes or Segars in the Night time within the Compact part of the Town in the Publick Streets Between Sun Set and Sunrise he Shall pay a fine of twenty five cents for the first offence and for the Second offence fifty Cents and for the third Seventy five Cents to be recovered by Action of Debt before any two Justices for the use of the Town to be Commenced by the Town Treasurer."

Ingenuous as this ordinance was, it appears to have proved wholly inadequate. Either because the citizens ignored it, or were careless with the "pipes and Segars" they were not forbidden to smoke in their homes, or for some other good reason, the town found it necessary to take still further precau-

tionary action. The old question of the purchase of an engine was again brought up and discussed. The town had been growing ever since the close of the Revolution. The inhabitants were mainly engaged in maritime pursuits. There were ship-yards and sail-lofts, cooperages and warehouses that needed protection. It was decided that a fire engine was a necessity and at a town meeting called for December 26, 1801, James Maxwell, John T. Child, and William Carr were appointed a committee "to procure an Engoine with the Nessesary Apperatus the Said Committe to Draw on the Town Treasurer for a sum not exceeding five hundred Dollars." At the same meeting it was "Voted that the Town Treasurer be Directed to Hire Such Sum or Sums of Money as May be Necessary to Carry the aforesaid Purpose into effect."

The committee went to work with commendable alacrity and, early in the following year, the "Engoine" made its appearance in Warren. It was diminutive in size, but it bore the proud name of "Hero" and was considered a very fine specimen of the machine then in use. It is still in existence, being regarded as the chief treasure of the present Narragansett Fire Company No. 3, and a description of it may not be amiss.

The little machine measures, approximately, as follows:-

Wheel-base	66 inches,	Rear Track	34 inches,
Width of Tires.	2 1-8 "	Front Track	30 3-4 "
	Diameter of Rear Wheels	30	inches,
	Diameter of Front Wheels	26	"
	Length from Pivot to End of Side Bars.	86	inches,
	Height of Tank from Ground,	33	"
Dimensions of Tank	}	Width	27 "
		Length	42 "
		Depth	22 1-2 "

On account of the tank being round - cornered, the capacity is somewhat less than the above figures would seem to indicate.

The wheels are fastened to wooden axles by lynch-pins. The tires, which are of iron in five sections, are held in place by large-headed, hand hammered iron nails.

There are two end-bars crossing the side-bars.

The two pumps have a diameter of 6 inches. The stroke is 7 inches.

An extremely old, copper-riveted leather two-inch hose is reeled at the top of the machine. The bore at the delivery of the nozzle is $\frac{7}{8}$ of an inch. The goose-neck had, originally, a delivery for a 2-inch hose, but this has been changed to meet the requirements of the muster rules. It now has a delivery for a $2\frac{1}{2}$ inch hose.

On the cover of the odds and ends box, at the rear of the engine, is an oval brass plate bearing the inscription

No. 97
 E
 Thayer
 Boston
 1802.

This plate is apparently fastened on by only four copper nails but, in reality, a heavy bolt beneath it keeps it in place. At musters, the Warren firemen have been frequently amused by the ineffectual efforts of souvenir hunters to dislodge it.

The Hero is a "bucket machine," that is it has no suction hose. When in use at fires, it was filled by means

of fire buckets passed from hand to hand along a line of men and boys. It did not take long for a "bucket brigade" to empty a well, and Warren's two rivers were frequently called upon to assist the tiny machine in the performance of its duty.

The engine having been procured, the next step was the organization of a company to work it. At a town meeting held June 7, 1802, the citizens elected twelve men to form this company, as follows:-

Captain Charles Collins.

Lieutenant John Pearce

Coomer Haile.	}	Engine Men.
Amos Haile, Jun.		
Jonathan Luther.		
Nathaniel Sanders.		
Nathaniel Phillips.		
Allen Hoar.		
Ebenezer Luther, Jun.		
Seth Peck.		
William Carr.		
Preserved Alger.		

It would be interesting to know something about the work done by this company. But, unfortunately, no company records were kept. All that is known of the engine men has been gathered from the town records which are pitifully meagre in respect to details.

At a town meeting held April 20, 1803, the following persons were appointed:—

John Pearce.	}	Fire Wards.
Coomer Haile.		
Jonathan Luther.		
Nathaniel Sanders.		
Allen Hoar.		
William M. Hubbert.		
[Hubbard.]		
Palmer Munroe.		
William Carr.		
Seth Peck.		
Amos Haile, Jun.		
Nathaniel Phillips, Jun.		
Ebenezer Luther, Jun.		

On December 5, 1803, it was voted in town meeting "that the Town Treasurer be Directed to Purchase Six Trumpets for the use of the fire Wards and Cause the Same to be properly Painted at the Expence of the Town."

By the spring of 1804 the town Fire Department was well organized. At a town meeting, on May 7 of that year, the following were elected :-

James Maxwell.	}	Presidents of Fire Wards
William Barton.		
John Haile.	}	Fire Wards.
Charles Collins.		
Level Maxwell.		

"Injoin Men"

Ebenezer Luther, Jr.
Nathaniel Sanders.
Coomer Haile.

Palmer Munroe.
Benjamin Haile.
John Pearce.
Jonathan Luther.
Amos Haile.
Samuel Hoar.
Nathaniel Phillips, Jun.
Thomas Baker.
Gardner Willard.

A month later, at a town meeting held on June 4, it was voted "that Ebenezer Luther Jun. Be Impowered to Procure two fire Hooks with the Nessesary Apparatus therefor and Lay his Account thereof Before the Town as Soon as May be".

At a town meeting called for June 2, 1806, the question of a proper shelter for the engine was brought up. It is probable that, at that date, the Hero had been housed in some conveniently located barn or store-house. The Citizens promptly voted,

"That a Building Be Erected on the Town Lott for the Purpose of Covering sd. Injoin with Necessary Apparatus And the Herce Belonging to the Town and that Mr. James Maxwell & Ebenezer Luther Jr. Be Authorized to Procure it Built and Lay an Account of the Same before the Town as Soon as Said Building is Completed and that the Said James & Ebenezer Draw on the Treasury for the Amount of sd. Building."

The "Town Lott" was what we know, to-day, as the "Common". It was purchased by the town of Martin Luther in 1800, the price paid being \$500. The engine-house was erected upon the north-east corner of the lot and re-

mained standing within the memory of many persons now living.

It was a long, narrow building, running north and south, with one door opening on Church Street, and another facing west and opening upon the Common. A partition divided it into two apartments. The Hero was kept in the north end, while the south end was occupied by the hearse.

On June 1, 1807, the electors assembled in town meeting voted that the Town Treasurer should be instructed to "Procure two fire Ladders at the Expence of the Town."

On May 7, 1810, it was voted "that the Town Clerk notify the Fire Wards of their Appointment and deliver to each his Badge. (i.e. a Trumpet.)"

At a town meeting called for September 14, 1811, The Fire Department received more than the ordinary degree of notice. The following votes were passed:-

"Voted that two large Fire Hooks and four Small Fire Hooks be procured at the expence of the town.

"Voted that Four Axes and four Laders be procured at the expence of the town.

"Voted that the roof of the Engine House be continued southerly far enough to receive the Fire Hooks and Laders: the roof at the south end and northly to rest on Locust Posts.

"Voted that John Stockford, Benjamin Cole, and Joseph Adams be a Committe to procure such things and make such preparations to stop the progress of Fires as the town shall direct.

"Voted that the abovesaid Committe be authorized to sell the stone on the town lot belonging to the town.

"Voted that Twelve Buckets to be kept in the engine house be purchased at the expence of the town.

“Voted that the Fire Wards ascertain the number of Fire buckets in the town & to report the owners of houses destitute of Fire Buckets to the Town Council at their first meeting after Ninety days from date hereof and the council are requested to report delinquents to the proper officer for prosecution.

“Voted that this vote together with the first Section of the Law of the state respecting fires in the towns of Warren & Bristol be published in the newspaper, for the information of the inhabitants of this town.

“Voted that the above committe Call on the Town Treasurer for a sum of money not exceeding one Hundred & Fifty Dollars to defray the expences of the above preparations which have been ordered by the town to be made by sd. Committe.”

In town meeting, May 4, 1812, the following motion was made and carried:-

“Voted that Benjamin Cole John Stockford and Joseph Adams, the Committee appointed by the town to procure fire hooks, build an addition to the Engine house &c, be authorized to paint said Engine house and the fire Ladders and present their Bill for the same at the next Town Meeting for allowance.”

The question of buckets again came up at the next town meeting held June 11, 1812. Whether there was a scarcity of these, which were all made by hand, or whether their price was high, or whether the citizens were careless and negligent, there is no way of ascertaining, but, for some reason, the houses were not properly supplied with these very necessary articles. In order to remedy this evil the following vote was passed:-

“Voted that the time allowed to the citizens of this

town to procure fire Buckets be prolonged three months from date hereof, and that the town Council be directed to make out a list of delinquents and post up sd list in three Publick places in said town and that each delinquent be authorized to erace his name from sd list as soon as he shall have procured his Buckets.”

It is fair to presume that the above vote was productive of good results, for several years elapsed before buckets again became a disturbing element in the town. Doubtless the delinquents vied with one another in hastening to secure the right to “erace” their names from the lists conspicuously posted up in “three Publick places.” Some of the buckets purchased by them, and inscribed with the date 1812, are still in existance.

But a lack of buckets was not the only difficulty that the Fire Department had to contend with. In town meeting, May 5, 1818, it was voted:-

“That every Man belonging to the Engine shall be Fined one dollar for every absence at the regular Meetings of the Engine Company and that the Money arising from said Fines be appropriated to the repairs of said engine and that the Surplus if any shall be divided among the Engine Men as a Compensation for their Services.”

One cannot help regretting that there remains no record to show the workings of this act. It had one good point. If a man was compelled to pay fines he had a chance of receiving a portion of his money back again—provided, always, that the expense of the Hero’s repairs did not exhaust the treasury.

As time passed on and the town increased in population, a single small engine was found inadequate as a means of protection from fire. Therefore at a town meeting, held

August 31, 1824, William Carr, Freeborn Sisson, Joseph Smith Jr., Paschal Allen, and John T. Croade were appointed a committee to "ascertain the probable expence of a good and sufficient Fire Engine for the use of the town."

This committee reported the results of their investigations at the annual town meeting, April 20, 1825. They stated that "an Engine of the first rate" could be procured in Boston for five hundred dollars. Whereupon the electors immediately voted, without opposition, that "a Fire Engine be procured," the expense thereof to be paid out of the town treasury. Messrs. Carr, Sisson, Smith, Croade and Allen were given power to make the purchase.

The engine selected by these gentlemen was somewhat larger than the Hero, but resembled it in appearance. It was named the "Rough and Ready," but upon the town records is generally alluded to as "Engine No. 2", while the Hero is designated "Engine No. 1."

On September 10, 1825, the Collector of Taxes was authorized to pay the sum of six hundred and fifty dollars to Freeborn Sisson, one of the engine committee, and to take a receipt for the same, said receipt to be "received by the town Treasurer of said collector as cash."

Upon this same date thirteen engine men were appointed to take charge of the Rough and Ready. Their names follow:—

John Trott.	Morris Child.
Allen Hoar.	John Salisbury.
Stephen Johnson.	James E. Bowen.
Willam Baker.	Wm. B. Child.
Henry W. Child.	Joseph Burt.
Thomas Emery.	John Luther.

John Stockford.

It was voted, also, that an engine house should be erected on the lot belonging to Freeborn Sisson on Water Street, Mr. Sisson offering the use of his land rent free. The site of the engine house is, at present, occupied by the block owned by Mrs. Quirk, and standing between Company and Sisson Streets.

John Stockford was appointed a committee to superintend the construction of the building, with authority to draw on the town treasury for the money necessary to defray the expenses thereof. He was also empowered to procure twelve fire buckets for the new engine. On September 17, the Town Treasurer was directed to purchase a good and sufficient hose for each of the engines.

At a town meeting held August 28, 1827, an "Act to Regulate the Fire Engine companies in the town of Warren" was passed. This act was divided into the following sections:—

"SECTION 1. Be it enacted by the freemen of the town of Warren in town meeting legally assembled on the 28th day of August A.D. 1827 and by the authority thereof it is enacted, that each of the fire Engine Companies in said Town shall on the first Saturday of May, Annually elect a captain, lieutenant, Clerk and such other officers as they may deem necessary.

"SECTION 2. And be it further enacted, that it shall be the duty of the captain at all times to preserve order, in the company, to preside in the meetings to direct the movements of the Engines and of the Company whenever called out, and to call special meetings of the company whenever occasion shall require, and generally to superintend the affairs of the company and to see that the Engine is put in order for service.

“SECTION 3. And be it further enacted that the lieutenant shall aid the capt. in the performance of his duty, and in case of the absence or inability of the Captain shall exercise all the authority vested in the office of Captain.

“SECTION 4. And be it further enacted that the Clerk shall keep a fair record of all the proceedings of the company, call the roll at the meetings and keep an account of all fines collected and shall also keep a record of all fires that shall happen & of any remarkable circumstances attending the same.

“SECTION 5. And be it further enacted that said Fire Engine companies shall meet on the last Saturday of every month At such hour as the commanding officer shall appoint & at such other times as said commanding officer shall direct for the purpose of working the Engines when necessary.

“SECTION 6. And be it further enacted that all meetings of said companies shall be convened by a warrant from the commanding officer of the Company to the clerk one day previous to the meetings and the Clerk shall notify the members of the company of the time and place of meeting on the day thereof, either by personal notice, or by leaving a printed or written notice at their usual place of abode. And if any commanding officer or clerk of said companies shall neglect his duty prescribed by this section he shall pay a fine of one Dollar unless he shall be excused by a vote of a majority of his company at their next meeting.

“SECTION 7. And be it further enacted that at all meetings of said company, the roll shall be called at the time appointed for the meeting and also immediately preceeding the adjournment thereof and at each call of the roll, every member who may be absent, shall pay a fine of twenty-five cents, unless he shall be excused by the vote of the majority

of the company at the next meeting.

“SECTION 8. And be it further enacted that the members of said companies, shall be subject to the orders and directions of the commanding Officers thereof. And any member of said companies who at any meeting thereof, or at a fire, shall neglect or refuse to obey the orders of his commanding officer shall for every offence pay a fine of five Dollars.

“SECTION 9. And be it further enacted that at the cry or alarm of fire, each member shall repair as speedily as possible to the Engine house, and if the Engine is not there he shall endeavor to find her, and shall perform his duty faithfully under the order of the commanding Officer, and any member of said company who shall absent himself from any fire, at which his company shall attend shall pay a fine of five Dollars, unless he shall be excused by a vote of a majority of the company at the next meeting and at the alarm of fire, and housing the Engine the roll shall be called and every member then absent shall pay a fine of fifty Cents unless he shall be excused in the manner aforesaid.

“SECTION 10. Be it further enacted that the commanding officer of said companies shall have power to call on any of the members of said companies at the intervals between company meetings, to assist them in any thing relating to the Engines. And any member who shall neglect or refuse to comply with their request shall pay a fine of twenty-five cents.

“SECTION 11. And be it further enacted, that the clerks of said fire Engine Companies, shall collect and account for all fines which shall be incurred by the members of said companies under this act, and whenever any member of said company, except the clerk thereof, shall refuse or neglect to

pay any fine, by him incurred, the Clerk of the company to which said member may belong shall sue for such fine before any to justices of the Peace of the town of Warren agreeably to the provisions of an act of the General Assembly, entitled an Act for enforcing the several town acts relating to fire Engines. And when any Clerk of said companies shall refuse or neglect to pay any fine by him incurred, or shall refuse or neglect to pay over any fines by him collected, agreeable to the directions of his company, the commanding officer of said company shall sue for the same agreeable to the provisions of the act aforesaid.

“SECTION 12. And be it further enacted that all fines which shall be collected under this act shall be appropriated in such manner as said companies may respectively direct.”

It will be noted that the eleventh section of the above act provided for the keeping of records by the various companies. Probably records were kept but, so far as known, none are in existence at the present date. Tradition says that both the little “tubs” did excellent service. Unfortunately the old-time newspapers devoted but little space to local events, though their columns were filled with items relating to European happenings. The ubiquitous “local reporter” was a product of the closing years of the nineteenth century. He was quite unknown to our great grandfathers.

At a town meeting held April 16, 1834, action was taken in regard to a Hook and Ladder Company. The electors voted “that there be a Fire Hook and Ladder Company formed & organized to consist of ten men, whose business it shall be to keep the Fire Hooks and Ladders in good order & repair with them immediately to a fire whenever the alarm be given, and take charge of them after the fire is over.”

The men chosen for the new company were

Wm. H. Turner.	Nathan Luther.
Samuel Pearce.	John Luther.
Henry Baily.	Wm. B. Snell.
Caleb Carr Jr.	Daniel B. Wheaton.
Benj. M. Bosworth.	Henry Sanders.

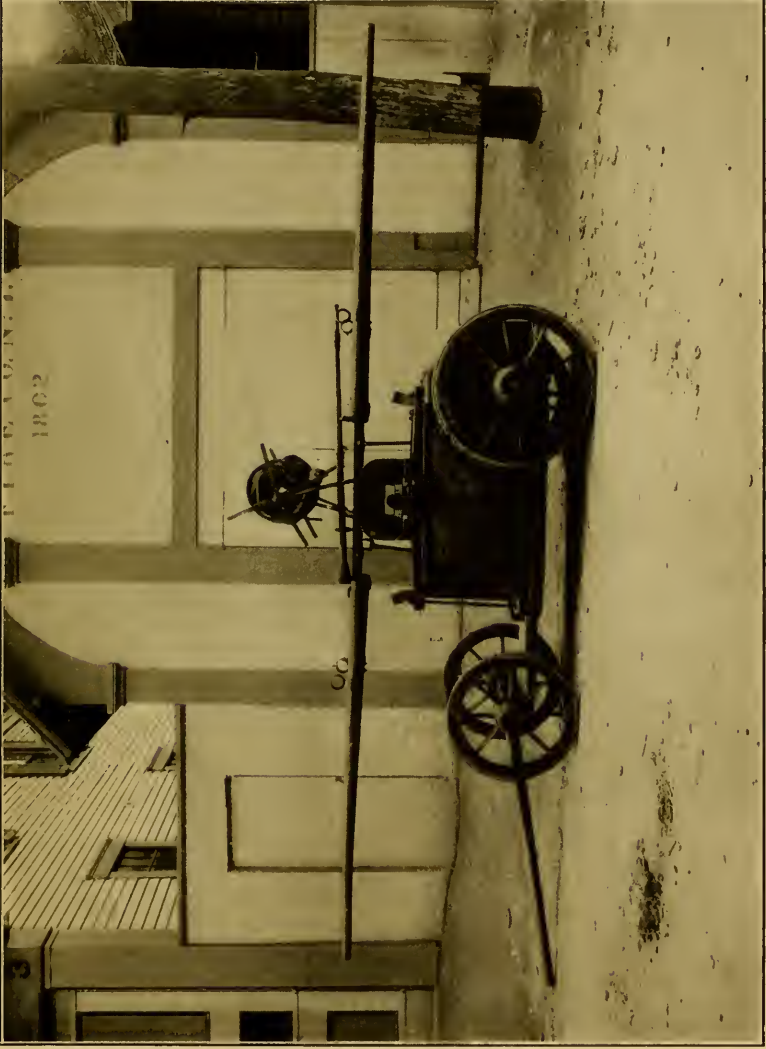
At this same meeting the bucket question was again agitated. John T. Child and William Carr were appointed a committee to visit "every dwelling in this town West of Little Bridge and ascertain & report to the town Council what dwelling houses are destitute of two good and lawful Fire Buckets" On May 5, 1834, they reported to the Council that more than one hundred houses were in want of buckets. The Council immediately ordered the Town Sergeant to notify the owners of the houses designated in the report that they must furnish themselves with two good leather buckets for their respective dwellings within three calendar months from date of notice.

In May 1834, the Council appointed John T. Child a committee to procure a good and sufficient hose for engine No. 2 and a lantern for the same. Mr. Child was also directed to "cause such parts of the engine to be painted as in his opinion would preserve it from decay.

In 1835, the freemen voted that the south end of Engine House No. 1 should be altered and repaired in order to afford better protection to the town hearse.

John Salisbury and John T. Child were made a committee to ascertain the condition of the fire hooks and ladders, and to put them in order if found in need of repairs.

At a town meeting held August 30, 1836, it was voted



HERO, 1802

Church, Photographer

to allow the clerks of the engine companies two dollars per annum, each, for their services. It was also voted that the fines collected by the companies should be paid into the town treasury.

In town meeting April, 1838, the fire hooks and ladders were placed in the care of the Fire Wards. The following resolution was passed:—

“Resolved that if any person is hereafter detected in injuring, removing, using, or in any way meddling with either of the fire Engines, Hooks, Ladders, Buckets, or any apparatus belonging to the fire Department of this town, except under the direction of one of the Fire Wards or in the presence of one Engine man, he or they giving consent to the same, shall on conviction thereof, be fined not exceeding five Dollars nor less than one Dollar.”

In 1840, the Presidents of the Fire Wards were authorized by the town to put the engines in complete order, and to procure additional hose and other needed apparatus. They were also requested to “keep all the fire apparatus in good order.” The task assigned them apparently proved not an easy one for, three years later, they laid a petition before the electors representing that the fire hooks and ladders were liable to become decayed owing to there being no convenient place for their safe keeping. They prayed the town to extend the engine house on the common so as to afford better accomodation for the apparatus. Their petition was promptly granted.

Nothing appears on the records to indicate the methods employed in giving an alarm of fire in the early days. It is probable that the ancient bell in the Baptist Church tower generally clanged out the warning in the good old way so graphically described by Poe in his poem, “The Bells.”

There was something picturesque about the manner in which night alarms were sent into the settled part of the town from the outskirts.

In 1844, a barn on the Butterworth farm was burned. At midnight a horseman, armed with a large old-fashioned dinner bell, dashed through the streets like a resurrected Paul Revere.

“Ding-dong! Ding-dong! Butterworth’s barn is afire!

“Ding-dong! Ding-dong! Butterworth’s barn is afire!”

At the weird sound windows flew open and night-capped heads were thrust far over the sills. But, before questions could be asked, the rider had vanished.

“A hurry of hoofs in a village street,
A shape in the moonlight, a bulk in the dark,
And beneath, from the pebbles, in passing, a spark
Struck out by a steed flying fearless and fleet:
That was all!”

And it is more than probable that the fire demon had finished his work ere the Hero and the Rough and Ready were run out of their houses.

At a town meeting called November 22, 1845, the electors were asked to appropriate a sum of money for the purchase of a third engine. Twenty years had now elapsed since the acquisition of Engine No. 2, while the Hero had been in service for forty-three years. It was the general feeling that a large, up-to-date machine was required for the safety of the town, and it was voted “that a sum not exceeding fifteen hundred dollars be appropriated for the purpose of purchasing a Fire Engine and that James Coffin, Haile Collins, and Henry H. Luther be a Committee to purchase the same with power to draw on the town Treasurer for the

amount necessary to purchase the same.”

The engine selected by the above committee was, in every respect, a first class machine. It is at present owned by the town of Freetown, Massachusetts, and is in excellent condition. The body is of cherry, varnished, and the wheels are painted. The brakes are about 18 feet long, giving room for about ten men on each side. The engine bears the inscription “L. Button & Co. Builders Waterford N.Y.”

In town meeting April 4, 1846, the committee were authorized to procure a house for the engine, and Edmund Cole and William B. Snell were appointed to organize a new Fire Company.

On Tuesday evening, April 7, a number of leading citizens assembled at the hall in Cole’s Hotel. William B. Snell presided as Chairman, and George W. Carr officiated as Secretary of the meeting. Engine Company No. 3 was organized and officers elected as follows:—

- First Captain William B. Snell.
- Second Captain Thomas G. Turner.
- Secretary George W. Carr.
- Treasurer Joseph B. Child.

William H. Driscoll, George W. Carr, and William B. Snell were appointed to draft a set of By-Laws.

On April 9, the Town of Warren purchased of Edmund Cole, for \$400, a lot on Baker Street and, almost immediately, steps were taken for the erection of an engine house thereon. In the deed the lot is described as bounded northerly by Baker Street, easterly by land belonging to Henry Sanders, southerly by land of Elias Magoun, westerly by land of Charles Collins.

On April 11, the new Company met for the purpose

of giving the engine a trial. The breaking of one of the pumps, however, frustrated their purpose.

On the 20th inst. they again met and elected these additional officers:—

Hose Director,	William H. Driscol.
First Engineer,	Edmund Cole,
Second Engineer,	James B. Barrus.

Leading Hose Men.*

John Frieze.	John H. Chace.
Henry A. Bowen.	Charles Collins.

Suction Hose Men.

Wm. H. Thurber.	Allen Drown.
Chas. H. Collamore.	Sam'l Drown.

The Committee on By-Laws made their report which was accepted and the articles from 1 to 19 were adopted.

William B. Snell, William H. Driscol, and George W. Carr were appointed a committee to obtain an Act of Incorporation for the Company which, it was decided, should be known as the "Narragansett Engine Company, No. 3." It was voted that the engine should be temporarily housed in a building located on Sisson Street.

On April 22, a second trial of the engine was made under the direction of the builder, Mr. Button. Again a pump was broken. Two days later the machine was once more worked and once more it broke down.

Better luck attended the Company's next attempt. For two hours the men labored strenuously and succeeded in

*Samuel Pearce and John Drown were added at a later date.

throwing a stream over the "vain" of the Methodist Church, a distance of over 140 feet.

Several other trials followed. Twice again a pump was broken. Mr. Button then made certain alterations in the machine and, on September 3, it was worked in a manner "perfectly satisfactory" to the company. On September 12, the cry of fire caused it to be hastily taken out, but the alarm proving a false one it was as quickly housed again.

The first fire at which the engine did actual service occurred at 10 A.M., February 6, 1847, when a barn situated on the premises of Jonathan Luther on Miller Street was found to be afire. Although the building and its contents, hay, were destroyed the old records state that "by the promptness of the fire Companies and citizens generally," the flames were "got under." The engine was absent from the house an hour and a half.

The first annual meeting of the Narragansett Company was held April 6, 1847. Two Torch Bearers, William A. Remington and James L. Mason, were elected in addition to the other officers.

It was voted to impose a fine of twelve and a half cents on members found guilty of spitting on the floor of the Engine House.

The troublesome bucket question now again came to the fore. In town meeting, April 7, 1847, complaint was made that many houses in town were destitute of buckets. Earlier in the year, the Town Council had ordered that the law regarding them should be published three times in the "Northern Star", in order that the citizens might be "reminded of their duty." Charles Randall and Suchet Mauran, the committee appointed to ascertain how many dwellings in the compact part of the town were equipped

with the number required by the law, had found some houses with only one, while others had none at all. The neglectful householders were promptly fined two dollars each, but, in a few cases, the fines were remitted as the delinquents came before the Council and stated that they found it wholly impossible to procure any buckets. It seems a little strange that some enterprising person, in view of these periodical bucket flurries, did not undertake to keep the market supplied.

In town meeting April 10, 1847, it was resolved "That the Town Treasurer be appointed to take charge of the lot on which the Engine house for Engine No. 3 stands and let this lot for a garden if thought Expedient."

At a meeting of the Narragansett Company, held August 9, 1847, it was decided to invite the Rhode Island Fire Company No. 1 of Pawtucket, to visit Warren for the purpose of a trial of the two Companies' engines, the trial to be followed by a clambake. On motion of Martin L. Salisbury it was voted that the Narragansetts should "come out dressed with as much uniformity as possible" on the occasion. Friday, August 13, was set as the date of the contest.

Accordingly, at ten o'clock in the morning of that day the "Threes" assembled at their Engine House. The Hose Men were clad in red shirts and white duck pants, while the remaining men were arrayed in white shirts and dark pants. All wore glazed caps, and each man's shirt displayed a large figure "3" on the breast. The company formed and proceeded to one of the wharves where they welcomed the visiting company which had arrived by boat.

A large crowd, among whom were prominent citizens of Providence, Pawtucket, and Bristol had gathered eager to catch a glimpse of the Pawtucket engine. This machine,

popularly known as the "Hay Cart" or "Rhode Island No. 1," was a "double deck" engine, built in Philadelphia, but rebuilt by William Jeffers of Pawtucket, the designer of the "Gaspee" of Providence and the "Nameague" now owned by the Watchemoket Company. The work-shop in which the "Hay Cart" was remodeled was located on the site now occupied by the Spencer Block at the corner of Main and North Main Streets, Pawtucket. Mr. Jeffers, later, removed his shop to a building at the foot of Timothy Street. A portion of this building is still standing, and is utilized as a store-house and stock room by the Pawtucket Electric Company.

As the Warren engine and the "Hay Cart" stood side by side, the spectators felt little doubt regarding the result of the contest. On every side was heard the prophecy, "The 'Hay Cart' will surely win! That little Button can't compete with her!"

After a street parade, the two machines were stationed on "the Widow Dorcas Child's Wharf" at the foot of State Street, the hose being laid along State Street to Main. The big "Hay Cart" threw a stream high above the sign posts of Cole's Hotel, and Warren faces grew sad. It seemed impossible that the Button could hope to even equal, much less surpass, the great Pawtucket beauty. But the men at the pumps of the Button looked into each other's eyes and set their teeth doggedly. High above the highest point attained by the "Hay Cart" sped the stream from the Button's hose nozzle. The people stared silently — then cheer rent the air.

The Pawtucket men bore their defeat good naturedly. The two Companies, and a number of invited guests, presently adjourned to a tent where a genuine old-fashioned

clambake was served with true Warren hospitality. This tent, like the little Button machine, was a wonder. It was the property of the Warren Artillery, made for them by the veteran sail-maker Henry W. Gladding. It was a huge affair, the largest tent owned by any military company in the state, and the visitors surveyed it with much interest.

At the close of the repast a short period was devoted to music, and then the Narragansetts escorted the Pawtuckets to the wharf where, at six p. m., the latter embarked in the steamboat "Perry", leaving their hosts with the feeling that the day had, indeed, been a red letter one for Warren.

A few days later the engine was again taken to the wharf and, as the records tell us, succeeded in supplying engines 1 and 2 with water at the same time.

In the spring of 1848 the town appointed Suchet Mauran, Thomas G. Turner, and William H. Driscoll a committee to "sink two Wells or reservoirs of water" for use of the Fire Department. After considerable discussion as to the proper location of these, one reservoir was placed in front of the Baptist Church, and the other at the corner of Broad and Main Streets.

The death of Mr. Freeborn Sisson necessitated the removal of Engine House No. 2, and John T. Child was appointed, August 28, to look up a new location for the building at some point north of Miller Street. On September 21, Mr. Child reported that a desirable lot of land, north of the residence of Allen C. Hoar, could be leased for a term of ten years at a rental of twelve dollars per annum. He was given power to make "further inquiry" regarding other sites.

From the summer of 1848 to the fall of 1849 Warren suffered from a series of incendiary fires. Houses, barns,

stores and wood-sheds were fired by some unknown hand. Large quantities of hay were consumed. On April 23, 1849, the barn of James Smith, on Jefferson Street, and the near-by barn of Job Smith were both burned to the ground. On September 26, two buildings on the premises of Hoar & Martin, lumber dealers, were destroyed with all their contents. On October 12, the barn belonging to Cole's Hotel was laid in ashes.

The Cole's Hotel barn deserves more than a passing allusion. It occupied a site near the present south-west corner of Main and Joyce Streets, and a little to the rear of the Odd Fellows Building. It was a large structure, containing stalls for forty horses. A long shed ran across what is now Joyce Street and connected with the hotel opposite the barn. In olden times three stage coaches were often seen standing side by side in this building.

When menageries visited Warren the animals were accommodated in the shed. Here elephants trumpeted and camels kneeled. Here lions roared and giraffes stretched their necks. Here Polar bears panted, while their attendants showered them with buckets of cold water from the hotel well to keep them alive.

The town offered a reward of two hundred dollars for the apprehension of the incendiary and appointed a special night "watch" to look out for fires, but it does not appear that the mysterious fire fiend was ever discovered.

The question of a suitable uniform agitated the Narragansett Company during the years 1849 and 1850. Votes relating to it were passed, and rescinded, and amended, and it seemed impossible to please everybody. In October, 1848, it was decided that the uniform should consist of "a Blue Hat, Red Jacket, Shirt of Blue Blk., and Duffell Pants."

A year later the blue hats were rejected and it was decided that red caps were the proper headgear for firemen. A few days later, some one suggested that hats like those worn by the Newport "Fives" were far more suitable, and the uniform committee were directed to procure them. But nothing appears to have been done by these gentlemen, and May 17, 1850, the company instructed the committee to "have the New Hats painted according to their own taste." Whether, in the end, any hats at all were purchased the records do not show.

In June, 1850, the "Threes" appointed a committee to solicit the citizens for subscriptions for the benefit of the company. The Hose Director was authorized to purchase tool boxes for the hose carriage, etc., and the Foreman was instructed to request the Fire Wards to supply four more brass torches.

On July 31, 1850, the Narragansetts entertained the Union Fire Company No. 3 of Providence. Preceded by a drummer and fifer they marched to the steamboat "Argo's" wharf where they received their guests. From the wharf they escorted them through the principal streets to Cole's Hotel, where a bountiful collation was served, thence to Armory Hall where the visitors remained over night. On the following morning the Narragansetts escorted the Providence men to the wharf at which the Argo lay in waiting. After "having exchanged salutations," the Union Threes embarked and were carried to Rocky Point where they enjoyed one of Captain William Winslow's clambakes at the expense of the Warren Company, and, some hours later returned to Providence well pleased, let us hope, with their outing.

In town meeting, April 16, 1851, ninety dollars were

appropriated for the purchase of a new hose carriage for engine No. 3, the Engine Company having made a statement before the meeting to the effect that the carriage then in use by them was "very inconvenient and altogether too heavy."

At this same meeting John R. Hoar, John C. Hoar, and William Collins were appointed a committee to consider the expediency of building houses for engines No. 1 and No. 2. They reported, on May 17, that they recommended the erection of a house for No. 1, to be 28 feet long, 16 feet wide, and one story high. For No. 2 they recommended a structure 31 feet long, 18 feet wide, and two stories high.

William Collins, John R. Hoar, and Francis Marble were authorized to construct the house for engine No. 1 at a cost of two hundred and fifty dollars, with permission to locate it wherever they should "consider it expedient." The site they selected was a lot on the east side of South Water Street, a little to the South of Washington Street. Many years afterward, the building was removed to Baker Street where it now stands. It bears the inscription

Hero

Fire Company. No. 1.

1802.

At the above mentioned May town meeting it was voted that in the future, at the annual town meeting in April, the Presidents of Fire Wards should make written reports of the state of the engines, hooks and ladders, and other fire apparatus; should return lists of the men attached to the Engine and Fire Hook and Ladder Companies; and should offer suggestions in regard to "the better and more effect-

ive organization of the department." In this vote we may clearly trace the origin of the annual report of the Chief Engineer of the Fire Department.

On September 8, 1851, the Narragansett Company voted to invite the Aquidneck Hose Company No. 1 of Newport to visit Warren. It was also voted to extend an invitation to Engine Companies 1 and 2, the Hook and Ladder Company, and the Fire Department, generally, to assist "in the reception of the Company and in paying the Bills." What response was made to the last mentioned vote the records do not show.

The Aquidnecks accepted the invitation and, on the afternoon of September 18, came up to Warren via Bristol Ferry. The Narragansetts met them at a quarter to five at the boundary line separating Warren and Bristol. After a short street parade the visitors were escorted to Cole's Hotel, where the Narragansetts were dismissed. At half past seven they reassembled, and both Companies took part in a grand torch-light procession, parading through nearly all the principal streets of the town. After the parade, refreshments were served in Marble's Hall on Water Street, and, at ten o'clock, the guests were escorted to the Armory where they passed the night. They returned to Newport on the following morning.

"Marble's Hall" was located in the upper story of the stone building now occupied by Potter and Collamore as a machine shop. Francis Marble used the lower story for a blacksmith shop, and many people now living doubtless recall the large figure of Vulcan, its upraised hand grasping a hammer, which ornamented the front of the edifice. The figure was an object of awe and admiration to the boys and girls of Warren half a century ago.

An unknown incendiary again began making havoc in Warren during the latter part of 1850, and he continued his dastardly work through a period of more than two years. On March 1, 1852, the store of Aaron S. Tilly, on Miller Street, was destroyed with a good sized stock of hats, caps and shoes. Two nearby dwelling houses were also consumed. Mr. Tilly was the Treasurer of the Narragansett Company and his records were lost in the conflagration. But he reported to the Company that, to the best of his recollection, they showed a balance of \$37.62 in the treasury.

The necessity of procuring a larger and more modern engine for the No. 2 Company now became very apparent and, in town meeting, April 21, 1852, the sum of \$2,500 was appropriated for the purchase of a machine, with hose and hose carriage, and the erection of an engine house. John O. Waterman, William H. Driscoll, and John C. Hoar were appointed a committee to expend the money, and oversee the building of the new engine house.

Tradition says that the Pawtucket engine builder, Mr. Jeffers, mortified by the failure of the Pawtucket machine at Warren in 1847, had solemnly declared that he would design an engine that should surpass the saucy Button tub of the Narragansetts. It goes on to say that, in fulfillment of his vow, he built the fine machine eventually selected by Messrs. Waterman, Driscoll, and Hoar. Whether tradition is correct or not history does not say, but it was a large and handsome Jeffers engine which these gentlemen procured for Company No. 2.

The machine, still in the possession of the company, is finished in natural color and mahogany with brass trimmings. It has no springs, and is rigged with a tongue for hauling by hand. The body is 10 feet 2 inches long, and

2 feet $7\frac{1}{2}$ inches wide. There are two cylinders. The stroke is adjustable up to 12 inches.

The wheel-base measures 6 feet $6\frac{1}{2}$ inches, the front track 4 feet $2\frac{1}{4}$ inches, the rear track 4 feet 3 inches. The diameter of the front wheels is 2 feet $4\frac{1}{2}$ inches, that of the rear wheels is 3 feet 1 inch. The height of the deck from the ground is 3 feet $3\frac{3}{4}$ inches. The walking-beam stroke is 4 feet $5\frac{1}{4}$ inches. The bars are 26 feet 2 inches long.

The suction is 4 inches. Originally there was a twin discharge of $2\frac{1}{2}$ inches, but this has been blocked and the delivery diverted through a single discharge of $2\frac{1}{2}$ inches.

The No. 2 Engine Company appears to have been reorganized immediately after the purchase of the new machine. The first entry in their records is under date of January 5, 1853, and is as follows:—

“Engine met agreeable to notice and Adjourned not much done.”

On January 8, a second meeting was held with all the members of the Company present. A committee previously appointed to draw up By-Laws presented their report, and the By-Laws were accepted.

A motion was made that smoking be prohibited in the Engine House and was carried.

Messrs. Daniel Foster, Rodolphus B. Johnson, and John O. Waterman were made a committee to decide upon a name for the engine. “After some Deliberation the committee made a motion that Engine N 2 be Named the Mechanick. Vote taken and passed unanimous.”

On February 10, 1853, the barn of Lewis Pearce, on Company Street, was destroyed by a fire supposed to have been started by an incendiary. A horse, two cows, a carriage, and a large quantity of hay were burned. Probably

the "Mechanick" did service at this fire, but no mention of it is made on the records of the Company.

At the annual meeting of the Narragansetts, April, 1854, it was voted "that all the members be a vigilant committee to look up new members." The reason for such a vote is obvious. In a maritime town like Warren, a goodly portion of the members of the Fire Companies were sea-faring men. They would join an organization, remain in it a few months, then resign and sail away for the West Indies, China, India, Holland, or some other distant land. From 1849 to the close of the 50s there was a constant exodus to the gold fields of California. It certainly needed a very "vigilant" committee to keep the Engine Companies supplied with their sufficient quotas of men.

In town meeting, April 19, 1854, Luther Cole, Clerk of the Fire Hook and Ladder Company, presented a request for better accommodations for the fire hooks and ladders, and ladder carriage. The request was referred to the Town Council, who appointed Charles Smith and Charles Randall an investigating committee. Messrs. Smith and Randall reported that they deemed it "inexpedient to build a new house" for the use of the Company, but recommended that the handles of the town pump on the Common should "be shifted so as to admit of the free ingress and egress of the Carriage of said company." Probably the pump handles were shifted, for the Hook and Ladder officers seem to have made no further requests.

At the April meeting it was also voted to remove the old "Rough and Ready" to some place between Kickemuet Bridge and Barnaby's Corner. This, however, was not done, as the residents of Kickemuet objected to having their wells and cisterns called upon to supply the needs of a greedy

“bucket machine”. They were quite willing to run the risk of dealing with fires unaided.

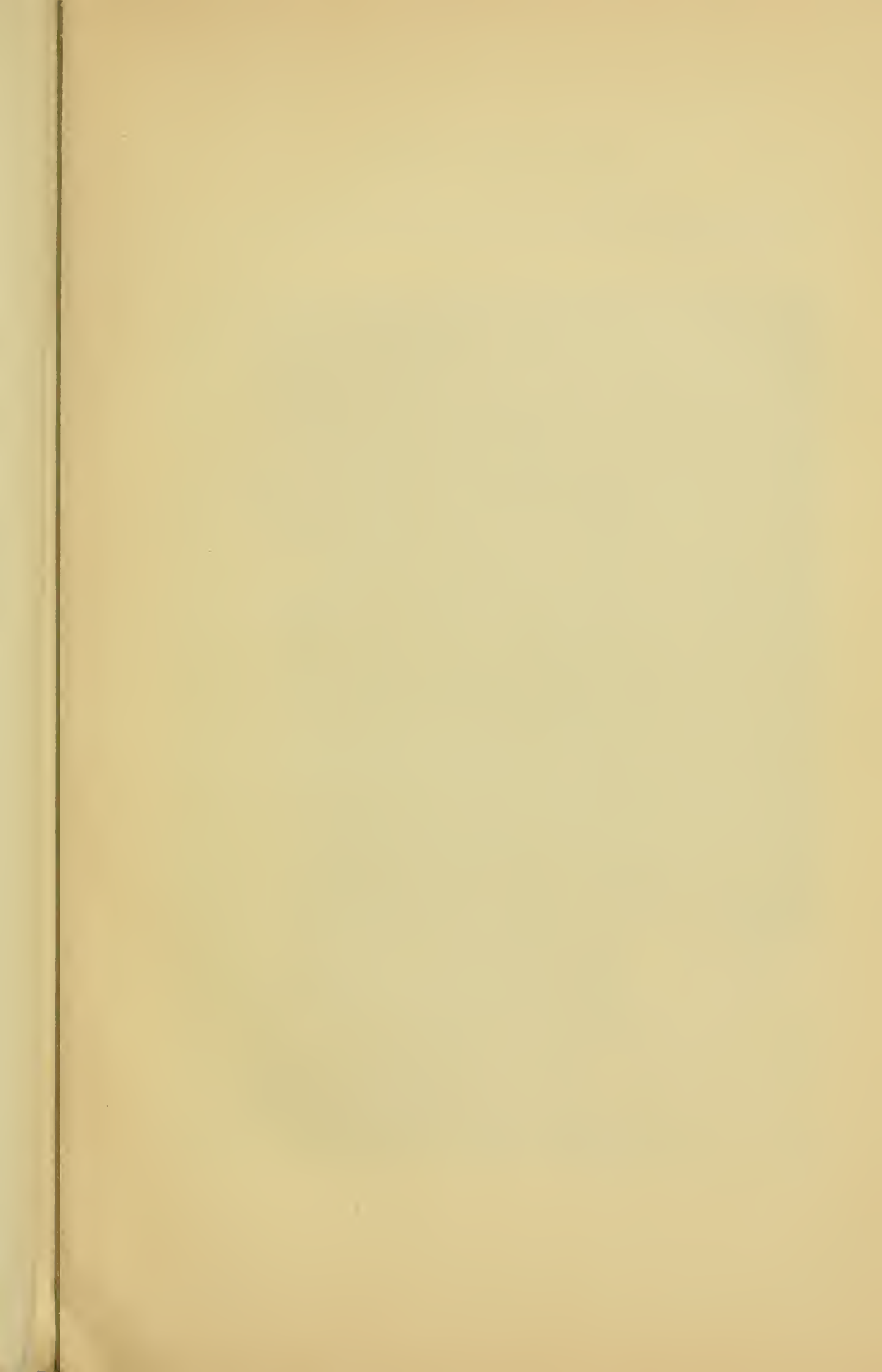
On May 5, 1854, at ten o'clock p.m., an alarm of fire was sent out from the blacksmith's shop of Nathaniel Cole. The Fire Companies promptly responded to the call. The No. 2 Company “repaired to the Acqueduct” and “commenced extinguishing the fire with despatch”, but unfortunately, as the Company's records naively state, the building was “entirely consumed”.

At a town meeting held November 7, 1854, the Presidents of the Fire Wards were advised to “alter on the most approved plan” the machinery and other appurtenances for drying the hose in Engine House No. 3. On April 24, the Narragansett Company authorized William P. Freeborn, Charles Collamore and Charles L. Wrightington to procure three trumpets for the use of the Foreman, Assistant Foreman, and Hose Director of the Company. During this same month, Captain Henry P. Carr presented the Mechanics with a fine American flag.

On November 7, 1855, a fire broke out in the store of D. W. and G. H. Andrews at the corner of Main and Child Streets. The records state that it was “put out by the Threes in about half an hour”, but add that great damage was done by water.

At a town meeting held April 16, 1856, the electors, on the motion of Benjamin M. Bosworth, voted an appropriation of \$300 for the benefit of John Drown who had received serious injuries while acting as a fireman in the service of the town at a fire in Hoar and Martin's lumber yard.

At the same time the Presidents of the Fire Wards were authorized to have the lower room in Engine House No. 3 plastered, and to make arrangements for introducing





Church, Photographer

water into the building by means of pipes leading from the well of Henry Sanders, or by other means according to their discretion.

On September 13, 1856, the steamboat "New Clifton," lying at one of the wharves, was found to be in flames. The Fire Companies hurried to the river side and succeeded in getting the blaze under control, but the boat was damaged to the amount of about \$3000.

At about five o'clock on the afternoon of November 1, 1856, the Rivet Works of Henry H. Luther, near the foot of Sisson Street, were discovered to be on fire. An alarm was quickly sounded and all the engines were hurried to the scene. It chanced that the Fire Companies were short of men, owing to the fact that many of their members had gone to Providence for the purpose of witnessing a grand political torch-light procession in honor of the presidential candidates Fremont and Dayton.

It soon became evident that the fire was a serious affair. The wind was blowing so strongly from the southwest that burning shingles were carried across Belcher's Cove and scattered in the vicinity of King's Rocks at the boundary line separating Warren from Swansea. Other buildings in the vicinity of the rivet plant soon became ignited. Among these were the soap and candle manufactory of Henry Sanders, the carpenter shop of Nathan Kent, the barn of Allen C. Hoar, the barn of William H. Driscoll, and a foundry, all of which, together with the Rivet Works, were totally destroyed with the greater part of their contents. Several neighboring fences were also consumed and, at one time, the entire north section of the town seemed threatened with destruction.

Wild excitement prevailed. People came flocking into

town from all directions. Strangers entered houses and, taking advantage of the panic, spirited away various articles that attracted their fancy. All sorts of things, ranging from feather pillows to children's toys, were appropriated by these sneak thieves. One family found their pantry despoiled of several pies and a quantity of codfish balls that had been prepared for the next day's breakfast. It seemed as if some of the people who attempted to assist householders in saving their property fairly lost their wits. Looking-glasses were recklessly dashed about — and broken — while feather-beds were carefully deposited on the ground. Kitchen utensils were tenderly carried through cross-streets and placed in the parlors of houses located at a distance from the flames and, at the same time, fine pieces of mahogany and rosewood furniture found resting-places in wood-sheds and coal-bins. Bedding and napery were tossed over fences and trunks of clothing deposited on curbstones. One citizen was compelled to threaten the life of an excited would-be helper in order to save a handsome "grandfather's clock" — a family heirloom — from destruction.

The Warren Fire Companies, finding themselves unable to cope with the flames, summoned assistance from Bristol. The King Philip Fire Engine Company promptly responded to the call, and did such excellent work that, upon November 4, the following resolution was passed in town meeting:—

"In Town Meeting, November 4, 1856, Resolved unanimously, by the Freemen of the Town of Warren in Town Meeting assembled, that the thanks of the town be presented to the members of King Philip Fire Engine Co. No. 4 of Bristol, who so promptly came to the aid of the citizens of this town on the evening of Saturday, November

1 st. for their friendly and efficient exertions in our behalf in staying the ravages of a fire, which on that evening, threatened the destruction of our town.

“Resolved further, that a copy of this vote of thanks be communicated to the Foreman of said Engine Company No. 4, and that the Town Clerk cause the same to be published in the Bristol Phenix and the Rhode Island Telegraph.”

The veteran fireman, Thomas M^cCaffrey, recalls the burning of the Rivet Works as his “first fire.” Although only a child of four at the time of its occurrence, he distinctly recollects that he was passed out of an attic “scuttle” to the roof of a house which was in danger of being ignited by flying bits of burning wood. Kept from slipping down the roof’s incline by a rope tied about his waist and secured inside the house, he kept watch and, whenever a shingle caught, promptly extinguished it by dipping water from a bucket and dashing it on the flames. It is almost unnecessary to add that the young fire fighter highly enjoyed his novel occupation.

On the Tuesday evening following the fire the Narragansetts and Mechanics were entertained in Armory Hall by Philip Chase, a prominent ship builder of Warren. A fine collation was served which was followed by toasts and speeches. The records of the Companies do not state that the banquet had any connection with the conflagration, but, as Mr. Chase’s shipyard was located near the Rivet Works, one may hazard a guess that it was given in recognition of the services rendered by the firemen to the host.

An important change in the Fire Department occurred in 1857. The following resolution was passed in town meeting on April 15 of that year:—

“Whereas the present system of appointing officers for the fire department, is deemed unwise & impolitic therefore Resolved that our Senator and Representatives be requested to use all honorable means to have the present law in regard to the appointment of fire Wards so amended as to give the town of Warren the power to elect a chief Engineer and four assistants.”

The desired amendment was passed by the Legislature and on April 21, 1858, a Board of Engineers was appointed, in town meeting, as follows:—

Thomas G. Turner, Fire Ward and Chief Engineer.

George Barton, First Assistant.

William Cole 2nd, Second Assistant.

Nathan Hancock, Third Assistant.

On August 4, 1860, the Town Council considered an application made by Nathaniel L. F. Potter, of Barrington, in regard to the purchase of the old Engine, formerly belonging to the No. 2 Company, which had been renumbered 4. The Council considered the application favorably and directed the President to dispose of the “No. 4 old fire engine” to the best possible advantage.

Mr. Potter purchased the machine and, for several years the “Rough and Ready” did good service at the Nayatt Brick Company’s yards, where it was used for pumping out clay-pits, etc. The records do not show the price paid for it.

On April 18, 1862, at about eleven o’clock A.M., a fire broke out in the Warren Ladies’ Seminary, located on the east side of North Main Street between Wood and Hope Streets. When first discovered the flames were bursting through the roof. The entire Fire Department promptly

responded to the alarm, and soon after twelve o'clock succeeded in checking the progress of the flames. The damage to the building, by fire and water, amounted to about \$4,000 which, however, was fully covered by insurance. The blaze started in the woodwork about the furnace.

On the following day a town meeting was held and the sum of \$300 appropriated for necessary repairs on the various engines and hose. The Board of Engineers was authorized to oversee its expenditure.

A fire was discovered in the mill of the Cutler Manufacturing Company on August 11, 1863, at noon. The flames were not extinguished until the middle of the afternoon. The damage was estimated at between \$2000 and \$3000.

The Cutler Cordage Mills were established in 1858 and, eleven years later, the Cutler Manufacturing Company was incorporated. Captain Charles R. Cutler, the founder of the plant, was, for many years, one of Warren's foremost citizens. He was Lieutenant-Governor of the State of Rhode Island from 1872 to 1873.

In town meeting April 15, 1863, it was voted that the engines should be used only in case of fire and when in need of repairs. On the very next day they were called upon in a case of fire. At about half past two in the morning, when the town was wrapped in slumber, the Ladies' Seminary was again discovered in flames. A few moments after the alarm was sounded, the entire edifice was ablaze.

The fire companies made a brave fight but their efforts were in vain. The building was constructed of pitch pine and it burned like tinder. The entire edifice and its contents were destroyed, as was also the residence of Captain William Martin on the opposite side of Main Street. The

sparks and burning embers were carried long distances by the wind.

The Warren Ladies' Seminary was founded in May, 1834, by Robert A. Coffin, its first principal, and others. It enjoyed, throughout its existence, an excellent reputation. The curriculum included the various English branches, Latin, French, German, drawing and painting, and vocal and instrumental music. Particular attention was given to pupils desirous of becoming teachers. The students included young women from every state in the Union.

The Seminary building was originally erected for a residence by Captain Jonathan Wood of Warren, after whom Wood Street was named.

Captain Wood purchased the land on which he built his mansion of Cromwell Child in March, 1803. The timber of which the house was constructed was brought in a sailing-vessel from Georgia.

The main body of the building was three stories high and fronted on Main Street. A wide pillared piazza ran around the front and side. The parlors, dining-room, and school-rooms occupied the lower floor. The dormitories were located in the second story, and the servants' bedrooms and studio in the third. The kitchen was at the rear of the lower floor.

At the time of its destruction the Seminary was conducted by Asa M. Gammell assisted by an able corps of teachers. Among the trustees of the institution were Ex-Governor Charles Jackson, Reuben A. Guild, Reverend Josiah P. Tustin, and General Guy M. Fessenden. The Board of Examiners included Doctor Francis Wayland, Professor William Gammell, and Judge Alfred Bosworth.

The officers of the institution were:—

President	Shubael P. Child.
Vice President	Henry H. Luther.
Secretary	Thomas. G. Turner.
Treasurer	Charles Randall.

At a town meeting held April 18, 1866, the electors voted an appropriation of \$400 for the purpose of erecting a house for the truck and ladders of the Fire Hook and Ladder Company No. 1. This building still stands on Baker Street and is in good condition. It is used for housing the "Hero".

In May, 1867, the members of the Narragansett Company discussed the question of introducing gas into their engine house, and Daniel K. Bowen was appointed a Committee to ascertain the probable expense. No further steps, however, were taken until 1868, when the Town Council appropriated the sum of \$40 for the use of the Company, which, on April 21 authorized William Baker and John H. Pearce to "lay the money out to the best of their ability."

The Fire Companies of Warren have always been famous for their clam chowders. The first mention of chowder which I find on the records of the No. 3 Company is under the date May 5, 1869, when a "proposition was made by Benjamin B. Martin that a clam chowder be agitated for the benefit of the Co." Frank E. Dana was appointed a committee to "canvas the probable expense attending the getting up of the chowder," and it appears that he must have brought in rather a discouraging report for, on May 11, the Company voted that the chowder plan "be abandoned."

Somewhere along in the fifties and sixties the boys used to repeat a rhyme about the firemen. After the fashion of boys, the world over, they neglected to prefix titles

to the names occurring in their doggerel, which ran thus:—

“ ‘Fire! Fire!’ says Charles Prior.

‘Where? Where?’ says Paul Ware.

‘Up town,’ says Joe Brown.

‘The Baptist Meetin’’, says Sam Wheaton.

‘Ring the bell!’ says Bill Snell.

‘All out!’ says Jack Stout.”

Jack Stout was a colored man and one of the characters of the town. He was the father of the famous musician, Valorius George Washington Hathaway Peck Stout, who is vividly remembered by many of the natives of Warren.

The year 1870 witnessed a great change in the methods of dealing with fires in Warren. At a town meeting, held March 12, the electors passed the following vote:—

“Voted that Four Thousand Dollars be and is appropriated for the purchase and procuring a Steam Fire Engine, and that Charles R. Cutler, John O. Waterman, and Thomas G. Turner be a Committee,”

On March 17, the Narragansett Company held a special meeting for the purpose of discussing the steamer question. The Company voted unanimously to petition the committee appointed by the town to place the new steam engine in their charge. The petition was immediately drawn up and presented to Charles R. Cutler, the Chairman of the Town Committee.

On June 15, the Narragansetts voted to canvass for recruits. But the canvass was unsuccessful. The Chairman reported, on June 22, that he was unable to secure any new members. Perhaps would-be firemen were waiting to ascertain which company was to be the guardian of the new

steamer ere pledging themselves to either. In due time the steamer arrived and it created much enthusiasm. It was built in Pawtucket by Cole Brothers in 1870. It is a third class machine. Its weight is about 6,200 pounds. The diameter of the steam cylinder is 8 inches. The diameter of the double acting pump is $5\frac{1}{2}$ inches. The stroke is 8 inches. The capacity is 600 gallons a minute. The diameter of the suction is 4 inches. The full length of the suction hose is 25 feet. The steamer throws one stream of $1\frac{1}{8}$ inches diameter, or two streams of $\frac{7}{8}$ inches diameter.

On the Fourth of July, 1870, the town was on tiptoe with interest for, upon that day, the steamer was to make her debut. A street parade in which the Engine and Hook and Ladder Companies participated occupied the morning hours and, at noon, the Threes entertained their friends with "lemonade refreshment" at the Engine House. At two o'clock the Company formed and, preceded by a band, repaired to the Common where, amid much enthusiasm, the steamer was given a trial. At the quarterly meeting of the Narragansetts, on the following day, Joseph Kelly, James A. Cole, Asbury Thompson, Thomas W. M^cCaffrey, Charles S. Maxfield, and Eleazer Cady were appointed "bucket men" to keep the steamer supplied with water.

On February 8, 1871, a fire broke out in the jewelry establishment of Bowen and Company situated on the west side of Water Street just south of State Street. The Fire Companies hastened to the scene and the steamer did "good execution on the devouring element." The Mechanics' engine refusing to work, the Threes' hand engine was called into service. The building was totally destroyed, but others in the vicinity were saved after a hard fight of two hours.

If tradition tells the truth, this fire marked an epoch in

the history of Company No. 2. Its men worked the 'Threes' engine, cutting through the solid ice of the river to place the suction pipe. On the following day the newspapers published accounts of the fire and gave all the praise to the Narragansett Company, and the Mechanics, hurt and discouraged, began to feel that it was hardly worth while to try to keep their Company together.

On April 1, 1871, Chief Engineer Charles R. Cutler formally tendered the steamer to Narragansett Company, No. 3, to have and to hold and to use for all necessary purposes without interference from town officials, with the understanding, however, that the Company should honor all proper orders issued by the Chief or his Assistants.

At a later date Luther Cole, John A. Pearce, and John Livesey were appointed a committee to revise the By-Laws of the Company to meet the new conditions arising from the acquisition of the steamer. The By-Laws, as revised, were accepted by the Company on June 13. On June 22, it was voted to adopt a code of signals.

During 1871, the Fire Hook and Ladder Company found itself reduced to four members. These loyal supporters were John G. Cole, William Cole, Henry W. Eddy, and Charles Munroe. As no recruits could be secured the Company was broken up.

On December 22, 1872, a fire broke out in the Baptist Church. The woodwork near the furnace in the basement became ignited and a dense volume of smoke poured up the large register at the right of the altar. In order to battle with the flames the firemen were obliged to creep up the aisles on hands and knees. After laboring for

about two hours the flames were subdued. Considerable injury was done to the interior of the edifice. Nine pews on the north side were destroyed, and the walls and woodwork were scorched and blackened. A good deal of damage was also done by water.

The Warren Baptist Church was organized in 1764, and, in connection with it, Rhode Island College, now Brown University, was founded. The original Church edifice was a plain wooden structure, with a four-sided hip roof and a belfry in which was hung a ship bell. The door faced directly east and the pulpit was at the west end. In this building was held, on September 7, 1769, the first Commencement of the College, when seven young men took their degrees. In May, 1770, the College removed to Providence. The church was burned May 25, 1778, when five hundred British and Hessian troops raided Warren and destroyed by fire, not only the meeting-house, but the powder magazine opposite it, a privateer on the stocks in one of the shipyards, a mill and two dwelling houses at Kickemuit, and seventy large flat-bottomed boats collected on that river for use against the enemy, besides a quantity of tar, pitch, and other stores. This Revolutionary conflagration was probably the largest ever kindled within the limits of this town.

The second church edifice was erected in 1784 on the site of the former structure. It was 61 feet long and 44 feet wide, with a tower 44 feet high and 14 feet square. In 1800 a steeple $43\frac{1}{2}$ feet high was added to the tower.

In 1844 this building was taken down and the present stone edifice erected on almost the same site. This beautiful specimen of gothic architecture is one of the most artistic and striking landmarks of the town.

On March 8, 1873, the town appropriated the sum of

\$500 for the use of the "Narragansett Fire Steam Engine Company," the money to be expended on "new uniforms, repairs on the Hall, &c." The Company promptly decided to employ \$175 in fitting up and furnishing their hall, and to procure uniforms with the balance. The "uniform committee" were instructed to purchase a certain number of uniforms and to use the remainder of the money "for skull caps." Unfortunately the committee's report, when rendered, showed a balance of only fifty cents to the Company's credit and, as the records are afterward silent regarding the skull caps, we probably shall never know whether they were ultimately purchased or not.

On August 13, 1873, the Mechanics' Machine Company's plant, at the corner of Water and Washington Streets, was burned to the ground despite a strenuous effort to save it. The structure was of wood, and the flames rapidly licked it up. The Company had not long been located in Warren and was put out of business by the unexpected disaster. The site of the Mechanics' Machine Company's plant is now occupied by the large brick building of the Textile Finishing Machinery Company. On this same site ships were built in the old days of Warren's commercial importance.

In February, 1874, the chowder question was again discussed by the Narragansetts, and it was voted to have a chowder, to "borrow a kettle" to cook it in, and to "pay damages" in case the kettle should be injured while in use. The chowder must have proved a great success, for one year later a "chowder fund" was "started."

On April 3, 1874, the Number 3 Company voted to place bells upon their hose carriage.

On April 17, 1874, a special meeting of the Number 2 Company was called, and by a vote of eleven yeas to one

may, it was resolved to disband the company, The Mechanics had served the town faithfully for forty-nine years. Their record was an honorable one. But they had become discouraged, and disbanding seemed the easiest way out of their many difficulties,

At a town meeting held March 10, 1877, there was considerable discussion regarding ways and means of improving the Fire Department. But no action was taken. Previous to this date, however, the idea of utilizing the Kickemuet River for the purpose of supplying the town with water had been broached and had met with favor from thinking people.

On February 15, 1878, at half past four in the morning, a barn on Market Street owned by Reverend Michael M^cCallion and occupied as a livery stable by F. Brown was burned, though the horses and carriages it contained were removed in safety. At this fire the steamer did good service for four hours and, by means of it, the buildings surrounding the barn were saved from destruction.

On March 3, 1878, flames destroyed one of the old land-marks of the town. This was the building located on the north side of Baker Street, between Lewin and Main Streets, and owned by the heirs of Judge Samuel Randall.

Away back in the early part of the last century Judge Randall carried on a private school in this structure, while a rival Hall of Learning was conducted in the Warren Academy which occupied the lower floor of the Masonic Building next door. Party spirit ran high in those old days, and as the Randall schoolboys were principally sons of Democrats, while the Academy boys were the children of Federalists, a great deal of "scrapping" took place during recess periods and before and after school hours. This

was especially true during the War of 1812, and is hardly to be wondered at, for so bitter was the feeling between the two great political parties that Warren once witnessed a double Fourth of July celebration, the Federalists and Democrats finding it quite impossible to unite in a demonstration. There were rival processions and rival banquets at Cole's Hotel. No wonder the boys quarreled — they imbibed the spirit of hostility from their elders.

Samuel Randall was Town Clerk of Warren from 1810 to 1860 with the exception of twelve months (1814 to 1815) when the office was held by Joseph Adams. He was elected an Associate Justice of the Supreme Court of Rhode Island in 1824, and remained upon the bench until 1833, sustaining the high position with great intelligence and dignity.

Early in the fall of 1878 the Mechanics reorganized and have, ever since that date, been an able and active company. The first officers elected by the reorganizers were:—

Foreman	John Howe.
Assistant Foreman	T. K. Finn.
Hose Director	David Barry.
First Pipeman	John Curtis.
Second Pipeman	Owen Kelly.
Clerk	Wm. H. Smith.
Treasurer	Daniel W. Pailthorpe.

The first fire at which the new company rendered assistance was in a house on Market Street. This fire occurred on October 4, 1878. Both the steamer and the hand engine of the Mechanics did good work. The steamer was drawn to the burning house by horses.

On October 11, 1878, the Narragansett Company attended a muster at Park Garden, Providence, and the

steamer succeeded in making a record of one hundred and eighty feet and one inch, although the wind was blowing a strong gale against the stream.

On the evening of April 10, 1879, Joseph Adams, Francis E. Dana, James M. Winslow, Charles Whitford, and Jeremiah Goff met at the residence of Mr. Dana for the purpose of reorganizing the Hook and Ladder Company. Francis E. Dana presided as Chairman of the meeting.

It was decided that the officers of the new Company should be a Foreman, two Axe Men, and a Secretary and Treasurer. Joseph Adams was unanimously elected Foreman.

James M. Winslow and Charles Whitford were appointed a committee to draw up a set of By-Laws, and F. E. Dana was authorized to procure a book for the use of the Clerk.

The Foreman was requested to notify the Chief of the Fire Department that the Company had reorganized, and would work at all fires to the best of its ability. The meeting was adjourned sine die.

At a town meeting held in the month of April, 1880, the question of introducing Kickemuet water into the town was discussed at length and a committee, consisting of Honorable Sidney Dean, Doctor Preston Day, and Honorable George Lewis Cook, was appointed to confer with "responsible parties" who stood "ready to introduce a Supply of Fresh Water into this town." No definite action regarding a Water Works system, however, was taken.

On May 12, 1880, the Button machine belonging to the Narragansett Company scored a victory at a muster held at Cedar Grove. Its principal rival was a large and handsome "Jeffers" engine, the property of the Watchemoket Company No. 1. When this engine appeared upon the

grounds, decorated with flags and drawn by plumed horses, the onlookers exclaimed that it would surely bear away the prize. The Watchemoket Company, certain of victory, smiled indulgently at the Warren "tub" which looked very small and unpretentious beside the big "Jeffers."

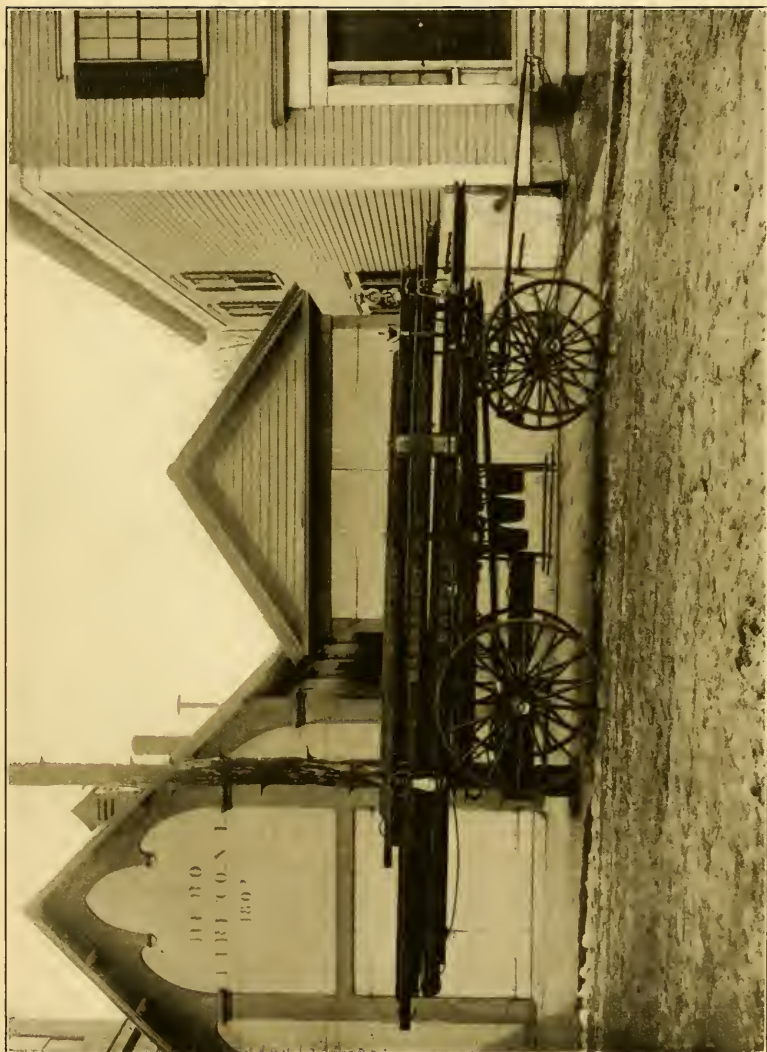
At 1.30 o'clock the Warren Company prepared to exploit their machine. Two hundred and fifty feet of hose were laid and, at one hundred and twenty five feet from the nozzle, paper was placed a distance of forty feet to assist the judges in their estimates.

The "Button," worked by determined men, threw a stream one hundred and sixty-one feet and three inches in length. Then the engine of the Watchemoket Ones took its place. The gazers craned their necks and held their breaths as the water gushed from the hose nozzle. Then, as the judges announced the result, one hundred and fifty-one feet and three inches, a buzz of astonishment ran through the crowd.

The trial of machines was followed by a shore dinner and, at a quarter past four o'clock, the prizes were awarded to the winners in the contest. The Narragansetts received a large broom as "an emblem of the clean sweep" they had made. Soon after, three dozen brooms arrived by train from Warren. The little "Button" was decorated with some of these and each member of the Company was supplied with one. Upon reaching Warren at half past six o'clock, a street parade was made, the procession being headed by the Warren Drum Corps.

During the spring and Summer of 1880, the Mechanics had their engine renovated. The Narragansetts loaned their hand machine to the "Twos" while these repairs were being made. The Mechanics adopted a uniform this year,

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MASSASOIT HOOK AND LADDER NUMBER ONE

Church, Photographer

making their first appearance in it at the funeral of a deceased member, M. F. Conley.

On August five the Narragansetts presented the Chief Engineer, William Cole, with a handsome gold badge as a token of regard. Badges were also presented to the Assistant Engineers.

On October 7, 1880, the Narragansett Company entertained the Narragansett Company, No. 2, of Cedar Grove, and the "Ones" of Watchemoket. On this occasion Warren witnessed the largest and finest Fireman's parade ever seen on its streets up to that date. The "Threes" welcomed their guests with a display of fireworks at the Engine House on Baker Street, after which all participated in a "grand torchlight procession," headed by the Warren Drum Corps, eight drums, followed by

The Chief Engineer and Assistants.

Foreman and Assistants of Hydraulion Engine
Company of Bristol.

First Assistant Dreadnaught Hook and Ladder
Company of Bristol.

Narragansett Company, No. 3, of Warren.

Narragansett Company, No. 2, of Cedar Grove.

Watchemoket Company, No 1, of East Providence.

Mechanic Company, No. 2, of Warren.

The streets were ablaze with illuminations and fireworks, and, after parading through the principal thoroughfares the hosts, with their guests, repaired to Armory Hall where a bountiful oyster supper was served. Musical selections were rendered by Booth's Orchestra, and speeches were made by the Foremen of the various Companies, and also by Lieutenant-Governor Charles R. Cutler, Honorable Henry H.

Luther, Honorable Charles B. Mason, and Honorable Benjamin M. Bosworth Jr. The festivities closed at the Engine House with music, speeches, and dancing.

Late in the autumn, the Mechanics gave their first ball. Unfortunately the records of that Company fail to give any particulars respecting it but, presumably, it proved to be a success.

On January 30, 1881, at ten minutes to seven in the afternoon, the clanging of the church bells summoned the Fire Department to Saint Mark's Episcopal Church on Lyndon Street. They found that the Christmas trimmings of evergreen had become ignited and that the flames were rapidly spreading from the chancel towards the body of the edifice. It was an extremely cold evening, and when the Broad Street reservoir was reached the firemen experienced great difficulty in raising the cover so solidly was it frozen down. In the meantime the fire had crept under the ceiling of the church and, as the building was of peculiar construction, the firemen were badly handicapped in their labors.

All the Companies worked with a will and, at last, it was announced that the flames were extinguished. The tired firemen returned to the Engine Houses, put up the machines, and then retired to their homes. Scarcely were they comfortably settled in bed, however, ere a second alarm sounded. They responded to it with creditable alacrity and, for a considerable length of time, waged warfare with the devouring element. By this time the cold had perceptibly increased, and coffee and other refreshments served by ladies of the neighborhood proved very acceptable to the weary workers. After breaking away a large portion of plastering, the men succeeded in conquering the blaze.

At a meeting of the Wardens and Vestry of Saint

Mark's Church, held March 31, 1881, the following vote was passed:— "Resolved, that the thanks of the Corporation of St. Mark's Church be, and hereby is, tendered to the Fire Department of the Town of Warren for their prompt and efficient efforts in arresting the progress of the flames at the fire on Sunday Eve, Jan. 30, 1881. And particularly for their great care in preserving the beautiful memorial windows from material damage.

"And the Clerk is hereby directed to convey to the Chief Engineer and to each Fire Company a copy of these resolutions."

(Signed) Daniel L. Turner,

Sec'y. St. Mark's Church Society.

The damage done to the Church by this fire was considerable, but the repairs necessitated by it added greatly to its appearance. The edifice was erected in 1829, and consecrated July 15, 1830. At various periods it has been enlarged and improved. Alterations made in its interior, a few years ago, have largely increased its beauty and impressiveness. There is an interesting fact connected with the fire at Saint Mark's. The alarm was rung by Miss Mary Jolls Merchant, (now Mrs. Howard K. DeWolf) then a little girl not yet in her teens. As the key of the Baptist Church was kept at the residence of her father, Doctor Joseph M. Merchant, little Miss Mary decided that she would learn to ring the church bell in order to prevent delay in sounding fire alarms. Accordingly she requested the sexton to instruct her in the art of ringing and, while taking her first lesson, came very near meeting with a serious accident. The sexton, who was blind, neglected to tell her to let the rope slip through her fingers and when, after a vigorous pull, the bell suddenly turned over, the child, cling-

ing to the rope, was carried up to the ceiling where her head received a very severe bump. She was much frightened but, after descending, continued to practice and, in time, became as expert a bell ringer as the sexton himself. She sounded the alarm for many other fires beside that at the Episcopal Church.

During 1881 the Mechanics revised their By-laws, and purchased a flag and three trumpets for Company use. At a special town meeting, held April 13, the taxpayers voted an appropriation of \$250 for their benefit. This very much needed sum proved highly acceptable to the Company.

On April 12, the Hook and Ladder Company held the first meeting called since its reorganization. At this meeting F. E. Dana announced that, at the March town meeting, the electors had voted the sum of \$100 for the use of the Company.

A little before two o'clock, on the morning of November 16, the ringing of the Baptist Church bell aroused the town from slumber. The entire Fire Department responded to the alarm with remarkable promptness, and hastened to Saint Mary's Roman Catholic Church, at the corner of Main and Luther Streets, which they found enveloped in flames.

The steamer was located at the reservoir at the head of Broad Street, while the Mechanics stationed their engine at a nearby wharf. So fierce was the heat of the fire that the greatest difficulty was experienced in working advantageously. The Parsonage connected with the Church, and a small cottage just west of the burning structure, were soon ignited. At the most critical moment the water in the reservoir became exhausted and the steamer was transferred to the cistern in the yard of the plant now occupied by the

Howland and Wheaton Company at the corner of Main and Broad Streets. The delay caused by this change proved fatal; and, at half past three o'clock, the Church was reduced to ashes. None of its furnishings were saved, but the greater portion of furniture belonging to the parsonage and neighboring cottage was removed to a place of safety. Several other buildings in the immediate vicinity of the Church became ignited, but the firemen promptly checked the spread of the flames.

Chief Engineer Cole had, very early, summoned aid from Bristol, and his call was immediately responded to by the Hydraulion and King Philip Fire Companies. While en route for Warren, both Companies were notified that the fire was under control, whereupon they returned to Bristol. The Warren engines were housed between five and six o'clock. Considering the drawbacks against which the Fire Department were compelled to work, it is remarkable that they succeeded in keeping the flames from spreading along Main Street.

Saint Mary's Church was a plain wooden structure erected about half a century ago when the parish was first organized under the pastorate of Reverend Hilary Tucker. The present church edifice, which replaced the original building, was dedicated November 25, 1883. Its exterior is of an effective style of architecture, and the interior is handsomely finished and decorated.

This destructive fire again aroused interest in the question of a town water supply, and, at a town meeting held January 7, 1882, it was voted to accept the proposals made by George H. Norman for the erection of a plant to furnish Kickemuit River water for domestic and other purposes. A fire, which occurred on October 3, succeeded in

convincing even the opposers of the Water Works scheme of its advisability. This fire was at the carpet lining manufactory of William Warren on North Main Street. It broke out at a quarter to eleven in the morning, and, although the Fire Department promptly hastened to the spot and did heroic work, they were unable, owing to the scarcity of water, to subdue the flames. It had been a very dry season. Throughout the town wells and cisterns, generally, were empty. The Mechanics drew their supply from a well in the engine house yard, while the steamer utilized the reservoir in front of the Baptist Church. The Warren Manufacturing Company stretched three lines of hose from their plant and, by these means, the buildings adjacent to the burning structure were saved from destruction. The Hook and Ladder Company did excellent service, also, and many citizens assisted the firemen in their efforts.

In January, 1883, the Water Works plant was completed and, on February 5, it was formally accepted by the Town Council. The first trial of the hydrants was made on January 8, by the Narragansett Company. The steamer was taken to the south side of the Common and two streams were forced up to the clock in the spire of the Methodist Church. A single stream was driven about ten feet higher, while four streams showed a general average of one hundred and twenty-five feet.

At Miller Street the water reached the clock in the tower of the Baptist Church, and, at the Warren Manufacturing Company's plant, it was forced to the vane on Mill Number One, and to the towers on Mills Number Two and Three from the main pipe at the same time. The lowest record was made on Main Street, at the hydrant located near the residence of Nathan Sanders, where a stream

only sixty feet high rewarded the Company's efforts.

On January 11, the Company appointed its first hydrant men, Henry S. Burtch, Herbert V. Rounds, and Frank S. Chase.

On May 17, the Mechanics voted to give a ball to celebrate the acquisition of a new hose cart.

During the month of June the Narragansetts purchased four drums and the "Narragansett Drum Corps" was organized, with James Collamore as leader. The Drum Corps made its first appearance on July 4, when the Company took part in a parade at Bristol.

On this same day occurred a fire at which Kickemuit water was used for the first time. The alarm was sounded at twelve o'clock at noon, when a wooden building situated near the turntable of the Old Colony Railroad was found to be in flames. The "Threes" were the only company which threw water on the flames from the hydrant at the Cutler Manufacturing Company's plant. One thousand feet of hose were used.

On April 7, 1884, the Narragansetts celebrated the thirty-eighth anniversary of their organization. Twenty-five members, arrayed in "new oil cloth suits," reported at the Engine House at three o'clock in the afternoon and thence were conveyed in a party wagon to South Warren, accompanied by the steamer drawn by a pair of horses, and the hose-cart drawn by one horse. Several hydrants in that section were tried and then the Company returned to the compact part of the town giving trials on Main Street, Child Street, and at the Common. At the latter spot the steamer "beat all former records," throwing the water ten feet above the Methodist Church spire. The maximum record of the steamer was one hundred and sixty-five feet. that of the

hydrants one hundred and forty-five feet. In the evening the Company paraded the streets, then repaired to Cole's Hotel where a hot turkey supper was enjoyed. The festivities ended with music and dancing.

On March 18, 1885, the Mechanics appointed Thomas Finn and David Barry a Committee to wait upon the Chief Engineer for the purpose of voicing the Company's protest against the sale of the Jeffers hand machine which the electors in town meeting had voted to dispose of. The machine was not sold and it is to be hoped that it never will be. It is a relic of Warren's past and, as such, should be carefully preserved. It has a good record having, in its day, performed its duties faithfully. It is now (1911) in excellent preservation.

In May, 1885, the Mechanics voted to hold drills every month, and in November they voted to conduct their meetings according to Parliamentary rules.

In June, 1886, the Narragansetts supplied themselves with regulation uniforms. These uniforms added greatly to the appearance of the Company as a body.

On October 29, 1887, the Town of Warren sold the "Button" hand engine to the Town of Freetown, Massachusetts, for \$175. Freetown has recently purchased a light chemical engine, but still retains the hand machine which is in excellent condition.

Prior to the sale of the "Button" engine there had been considerable discussion in regard to selling the "Hero." There were many who contended that the "little old-fashioned tub" was of "no earthly use" as compared with "good money." The discussion was carried on after the "Button" had been disposed of. Happily, owing to the exertions of H.O. Pardey — elected foreman of the "Threes" in 1888 —

the priceless relic was retained. In these days its worth, as a curiosity, is better appreciated and, probably, no money would induce the town to part with it.

On February 16, 1888, the Narragansetts paid a visit to their retiring Foreman, John H. Brown, and presented him with a handsome gold-headed cane as a testimonial of their esteem and respect. Mr. Brown had served as first officer of the Company for a period of eight years, and had proved himself an active and zealous leader, having ever the welfare of his Company at heart.

An alarm was sounded at twenty minutes past one o'clock on the morning of March 6, 1888, which proved to be for a fire in a large block located at the corner of Miller and Water Streets, owned by Nathaniel Drown and occupied by several tenants. It was quite a serious fire and the building was badly damaged, the inmates escaping through the stifling smoke with difficulty. It was a fire that tested the efficiency of the Department for, on two sides, the block was surrounded by other structures, and only the able work of the fire fighters prevented a very serious conflagration. That their efforts were appreciated the following resolution, passed on March 10, amply testifies:—

“Resolved that the town of Warren in town meeting assembled hereby acknowledges its indebtedness to the officers and members of the Warren Fire Department for the courageous and efficient manner in which they performed their duty at the fire of March 6, 1888.

“Resolved that a copy of these resolutions, signed by the town clerk, be sent to each of the fire companies in said town.”

On April 9, 1888, the box shop of Benjamin S. Buffington was partially burned, only the walls of the upper

story being left after a hard fight by the firemen. At six o'clock in the evening on the same day, a fire which had a tragic ending broke out in the residence of the Stevens family on Bristol Neck. Mrs. Stevens, an aged lady, was the sole occupant of the house at the time, and she perished in the flames before assistance could reach her.

On October 8, 1888, a barn on Railroad Avenue, owned and occupied by Charles S. Maxfield, was destroyed by fire. Its contents, consisting of three horses, carriages, harnesses, etc. and a quantity of hay were consumed. Mr. Maxfield had already lost another barn by fire in the previous spring.

In April, 1889, the town appropriated \$50 for the purchase of a new truck for the use of the Hook and Ladder Company. In May, that Company voted that, in the future, its name should be the "Massasoit Hook and Ladder Company."

On September 5, 1888, the Narragansett Company attended a muster at the Dexter Training Ground in Providence. They carried the "Hero" with them and, upon their arrival in the city, met with the reverse of a cordial reception. As they passed along South Main Street a large crowd gathered, and the "Hero" was greeted with hoots, groans, hisses, and jeers. It was very evident that the populace regarded the "Threes" as a company of "Waybacks," which possessed no other machine than the antiquated and diminutive "tub." Encouraged by their Foreman, however, the men although angry and mortified, pressed on, making no response to the insults heaped upon them.

At the training ground they encountered more jeers and laughter. But they maintained their composure and, in due time, the "Hero" proved that it was worthy of its

name. When its pumps forced up a vertical stream of one hundred and nine feet, the hoots and hisses gave way to prolonged cheers. Photographers rushed forward to secure a shot at the tiny wonder, and the crowd pushed and jostled in a wild effort to get near it. An enthusiastic lady presented Foreman Pardey with a bouquet of flowers. The "Hero" was only excelled by the "Water Witch" of Providence, a considerably larger machine.

During 1889, the Mechanics gave a highly successful dramatic entertainment for the benefit of their Company, and the Narragansetts held a fair which netted them the sum of \$453.09.

On December 31, 1891, the French Catholic Church of Saint Jean Baptiste, at the corner of Main and Hope Streets, was partially destroyed by fire, being only saved from destruction by the prompt action of the Fire Department. The dense smoke arising from the burning building was almost suffocating, but the men remained at their posts until the flames were subdued.

The Parish of Saint Jean Baptiste was incorporated August 11, 1881, and, during the thirty years of its existence, has been under the charge of but four pastors. The Church edifice was erected in 1882. The Parish supports a parochial school, with a roll of some two hundred pupils.

On July 28, 1892, a fire occurred in Cole's Hotel in a room occupied by an aged woman, Mrs. Rosa Donnelly. The fire was quickly extinguished, but not before the aged woman was fatally burned.

On March 25, 1893, this hotel was nearly destroyed by fire. At about two o'clock in the morning flames broke out in the bar-room, and the cloud of smoke rising to the apartment directly overhead awakened its occupant, who

quickly aroused the family of the landlord and the guests. Cries of fire and the ringing of the church bells gave the alarm, and the Fire Department hurried to the scene. Nine lines of hose were laid and, in an almost impenetrable fog by which they were greatly hampered, the firemen began their fight.

It was a long and tedious battle attended by many dangers. At a score of different points the flames burst out simultaneously. The older portion of the edifice was completely gutted. The newer portion was a total loss. It was fully four hours ere the blaze was subdued.

There were thirty-five guests in the hotel and all escaped without bodily injury. Most of them were also fortunate in saving the greater portion of their personal effects. The landlady, Mrs. Jeremiah Goff, lost some rare articles of bric-a-brac and china, also several valuable old-time relics, but succeeded in saving considerable furniture.

The lower story of the hotel contained several stores, all of which were occupied. The periodical store of Fred A. Bliss was a wreck, and the greater part of the stock was destroyed. The barber shop of John M^oDonough and the offices of the Earle and Prew Express Company and the Warren Telegraph also suffered considerable damage.

Messages were sent to Bristol and Providence, and the Fire Departments of both places stood ready to lend assistance if needed, but their services were not required. The Warren firemen deserved and won great praise for their coolness, promptitude and bravery, and the excellence of their work.

Cole's Hotel was founded in 1762 by Ebenezer Cole Junior. His son Colonel Benjamin Cole succeeded him as landlord, and was, in turn, succeeded by his son George

Cole. It was a famous hostelry in olden times. Mention has already been made of the large barn which was once connected with it.

During the fall of 1778, Lafayette, then in command of the troops stationed on the eastern shore of Narragansett Bay, made Warren his headquarters for a brief period. Tradition says that he was extremely fond of the "Rhode Island johnny-cakes baked on a board" that were daily served at "Cole's Tavern." At one time he and a fellow officer engaged in an "eating match" in which he easily led his opponent. When he bade farewell to Warren he rode away with his saddle-bags filled with johnny-cakes specially baked for him by the fair hands of Roby Cole, the landlords young daughter.

The large hall connected with the old hostelry was a central point in the town's life a Century and more ago.

All sorts of meetings were held within its walls. Showmen exhibited wild animals and monstrosities there, and there the "singin' skule" found a home. There banquets were served with tables that literally groaned beneath their weight of good cheer.

The present Goff's Hotel occupies the site of Cole's Hotel.

In May, 1893, the Mechanics voted to fly a signal from their flagstaff when fires occurred in the daytime in order to notify the Warren Manufacturing Company's operatives, many of whom were members of the Company.

At about seven o'clock on the evening of October 3, 1895, the town was startled by the announcement that one of the large mills belonging to the Warren Manufacturing Company was in flames. In an incredibly short time an immense crowd gathered on North Water Street and adjacent

side streets, and, from these points viewed the greatest conflagration that ever occurred in Warren, with the exception of that kindled during the Revolution.

The fire originated in, or near, the boiler-room of the Number One, or "old Mill," where a quantity of cotton had been placed to dry over night. This cotton, it is supposed, was ignited by sparks from the engine. The flames were first discovered by Police Officer James Connolly, while making his rounds, and he quickly notified William M^cManus, the night watchman of the manufacturing plant, who, in turn, sounded the alarm.

The bells of the various churches immediately took up the cry, and the entire Fire Department hastened to the rescue. The hose of the Mechanics and Narragansett Companies were quickly coupled on the hydrants, but the pressure was so inadequate that the water was unable to compete with the flames. It very soon became evident that assistance from outside must be called for and John Waterman, Treasurer of the Warren Manufacturing Company, telephoned to Bristol, Providence, and Fall River asking for aid.

The Hydraulion Hose Company of Bristol immediately responded to the summons. The Bristol mains, which are supplied from the Warren Water Works plant, were turned off and the engineer at the pumping station in this town was ordered to increase the pressure which, however, he was unable to do. By this time the fire was raging fiercely, and was visible for miles beyond the limits of Bristol County. From every direction people came pouring into Warren in vehicles and on bicycles.

The Fall River Fire Department sent their fine new engine "Metacomet" dashing over the long stretch of road

connecting that city with Warren, and it arrived here in one hour and a quarter after leaving the engine house. It was stationed on the wharf south of the mills, but, to the dismay of the firemen, refused to do its duty owing to some disarrangement of its mechanism. A special train from Providence brought steamers 5 and 8, with hose carts, in charge of Fire Commissioners Stillman White and W. H. Luther. These immediately went to work, but it was impossible to save the mill.

The Warren Manufacturing Company's plant consisted of the old, or Number One, Mill and two other mills, all three buildings being joined together and covering an area of about six hundred and seventy-five feet in length and sixty-five feet in breadth. At the front of the main building, was the office, while at the rear, near the Warren River, was a large store-house for finished goods. From the old mill the flames rushed to the adjacent structures and the whole plant became a seething mass of fire.

It was a sight never to be forgotten. The flames roared and hissed like fiery dragons. The heat was intense. The sky and river were almost blood red. The river presented a weirdly picturesque appearance. Burning bales of cotton cloth floated southward with the tide, looking like miniature ships afire. Between these darted small craft of every description whose owners, armed with boat-hooks, busied themselves in securing and extinguishing the blazing bales. Over everything rained showers of sparks. Fortunately the wind was blowing from the north-east, and the most of these were driven into the river.

The flying sparks and embers, however, ignited many surrounding buildings. A large boarding-house opposite the mill caught several times, but was not destroyed. A

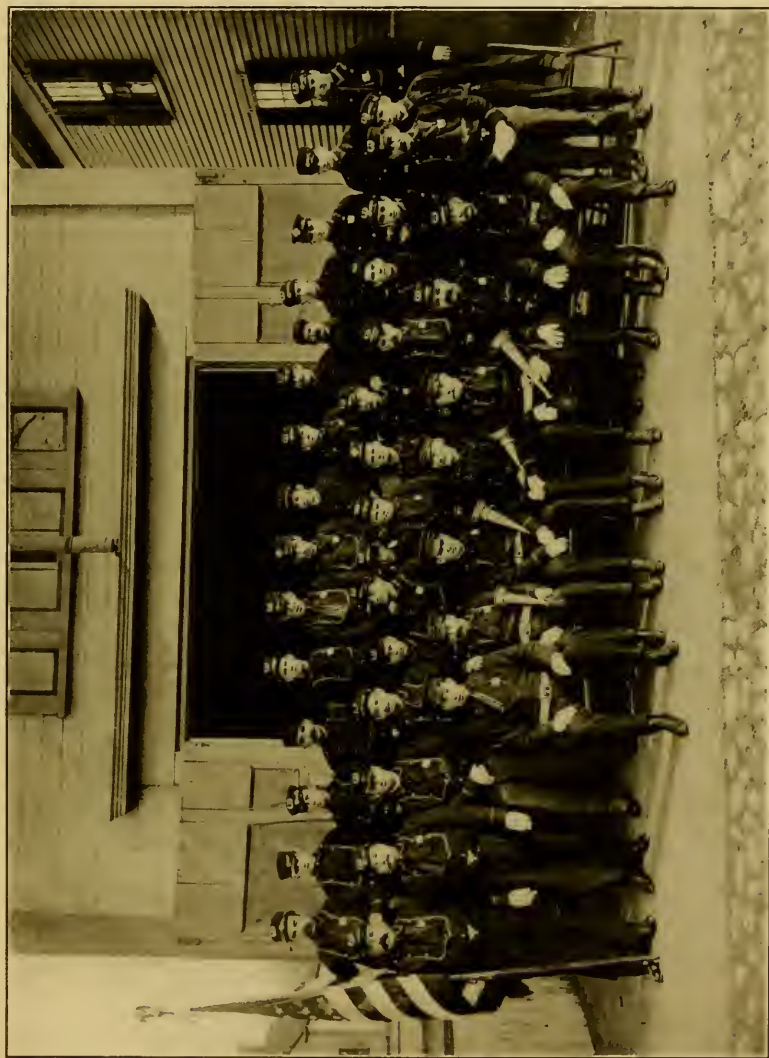
tenement house on Sisson Street was ruined, but the occupants succeeded in saving the greater portion of their household effects, though some of these were badly damaged.

The extensive lumber and coal yards of E. M. Martin and Son which adjoined the south end of the mill grounds were in extreme danger. A number of small fires started in these yards but were extinguished before much mischief was done.

When the flames had completed their work nothing remained of the mills but the cellars and a heap of ashes and smoking embers. \$125,000 worth of finished goods which the store-house contained were consumed. The value of the property was estimated at \$1,000,000, and the plant was insured in a score of companies for about \$850,000. The finished stock was insured for \$100,000. Additions to the mill were in process of construction when the fire came, and \$65,000 had, just previously, been expended for new machinery.

The weekly pay-roll of the Company amounted to \$8,000. The number of operatives employed was about 1,500. The fire was a severe blow to Warren, but business rallied when a new plant, with modern improvements, was opened.

The Warren Manufacturing Company was the pioneer of the Cotton industry in Warren. Its first mill was erected in 1847, and contained 10,000 spindles. In 1860 a second mill was built with 18,000 spindles, and in 1873, a third mill with 30,000 spindles. The old mill was constructed of stone, the later ones of brick. As has been stated they were joined together and, practically, constituted one edifice. There were three towers, in one of which hung a bell. An incident of the fire was the tolling of this bell as the tower



MECHANICS' FIRE ENGINE COMPANY NUMBER TWO.

Church, Photographer



succumbed to the ravages of the flames.

But for the assistance rendered by Providence, Bristol, and Fall River, the disastrous results of the fire would have been much greater than they were. The out-of-town firemen were entertained with a lunch at Goff's Hotel before leaving for their homes.

On April 9, 1896, the Narragansetts celebrated their fiftieth anniversary. Thirty-six members of the Company, including Honorable Benjamin Drowne and James B. Barbus, both charter members, were present at the festivities. There were twenty-three invited guests, among these being members of the Board of Engineers, town officials, and members of the Mechanics Company of Warren and the Hydraulion Hose Company of Bristol. A fine banquet was served, which was followed by speeches and music.

On August 16, 1896, the "Threes" attended a muster at Riverside where they exhibited the Hero. So eager was the crowd to examine the curious little engine that its bars were broken in the crush. A piece of the wood was, later, presented to the Providence Veteran Firemen's Association.

The year 1897 will be remembered for the number of incendiary fires that occurred during it. They may be listed as follows:—

June 20, 1897, 5 o'clock A.M., building on wharf belonging to John Smith at the foot of Miller Street. The firemen were kept busy at this blaze for about two hours.

June 22, 4.30 A.M., fire in a barn belonging to H. Trombley. Another fire in the cotton waste house and cotton store-house of the Warren Manufacturing Company's plant. Fires lasted about two hours.

July 25, fire at the barn of the Warren Manufacturing Company, in which the building was badly damaged, and

two horses lost their lives.

August 24, a fire discovered in the back entry of a house on North Main Street, but extinguished without an alarm having been given.

August 29, 2.30 A.M., a fire in a barn belonging to Reverend A. D. Bernard, located east of the railroad in the northerly part of the town. In this fire two horses were burned to death and about seven tons of hay destroyed.

September 22, a fire in a barn on Kelly Street, the property of Thomas O'Brien. Alarm sounded at midnight.

October 8, 1 o'clock A.M., a fire in a barn on Union Street, owned by John H. Brown and occupied by Michael Hurley. The barn was badly burned and Mr. Hurley lost a horse.

October 31, 1 o'clock A.M., fire in a barn on North Water Street, occupied by John Maloy. The incendiary turned Mr. Maloy's horse out of the building before starting the blaze, but some harnesses and a quantity of hay were burned.

November 2, 9.20 P.M., fire in the barn of C. H. Trombley at the North end of town. The hay contained in the building was slightly damaged.

November 13, fire discovered at midnight in the barn of William Collamore on Hope Street. The barn was only slightly damaged, but a horse stabled in it lost its life.

November 14, fire in the barn of John H. Carpenter on Jefferson Street. Discovered and extinguished without any alarm being given.

November 17, 4 P.M., fire in a hen-house on the premises of James A. Seymour on Child Street. Discovered and fortunately extinguished, as there was a break in the water main near Mr. Seymour's residence.

Such a number of incendiary fires kept the town in a state of panic. Nervous women found it impossible to sleep. Despite a vigilant watch kept by the police and citizens, no trace of the "fire bug" was discovered.

In September, 1897, the residents of South Warren petitioned the Town Council to place a hose carriage in that section of the town. The petition was granted, and a carriage with six hundred feet of hose was stationed in the barn of William B. Nichols at Burr's Hill. A meeting of citizens was called on September 15, for the purpose of forming a Fire Company.

The meeting was called to order by Charles W. Greene, who briefly stated its object. George G. Cole was elected Chairman and Charles W. Greene Secretary of the meeting.

After a general discussion of the matter, it was voted to form a company to be known as the Burr's Hill Fire Company Number Four. The following officers were then elected:—

Foreman, George G. Cole.
Assistant Foreman, George T. Greene Jr.
Hose Director, Charles E. Gray.
Leading Hoseman, Richard Smith.

Pipemen.

Charles M. Davis. Charles E. Child.

Hydrant Men.

Henry M. Darling. Hiram O. Burtis.

Clerk, Charles W. Greene.

The incendiarism begun in 1897 continued until the mid-spring of 1898. On January 8, at two o'clock in the

morning, the fire bells called the Department once again to the barn of Reverend A. D. Bernard, the pastor of the French Catholic Church of Saint Jean Baptiste. All the companies worked with a will, but the structure was completely destroyed, five cows and ten pigs perishing in the flames. A quantity of hay was also burned.

On February 5, at half past ten in the evening, fire was discovered in the attic of a four story tenement at the corner of Main and Kelly Streets, the property of the Warren Manufacturing Company. The people living on the lower floor heard someone go up the stairway leading to the top story, but thought it one of the tenants. The incendiary, after starting a blaze among some rags on the attic floor, quietly passed down stairs and out of the building. Fortunately the fire was discovered and put out without the use of water. The Fire Department rallied to the scene through a deep fall of snow that hampered their movements greatly.

On February 8, at four o'clock in the morning, a building on Joyce Street occupied as an eating saloon by W. F. Parkinson was found to be in flames and its contents were entirely destroyed. The origin of this fire was doubtful. Some considered it the work of the "fire bug." Others thought it due to the heating apparatus.

On February 12, the barn of William T. Honan on North Water Street was fired. The damage, however, was very slight.

The following Resolutions were passed on March 14, 1898:—

"Resolved: That the electors of Warren in town meeting assembled hereby place on record this formal expression of their appreciation of the faithful and energetic services of the members of the fire department during the past year by

which, notwithstanding the unprecedented number of fires which have occurred, the loss and damage therefrom has been comparatively light.

“And be it further resolved That as a more substantial token of our appreciation the sum of Two Hundred and Fifty Dollars be and the same is hereby appropriated (in addition to the former appropriation made at this annual meeting) for the use of said department, one hundred dollars to the Narragansett Fire Co. No 3; one hundred dollars to the Mechanic’s Fire Co. No 2; and fifty dollars to the Massasoit Hook and Ladder Co.”

On April 10, 1898, a shed in the rear of D. L. Turner’s block on Main Street was fired at about half past nine in the evening. The shed was destroyed and an adjacent house on State Street, owned by Cyrus Peabody was slightly damaged.

On September 7, at five o’clock in the afternoon, a blaze was discovered in a storehouse used by the Warren Manufacturing Company at the foot of Sisson Street. No great damage to the property was done.

During the month of September, 1898, the Mechanics attended a muster at Bristol where they succeeded in winning a prize of fifty dollars in gold.

On January 17, 1899, at half past six o’clock in the evening an incendiary fire was lighted in a barn occupied by Doctor Thomas H. Connolly and located on the North side of Market Street. Axe-man Manton F. Brown of the “Threes,” while examining the cellar, discovered a box partly filled with hay which had been soaked in kerosene. In it was a wax candle fitted into a shingle. This fire was put out before any serious damage was done.

On February 17, 1899, the barn of E. Trombley was

fired. The alarm was given at a quarter to nine in the evening. The snow was very deep, but the Number Two Company quickly laid a line of hose and extinguished the flames. This was the last of the long list of incendiary fires which kept Warren in a state of anxiety for more than two years. The incendiary was never captured.

On November 6, 1899, there was a fire at the plant of the Gas Company caused by an explosion which occurred at half past ten o'clock in the morning. About one half the building was destroyed. Panes of glass in dwelling houses opposite the plant were shattered.

On June 21, 1900, the Mechanics attended a muster and Field Day at Bristol, Rhode Island. Thirty-two men in uniform, and ten fine members of the Company, left Warren in the morning on the half past nine train, having with them, as guests, fourteen members of the Narragansett Company, Number Three, of Warren. Upon their arrival at Bristol they were met by a detail of the Hydraulion Engine and Hose Company of that town by whom they were escorted to the Common. At half past eleven a short street parade was given, after which the procession returned to the Common.

At twenty minutes past five in the afternoon, the Mechanics went on the stand and succeeded in placing to their credit a stream of two hundred and thirteen feet. The blowing out of the hose coupling prevented them from engaging in a second trial, but they bore away the first prize of one hundred and fifty dollars.

They returned to Warren in the evening on the seven o'clock train and were met at the station by the German Band. After a street parade they repaired to their hall where they kept open house during the evening. Refreshments

were served, and music and speeches were in order. During the day they received many compliments on their fine appearance and orderly behavior.

On June 27, 1900, John F. M^cDonough entertained the Company with a supper at Goff's Hotel in commemoration of their victory. The Board of Engineers were the guests of honor. Speech making and vocal and instrumental music followed the banquet.

On Thursday, August 2, 1900, the Mechanics attended a second Muster given by the Narragansett Fire Company, Number One, of Riverside. They left Warren at two minutes past ten in the morning, under charge of Hose Director J. J. Cronin, the Foreman being confined to his home by illness. The party included twenty-eight members of the company, with thirty-six honorary members and substitutes, and fourteen men from the Narragansett Company as guests making, in all, a body of sixty-four men.

As had happened in Bristol, the Mechanics bore away the first prize of one hundred and fifty dollars, after placing a stream of one hundred and ninety-seven feet to their credit. Upon their return home at eight in the evening, they made a short parade, and then entertained their friends at their Engine House with refreshments and cigars, supplemented by speeches and vocal and instrumental music.

In December, 1900, the Mechanics acquired a new hose carriage, which had been, for some time, greatly needed.

The Massasoit Hook and Ladder Company, on June 7, 1901, passed stringent rules regarding absence from fires. They voted that each member, not responding to an alarm, should be fined one dollar unless able to give a satisfactory excuse to the Foreman within ten days. If absent three times, without an excuse, and with unpaid fines, members

should be discharged from the Company.

The Mechanics observed Memorial Sunday for the first time, during this month, by decorating the graves of deceased members of their Company with flowers.

Michael Hurley, for many years an officer of the Mechanics, died in 1901. He had served as Assistant Foreman and Foreman of the Company, and had also held a position upon the Board of Engineers. The Company inserted in the Warren Gazette a set of Resolutions expressive of their appreciation of his able and faithful service. An engrossed copy of the Resolutions was presented to the family of the deceased.

On January 20, 1902, at a quarter to one A.M., an alarm of fire was sent from Barrington and, in response to the request for aid, the Mechanics hastened over the bridge between Warren and that town, being soon followed by the Narragansetts with the steamer. The fire proved to be in a house located on the main road and occupied by Doctor Samuel Stephens. On arriving at the scene of action the firemen found themselves seriously handicapped. The steamer refused to pick up water and, as Barrington contained no hydrants, the Mechanics were ordered back to Warren to lay hose from the hydrant, at that town's northern limit, across the bridge to the burning house. Connection was made with the steamer at the bridge, but it was half past one o'clock before the first water was thrown on the blaze. It was impossible to save the house and a small cottage, just west of it, was also burned. A barn on the Stephens premises was ignited several times but the firemen succeeded in saving that and also some nearby dwelling-houses. It was ten minutes past four o'clock before the hose ceased playing. The citizens of Barrington, later, sent a letter of thanks to

the Number Three Company, and presented the Mechanics with twenty-five dollars in January, 1903.

On December 12, 1902, the residence of Miss Mary E. Pearce, at the corner of Main and Broad Streets, suffered from a fire in which Miss Pearce was quite severely burned.

In the spring of 1903 another Fire Company, consisting of twenty-nine members, was organized in Warren with headquarters in the Parker Mill District. This organization adopted the name of "The Rough and Ready Fire Company No 5," and it is its boast that "every member stands up to the name." The first entry upon the records of the Company bears date April 6, 1903. Application for a Charter was made, in October, by John H. Wardick, Ernest Greenwood, Daniel Cloutier, George Corrier and Frank Dubeau. The first fire at which the Company appeared occurred on December 26, 1903, at the Metacomet House on Metacom Avenue.

On January 13, 1904, the Narragansett Company were elected to membership in the Rhode Island State Firemen's League which the Mechanics had joined some time before. This year the Narragansetts observed Memorial Sunday for the first time.

During this year the Rough and Ready Company took part in a Hose Reel Contest at Central Falls. They captured the championship banner, which they held for two years, also a prize of twenty-five dollars in gold.

On May 25, 1905, the old Butterworth homestead on Child Street, near Barnaby's Corner, was destroyed by fire caused by a defect in the chimney. The blaze broke out at an early hour in the afternoon, but as no alarm was sent in to the compact part of the town, the Fire Department did not render any assistance. The house was an ancient

one, located on land that had been in the Butterworth family for several generations. It was one of the town's oldest landmarks, and was famous as having been the birthplace of Hezekiah Butterworth, the poet and author, and one of the most popular writers in New England during his lifetime.

The house was occupied by Addison Butterworth, a brother of the poet, and he succeeded in saving the greater part of his furniture. He lost, however, nearly all of his clothing

The blaze, fanned by a brisk wind, rapidly consumed the house and an adjacent woodshed. A wagon and several farming tools were also destroyed. The dense volumes of smoke and showers of sparks that issued from the flaming building could be seen for miles around.

It is to be regretted that the Fire Companies were not called. Warren has now left but few of her old historic landmarks. The Butterworth homestead was an old-fashioned gambrel-roofed cottage and, with its surrounding stone-walled fields, was an excellent type of the New England home of the olden times.

On November 2, 1905, George Bowen, for twenty-five years a member of the Narragansett Company and for a lengthy period its Assistant Foreman, resigned his office, being upon the point of removing his residence from Warren to Providence. Mr. Bowen was well acquainted with all the duties pertaining to a fireman's position, and had served as judge at many musters. His comrades presented him with a handsome morris chair as a testimonial of their esteem and respect.

Memorial Sunday, June 10, 1906, was observed by the Number Two Company with more than ordinary solemnities. The Company, in full uniform, and accompanied by the Board of Engineers, and the Rough and Ready Fire

Company Number Five, of East Warren, marched to Saint Mary's Cemetery to the music of the Harmony Band. At the Cemetery they listened to an address given by John M^cPike, a former Foreman of the Company. This Memorial Sunday is recorded as the most successful one of any observed by the Mechanics.

On July 17, 1906, the "Twos" presented Mr. Patrick W. O'Neil with a handsome picture, Mr. O'Neil having resigned the office of Treasurer of the Company, a position which he had ably and faithfully filled for six years. The presentation speech was made by Mr. M^cPike, and Mr. O'Neil was quite overpowered by this unexpected expression of esteem from his comrades.

On the afternoon of November 11, 1906, the ice houses of John H. Brown, located on the West Bank of the Kickemuit River, were found to be on fire. The Rough and Ready Company were quickly on the spot and the other Companies were summoned, but despite all efforts the buildings were totally consumed.

On December 3, 1906, another ancient landmark of the town was destroyed by fire. This was the old, two story and a half gambrel-roofed house situated on the north side of Baker Street at the corner of Water. The house was built by Jesse Baker Senior, in 1762, and when it was erected South Water Street had not been opened. The house fronted towards the south on "a way running down to the river," which is now a part of Baker Street.

Jesse Baker was a cooper and, in his shop near the river, carried on an extensive business employing, besides skilled workmen, some thirty apprentices. Warren was largely engaged in the whaling and West India trade in olden times, and the barrels and hogsheads made in the

Baker cooperage journeyed to distant lands and returned filled with oil and molasses.

When Mr. Baker purchased the land on which he built his house, he acquired a right in Massasoit's spring on the opposite side of the way. Subsequently he and his neighbor Martin Bowen excavated about the spring and walled it up as a well.

In 1806 he sold a water lot to his four sons, Jesse, David, William, and Luther Baker, who erected a wharf upon it at the foot of Baker Steet.

When the British raided Warren, a party of burley Hessians visited the Baker house where they amused themselves by breaking and burning various household articles. The author of this book has, in her possession, the old iron firedogs on which Jesse Baker's kitchen chairs were burned. The Hessians' sport was interrupted by a young and gallant British officer who drove them from the premises.

The fire which consumed the old house is supposed to have been caused by the soot in one of the chimneys becoming ignited. The blaze was discovered at about ten o'clock in the morning by three Italians who hastily roused the occupants. But, before a rescue could be made, Napoleon Carboneau, a French Canadian lad who slept in an attic room, perished in the flames.

All five of the Warren Fire Companies responded to the alarm and worked diligently to save the house, but in vain. They, however, succeeded in preventing the fire from igniting other buildings in the immediate vicinity.

For more than a century and a quarter the house was owned and occupied by members of the Baker family. At the time of its destruction it was the property of Miss Bessie Gifford Bowen, a niece of Mrs William Baker. William

Baker was the last descendant of Jesse Baker to own the estate.

In 1908 the lot upon which the Baker house stood was purchased of Miss Bowen by the Massasoit Monument Association who have greatly improved and beautified it. It is hoped that, at some future day, a fitting memorial to the great Indian sachem will be erected on the spot so near the site where his royal wigwam stood in 1621 when it was visited by Edward Winslow and Stephen Hopkins, two of the Pilgrims of Plymouth.

During 1906 the Mechanics were the recipients of three much appreciated gifts, a handsome flag, donated by John Campbell, a fife, donated by John M^cPike, and a new suction hose, presented by Joseph B. Hoar, Chief of the Fire Department.

At a muster held in Bristol this year, the Rough and Ready Company won the second prize in a Hose Reel Contest, fifteen dollars in gold.

On February 23, 1907, the Mechanics attended a Fair at Riverside where they won ten dollars in gold for turning out the largest number of uniformed men. Their Foreman, John M^cPike, received the largest number of votes in a contest for a fine rubber suit.

At a town meeting held in March, 1907, the sum of three hundred dollars was appropriated for the purpose of establishing a fire alarm signal for the use of the Fire Department, and for placing telephones in the residences of the Engineers and Assistant Engineers and the Foremen of the various Companies.

Only one hundred and eighty dollars of this appropriation was actually expended. A siren was obtained and was installed at the large plant of the Warren Manufacturing

Company at the north end of the town. That Company furnished, gratuitously, all the labor required for setting up the siren and has always maintained it without expense to the town.

On labor day, September 2, 1907, the State Firemen's League of Rhode Island held its annual muster at Warren.

The muster was planned and its details carried out by the Mechanics, who began to make arrangements for it in the early summer. A generous fund, contributed by the citizens of Warren was placed at their disposal.

The Committee of Arrangements was composed of the following gentlemen:—

John M^cPike, Chairman.

John M. Conrick, Secretary.

Daniel L. Loughran, Treasurer.

John H. Brown.

Andrew B. Cavanagh.

William Monahan.

Charles Coristine.

Fred. V. Mann.

Samuel Emmet.

William M^cKenna.

William Boyd.

The reception Committee consisted of John H. Brown, Daniel Loughran, and John M^cPike.

The Judges of Engine Contests, appointed by the Tournament Committee of the League, were as follows:—

Baxter H. Studley, Pawtucket.

Philip Brady, Bristol.

Thomas Stevens, Warren

William H. Mason, Riverside.

Thomas Rhodes, Pawtuxet.

Fred W. Cady, East Providence.

Charles Hunt, Knightsville.

Samuel Carpenter, Providence.
P. M. Laughlin, Cranston.

Judges of Hose Reel Contests.

William J. Faulkner, East Providence.
William H. Burke, Bristol.
George A. Shean, Crompton.
Everett E. Potter, Pawtuxet.
Fred V. Mann, Warren.

Elaborate preparations were made for what promised to be a red letter day in the annals of the town. Bands of music were engaged, and a large tent for use on the Muster Grounds was purchased by the Mechanics. But, alas! Labor Day arrived, bringing with it a rain that poured in torrents throughout the day. It was as if the sky had determined to show the paltry machines that it had no rivals as far as water was concerned.

The opening event of the morning was a parade, the largest of the kind ever seen in the town. There were twenty engines, fifteen hose reels, five brass bands, and numerous fife and drum bands in the line which formed at half past ten o'clock on North Main Street. Despite the drenching downpour the various Companies presented a fine appearance. Among the engines was the famous "Hay Cart" entered by the Veteran Firemen's Association of Pawtucket.

The procession, headed by the Chief Marshal, John H. Brown, moved from North Main Street to Child, thence through Handy, Market, Federal, Wood, Liberty, Water, Miller, Main, Baker, Water, State, Main, Washington, Water, Broad, Main, Franklin, to the grounds on which the engine contests took place. The hose reel contests were given on Massasoit Avenue.

The principal prizes were awarded as follows:—

A prize of twenty-five dollars for the best appearing Company was divided between the Hydraulion Engine and Hose Company of Bristol and the East Providence Fire Company.

The First Prize of one hundred and fifty dollars went to the Volunteer Fire Company, No. 1, of Pawtuxet, already holders of the State Championship Banner. Their Engine, the "Fire King," made a record of two hundred and eight feet, three and a half inches.

The Second Prize of one hundred dollars was captured by the Cranston Fire Engine Company, No. 1, their engine, the "Star No. 1," a Jeffers machine, making a record of two hundred feet, nine and a half inches.

The Third Prize, fifty dollars, went to the Natick Fire Engine Company. With the "Natick", built by Gleason and Bailey, they recorded one hundred and ninety-seven feet, two inches.

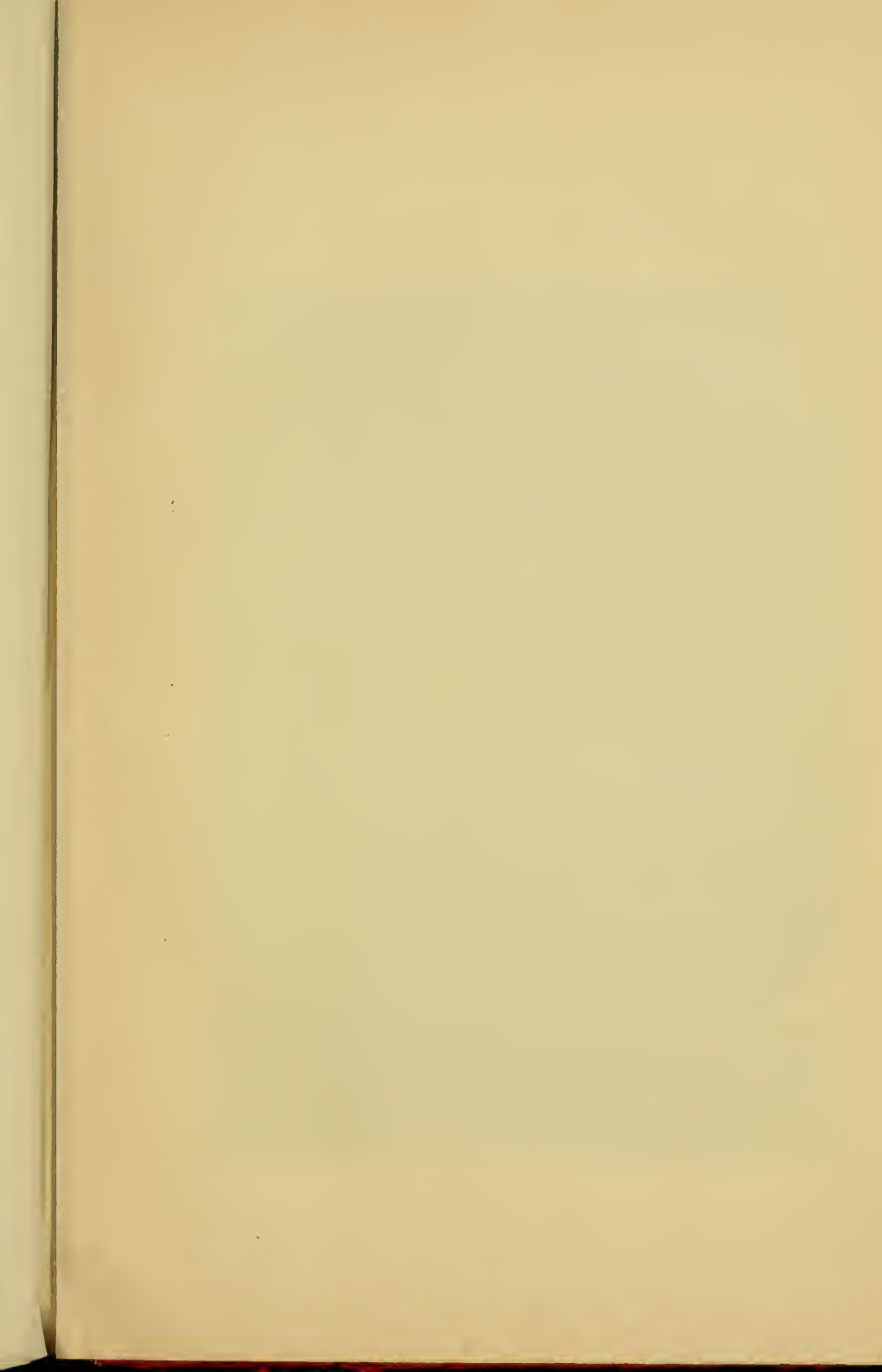
There were several other prizes of twenty-five dollars each but I can find no record of their winners. Neither am I able to find the winners of prizes in the Hose Reel Contests.

In May, 1908, the following notice was issued:—

"All men living south of the South Main Street crossing, who are interested in the formation of a Fire Company in the South part of the town, are requested to meet at the Hose House on Bridge Street, Thursday evening, May 14, at 7.30 o'clock."

(Signed) Joseph B. Hoar,
Chief of Fire Dept.

As a result of this invitation, a large gathering of citizens





Church, Photographer

NARRAGANSETT FIRE ENGINE COMPANY NUMBER THREE.

of South Warren assembled at the time and place appointed. Chief Hoar called the meeting to order and requested Charles W. Greene to act as Secretary.

The Chief addressed the meeting, calling attention to the desirability of forming a company to handle the fire apparatus efficiently at fires in that quarter of the town. His words were listened to with attention and interest and, at their close, it was unanimously voted to form a Fire Company immediately.

A Committee of three were appointed to confer with the Chief and Secretary regarding the nomination of officers.

The following gentlemen were unanimously elected officers of the Company:—

Foreman, George T. Greene.
Assistant Foreman, Henry M. Slocum.
Hose Director, William H. Dickerson.
Clerk, William I. Seymour.

After a discussion relative to the needs of the new Company, during which refreshments were served, the meeting adjourned.

On May 22, a special meeting was called at which it was announced that George T. Greene declined to serve as Foreman. Charles W. Greene was elected to fill the vacancy thus caused.

The Foreman, with Henry M. Slocum, H. Dewees Cady, Fred R. Simmons, and William I. Seymour were appointed a Committee to draw up By-Laws.

It was voted to close the Roll Book, all members thus far enrolled to constitute the Charter Members.

It was voted to call the Company "The Burr's Hill Fours"

On June 2, the following additional officers were elected:—

H. P. Howland,	Second Asst. Foreman.
H. S. Child,	First Pipeman.
Wm. G. Faulkner,	Second "
B. A. Church,	Third "
T. J. Kilroy,	Fourth "
R. H. Greene,	First Hydrant Man.
C. G. Johnson,	Second " "
G. B. Arnold,	First Axe Man.
H. A. Nichols,	Second " "
Jesse Dickerson,	First Lantern Man.
Howard Jones,	Second " "

On June 24, the By-Laws, as prepared by the Committee appointed for the purpose, were adopted and ordered printed in book form.

During the spring of 1909 a Drum Corps was organized in connection with the Number Two Company. A bass drum and two smaller drums were purchased for use by the Corps.

On June 14, 1909, at a quarter to one in the afternoon a barn at "Shore Acres," the farm of Dr. Thomas H. Connolly in Barrington, was destroyed by fire. The Number Three Company, with the steamer, responded to the call for aid, but no efforts could save the structure. So strong was the westerly breeze that sparks were borne across the Warren River to this town where they ignited the carriage shop of T. J. Campbell, buildings on the premises of George H. Covo, and the handkerchief manufactory at the corner of Water and Baker Streets. None of these buildings, however, were seriously damaged.

On Labor Day, 1909, the Mechanics participated in the Muster of the State League, at Bristol, capturing the first prize of one hundred and fifty dollars and, as Champions of the League, winning a beautiful American flag, appropriately inscribed.

At a town meeting held March 10, 1910, an appropriation of two thousand dollars was voted for the purpose of erecting a fire station at East Warren. The station was constructed under the supervision of the Board of Engineers.

On November 23, 1910, the Burr's Hill Fours did service at a fire for the first time since their organization. The fire destroyed a cottage on Main Street in South Warren occupied by a Portuguese family.

In the spring of 1911, a Fife and Drum Band was organized in the Number Two Company.

On April 7, the Narragansett Company celebrated its sixty-fifth anniversary by giving an old-fashioned baked bean supper served at its hall on Baker Street. Music, readings, and an exhibition of club swinging followed the supper. The invited guests included the members of the Town Council, the Board of Engineers, and representatives of ten Fire Companies. The occasion was pronounced a most enjoyable one.

On April 24, the Massasoit Hook and Ladder Company, desirous of making their organization more efficient, empowered the Foreman to appoint such additional officers as, in his judgement, seemed needful for the Company's welfare.

On October 10, at about half past four in the morning, a continuous blast from the whistle of the Cutler Manufacturing Company's plant roused Warren to the realization that a fire was in progress. The Fire Department hastened to

the large mill on Cutler Street, where they found a blaze under the flooring of the picker room. This blaze had been discovered the previous day by employees of the plant who had, as was supposed, extinguished it. Prompt action rendered by the Department prevented a serious conflagration.

On October 11, at about the same hour in the morning, the plant sent out a second alarm. Fire had been discovered in a shed adjoining the mill. The shed was partially destroyed ere the flames were subdued. Just how this second fire originated is not fully known, but it is not supposed to have been the work of an incendiary.

In closing this sketch of the Warren Fire Department let us glance at present conditions. All of the various Companies are active and efficient under an able and conscientious Board of Engineers. Each Engine and Hose Company receives from the town an annual appropriation of one hundred dollars, while the Hook and Ladder Company receives fifty dollars. By means of fairs, lawn parties, and dramatic entertainments the Companies, from time to time, have been able to place substantial amounts in their several treasuries.

The Engine Houses have halls well furnished and provided with pianos, books, magazines and papers. Those members who enjoy games find checkers, cards, etc. ready at hand. A great deal of interest in baseball is manifested among the men. Indeed the Engine Houses are, so to speak, social centres in which the firemen find both rest and recreation for mind and body.

Warren has always been proud of its Fire Department, and justly so. The Warren firemen have been ever prompt in response to the call of duty, and have worked, unceasingly,

to better the service in all possible ways. They have won golden opinions outside the town by their fine appearance and gentlemanly behavior at musters, fairs and other gatherings. Their past history is an exceedingly honorable one, and, doubtless, the future has much that is good in store for them. There may be some persons who do not fully appreciate what the services of these men mean to our town but the majority of citizens thoroughly realize that the

Fire Department is one of the
most important branches
of our local govern-
ment.



L I S T S
of the
Members
of the
Fire Department
of
Warren
Rhode Island



PRESIDENTS OF FIRE WARDS.

ELECTED
1804-1882.

William Barton	}	1804-6
James Maxwell			
Level Maxwell	}	1807-14
John Stockford			
John T. Child	}	1815-22
Sylvester Child Jr.			
James Maxwell			
John T. Child	}	1823-24
Sylvester Child			
John Stockford			
John T. Child	}	1825-27
Sylvester Child			
Wm. Collins			
John T. Child	}	1828
Wm. Collins			
Nathan M. Wheaton			
Wm. Collins	}	1829-30
John Trott			
N. M. Wheaton			
Samuel Barton	}	1831-34
Wm. Collins			
John Trott			
Sam'l Barton	}	1835-36
John Haile			
John Trott			
Sam'l Barton	}	1837-39
Wm. Carr Jr.			
John Haile			
Wm. Carr Jr.	}	1840
Shubael P. Child			
John Haile	}		

PRESIDENTS OF FIRE WARDS.
(CONTINUED.)

Wm. Carr Jr.	}	1841-2
S. P. Child			
John R. Wheaton			
S. P. Child	}	1843-7
Suchet Mauran			
J. R. Wheaton			
John T. Child	}	1848
James Coffin			
Suchet Mauran			
J. T. Child	}	1849
S. P. Child			
James Coffin			
J. T. Child	}	1850
James Coffin			
Samuel Cole			
James Coffin	}	1851
Francis Marble			
John O. Waterman			
S. P. Child	}	1852-3
Geo. T. Gardner			
Geo. Wheaton			
Alfred Bosworth	}	1854
Geo. T. Gardner			
Geo. Wheaton			
Wm. Cole 2d.	}	1855-6
Wm. R. Snell			
Thomas G. Turner			
James Coffin	}	1857
Geo. T. Gardner			
Charles Randall			

PRESIDENTS OF FIRE WARDS.
(CONCLUDED.)

James Coffin	}	1858-61
Geo. L. Cooke			
Geo. T. Gardner			
Geo. L. Cooke	}	1862
James M. Peck			
Elisha P. Phinney			
Geo. Barton	}	1863-9
James Coffin			
Samuel Wheaton			
Geo. Barton	}	1870-3
James Coffin			
Geo. Barton	}	1874
Thos. G. Turner			
Geo. Barton	}	1875-81
J. O. Waterman			
Geo. Barton	}	1882
Charles R. Cutler			

FIRE WARDS.

91

ELECTED

1803 — 1857.

Barton, George	1856	Hoar, Lewis T.	1841
Barton, Samuel	1832	Hubbard, Wm. M.	1803
Carr, William	1803	Johnson, Rodolphus B.	1856
Cary, Nathan	1855	Kinnicut, Robert	1854
Chase, Philip	1852	Luther, Ebenezer Jr.	1804
Child, John T.	1809	Luther, Jonathan	1804
Child, Nathan	1810	Marble, Francis	1848
Child, Shubael P.	1844	Mason, Stephen	1816
Child, Sylvester Jr.	1814	Mauran, Suchet	1839
Coffin, James	1844	Maxwell, James	1809
Cole, Henry 2d.	1855	Maxwell, Level	1804
Cole, Luther	1837	Munroe, Palmer	1803
Cole, Samuel	1850	Pearce, John	1803
Collins, Charles	1804	Peck, Seth	1803
Collins, Haile	1835	Phillips, Nathaniel	1803
Collins, William	1832	Randall, Charles	1835
Driscoll, Wm. H.	1851	Sanders, Nathaniel	1803
Drown, Henry F.	1857	Sisson, Freeborn	1815
Eddy, Caleb	1813	Smith, Nathaniel P.	1849
Gardner, Geo. T.	1843	Snell, Wm. B.	1851
Gardner, Joseph	1848	Stockford, John	1812
Haile, Amos Jr.	1803	Trott, John	1832
Haile, Coomer	1803	Turner, Thomas G.	1852
Haile, John	1804	Waterman, John O.	1849
Hiscox, Pardon	1851	Wheaton, Charles	1810
Hoar, Allen	1803	Wheaton, John R.	1835
		Wood, Haile N.	1853



AXE MEN.
ELECTED
1815 — 1858

Barton, Thomas	1816	Hoar, Samuel	1823
Barton, Wm. T.	1854	Hunter, Rufus	1815
Buffington, Alvan	1849	Luther, Charles	1826
Burt, Joseph	1823	Luther, Cromwell	1825
Carr, Turner	1823	Luther, John	1824
Chase, Philip	1850	Luther, Jonathan	1815
Cole, Edmund	1844	Maxwell, Samuel	1835
Cole, Wm. 2d.	1844	Munro, James W.	1854
Drown, Benjamin	1857	Pearce, John	1837
Easterbrooks, George	1839	Pearce, John Jr.	1825
Foster, Daniel	1851	Pearce, Samuel	1838
Gardner, Charles W.	1858	Rounds, Spencer	1856
Goff, James Jr.	1815	Sawtelle, Hollis	1855
		Sawtelle, Joseph	1856



FIRE ENGINE COMPANY NUMBER ONE.
HAND ENGINE "HERO."

93

ELECTED

1802 — 1869.

Adams, Joseph	1808	Child, Nathan	1808
Alger, Preserved	1802	Child, Samuel T.	1811
Allen, John J.	1860	Child, Wm. B.	1825
Allen, Stephen G.	1817	Davis, Jesse	1808
Andrews, John	1816	Davol, John	1838
Baker, Thomas	1804	Davol, Stephen	1810
Barton, David B.	1861	Davol, Stephen, Jr.	1828
Barton, Samuel	1820	Driscoll, James	1813
Barton, Thomas H.	1863	Drown, Benjamin	1826
Barrus, Wm. L.	1831	Drown, James	1814
Blake, Samuel	1827	Eddy, Enos	1810
Bowen, Henry	1820	Eddy, James M.	1840
Bowen, Isaac	1808	Eddy, Samuel M.	1849
Bowen, Jabez	1820	Folsom, John	1810
Bowen, John G.	1827	French, Ephraim	1810
Brown, David	1826	French, Henry	1840
Brown, Geo. S.	1856	Gardner, Israel	1813
Buffington, Alvan	1854	Gladding, Henry W.	1855
Burgess, Frederick A.	1859	Goff, Henry P.	1858
Burr, Henry	1842	Goff, James	1808
Butterworth, Benj.	1814	Grant, Daniel	1810
Butts, George	1810	Gregory, John	1811
Cannon, John	1852	Haile, Amos	1802
Carr, Caleb 2d.	1808	Haile, Benjamin	1804
Carr, William	1802	Haile, Coomer	1802
Carr, Wm. Jr.	1828	Haile, John	1821
Child, Edward A.	1808	Haile, William	1860
Child, Ezra O.	1835	Hiscox, Pardon Jr.	1840
Child, Joseph B.	1840	Hoar, Allen	1802

FIRE ENGINE COMPANY NUMBER ONE.
(CONCLUDED.)

Hoar, Allen Jr.	1822	Maxwell, Level	1808
Hoar, John R.	1840	Munroe, Palmer	1803
Hoar, Lewis	1816	Parker, Benjamin	1816
Hoar, Lewis T.	1837	Pearce, John	1802
Hoar, Samuel	1804	Peck, George	1832
Hoar, William	1808	Peck, Seth	1802
Hood, Noble	1820	Phillips, Nathaniel	1802
Hubbard, Wm. A.	1803	Salisbury, John	1826
Ingraham, William G.	1858	Salisbury, Theophilus	1821
Johnson, Stephen	1825	Sanders, Jeremiah	1811
Johonnot, Oliver	1818	Sanders, Nathaniel	1802
Kelly, Samuel	1814	Short, Luther C.	1836
Luther, Asa	1814	Smith, E. G.	1826
Luther, Ebenezer	1802	Smith, James	1808
Luther, Henry H.	1832	Smith, Nathaniel P.	1848
Luther, John	1808	Sparks, Edward	1814
Luther, Jonathan	1802	Thornton, James	1837
Luther, Joseph	1828	Turner, Daniel L.	1867
Luther, Wm. Jr.	1849	Turner, William	1813
Marble, Francis	1845	Turner, Wm. H.	1840
Marble, Geo. R.	1825	Ware, Paul	1820
Martin, Ezra M.	1843	Whitmarsh, Seth	1812
Mason, Isaac	1811	Willard, Gardner	1804
Mason, John B.	1840	Winslow, John L.	1810
Mason, Stephen	1811	Woodmancy, Jeremiah	1826
Maxwell, James	1811	Wright, Samuel	1827



FIRE ENGINE COMPANY NUMBER TWO.
HAND ENGINE "ROUGH AND READY."

95

ELECTED

1825 — 1853.

Baker, William	1826	Hoar, Allen C.	1826
Barrus, Wm. L.	1830	Hoar, Charles	1848
Barton, David B.	1848	Hoar, John	1827
Bowen, Allen	1829	Hoar, John C.	1836
Bowen, George	1829	Hoar, John E.	1840
Bowen, Haile	1829	Horton, Josiah T.	1838
Bowen, James E.	1826	Hunter, Daniel	1827
Bosworth, Benj. M.	1833	Hunter, Wm. S.	1840
Bosworth, Peleg	1834	Johnson, Rodolphus B.	1840
Brown, Wm. L.	1833	Johnson, Stephen	1840
Buckner, John	1827	Kelly, Lawton	1840
Burt, Alvan	1827	Luther, John	1826
Chace, Joseph	1828	Luther, Joseph	1826
Child, Henry W.	1826	Luther, Nathan	1840
Child, John T.	1833	Morgan, Thomas	1848
Cole, Robert M.	1827	Munroe, John H.	1838
Collamore, John S.	1826	Munroe, John S.	1838
Collins, Haile	1833	Pearce, Lewis B.	1827
Cooly, Robert G.	1848	Phinney, Elisha	1846
Crowell, Hiram	1846	Rounds, Spencer	1846
Drown, Henry F.	1840	Salisbury, John	1830
Drown, Hezekiah	1848	Sisson, Thomas	1846
Drown, James	1826	Smith, James Jr.	1835
Drown, Nathaniel	1834	Stockford, John	1826
Eddy John E.	1848	Tuell, John D.	1834
Gardner, James	1835	Warner, Lucius	1840
Graves, Elisha	1827	Wheaton, Daniel B.	1847
Hoar, Allen	1826		



96 MECHANICS FIRE ENGINE COMPANY NUMBER TWO.

HAND ENGINE. (JEFFERS.)

ELECTED

1853 ——— 1874.

Adams, John Q.	1853	Chase, Hiram	1854
Albro, Benjamin	1855	Chase, Philip Jr.	1854
Andrews, Hiram F.	1867	Chase, William	1854
Arnold, Henry L.	1869	Child, Charles	1854
Babbit, Caleb H.	1854	Child, Cyril M.	1853
Baker, William	1853	Child, Henry W.	1853
Baker, William L.	1857	Child, James C.	1857
Barrus, Horace G.	1853	Child, John B.	1854
Bosworth, Thos. T.	1853	Child, Moses T.	1853
Bowen, Abram	1853	Clark, Stephen	1869
Bowen, Benjamin	1853	Cole, Charles T.	1860
Bowen, Caleb B.	1853	Cole, John J.	1854
Bowen, Haile	1853	Cole Thomas	1853
Bowen, James	1857	Collamore, Edwin I.	1857
Bowen, John M.	1853	Collamore, Jeremiah	1853
Bowen, Joseph L.	1854	Collamore, J. C.	1869
Bowen, Otis P.	1853	Collamore, William	1869
Brown, Andrew	1869	Collins, Henry	1861
Brown, Jabez	1853	Connelly, Michael	1869
Brown, Jabez Jr.	1853	Cooly, Robert G.	1853
Brown, Joseph L.	1853	Cooly, Rodert H.	1853
Brown, Joseph M.	1857	Cornell, H. A.	1853
Brown, John	1869	Coyle, Edward	1869
Carey, Caleb	1855	Crowell, Hiram	1853
Carey, Henry	1857	Crowell, Luther J.	1866
Carey, Nathan	1855	Crowell, Wm. B.	1873
Champlin, George T.	1853	Cummings, Joseph	1855
Champlin, H. Frank	1869	Davis, Walter	1869
Champlin, Jonathan	1855	Drown, Benjamin	1853



Church, Photographer



MECHANICS FIRE ENGINE COMPANY NUMBER TWO. 97
(CONCLUDED.)

Drown, Benjamin Jr.	1853	Loughran, John	1869
Drown, Benjamin F.	1866	Luther, Daniel B. Jr.	1853
Drown, James	1853	Manchester, James	1853
Drown, Joshua C.	1853	Manchester, William	1853
Drown, Joshua C. Jr.	1866	Martin, Charles H.	1853
Drown, Nathaniel	1855	Mason, Charles	1853
Drown, Philip	1853	Maxwell, James H.	1857
Drown, Wm. B.	1869	McCusker, John	1869
Easterbrooks, Philip	1855	McCusker, Terence	1869
Evans, Thomas	1857	McLeod, Murdock	1869
Fales, Samuel S.	1853	Mulvey, James	1869
Foster, Daniel	1853	Negus, Robert	1869
Gardner, Charles W.	1858	O'Brien, Thomas	1869
Hall, William	1869	Olive, Amor	1869
Hoar, Allen C.	1853	Pearce, Lewis B.	1853
Hoar, Charles	1853	Pearce, Samuel	1855
Hoar, John C.	1853	Powell, William	1869
Hoar, Lewis T.	1853	Rounds, Spencer	1853
Horton, Josiah T.	1853	Rounds, Spencer Jr.	1853
Hubbard, John W.	1853	Sanders, Daniel	1855
Hubbard, William	1853	Sanders, Wm. H.	1853
Hunter, Henry R.	1853	Sharples, John	1869
Hunter, Philip	1869	Simister, John W.	1874
Ingraham, Joseph L.	1853	Sisson, Shubael B.	1853
Johnson, Charles A.	1861	Stanley, George	1869
Johnson, R. B.	1853	Warner, Lucius	1853
Johnson, Stephen	1857	Waterman, John O.	1853
Kent, Joseph	1853	Wheaton, Daniel B.	1853
Laffey, Michael	1869	White, Isaac B.	1869
Lanigan, John	1869	Winters, William	1870
Leonard, E. G. Jr.	1853	Wood, Albert	1869
Lewis, Charles	1853	Wrightington, Charles	1853

98 MECHANICS FIRE ENGINE COMPANY NO. TWO.

[REORGANIZED.]

ELECTED

1878 — 1911.

Anderson, William	1881	Burke, Timothy	1882
Armstrong, Arthur	1878	Burns, John J.	1903
Asland, Adam	1881	Bushee, Frank	1897
Barker, John H.	1902	Butler, John	1878
Barry, David	1878	Butler, John	1885
Barry, David L.	1878	Butler, Joseph W.	1879
Barry, Edward L.	1907	Butler, Patrick H.	1889
Barry, James	1878	Butler, Robert	1879
Barry, James P.	1878	Caffery, Philip	1896
Barry, John	1878	Calland, John	1878
Beauchene, Arthur	1891	Campbell, John	1906
Beauchene, Arthur S.	1910	Campbell, John J.	1890
Beauchene, George	1908	Campeau, George	1901
Beauchene, Noe	1907	Carlile, William	1882
Bitneau, Frank	1881	Cavanagh, Andrew	1903
Bliss, Frank W.	1911	Chappell, Curtis	1902
Bolton, George	1878	Clayton, J	1901
Booth, Wm. M.	1883	Collins, John	1882
Bowen, Walter A.	1879	Collins, Michael	1903
Boylan, William	1901	Colton, Peter	1888
Boyle, William E.	1905	Conley, James	—
Brown, Allen	1902	Conley, Martin J.	1892
Brown, Fred	1909	Conlin, Fred M.	1805
Brown, Joseph	1610	Connelly, James	1878
Brown, Noel M.	1885	Connelly, James E.	1885
Brown, Redney	1907	Connelly, Michael T.	1878
Burke, James	1897	Conrick, Edward	1883
Burke, James V.	1906	Conrick, Thomas	1880
Burke, Richard	1878	Conroy, Frank	1891

MECHANICS FIRE ENGINE COMPANY No. Two. 99

[REORGANIZED.]

(CONTINUED.)

Conroy, Michael	1888	Edmonson, William	1903
Conroy, Michael B.	1878	Emmet, Samuel	1896
Corcoran, Dennis	1892	Emmet, Smith	1906
Corcoran, Peter	1888	Esker, Frank	1910
Corcoran, Peter J.	1895	Fallon, James	1878
Corcoran, Stephen J.	1894	Fallon, John	1878
Corrello, Salvatore	1911	Fay, Edward	1878
Corrigan, Andrew	1888	Fay, William	1878
Corristine, Charles	1902	Fernside, James	1878
Cosgrove, Peter	1878	Fielding, John	1909
Coughlin, John H.	1896	Finn, Thomas	1878
Coughlin, Thomas	1884	Fisher, William W.	1903
Coyle, Edward	1878	Flaherty, John	1883
Croke, Jeremiah	1897	Fleet, Samuel	1903
Cronin, James	1896	Flinn, John	1878
Cronin, Michael J.	1890	Franklin, John	1878
Curtis, John	1878	Gagnon, Henry	1907
Dalton, Peter	1888	Ganey, John	1901
Dillon, J. F.	1901	Gartland, Lawrence	1879
Donahue, John W.	1890	Gillon, John	1878
Donahue, Michael	1890	Glancy, P.	1901
Donnelly, F.	—	Glancy, Thomas	1881
Donnelly, Thomas F.	1878	Goggin, David	1898
Drown, Charles W.	1905	Grady, Daniel	1896
Dubois, Charles	1901	Grady, John H.	1886
Dubois, Joseph	1901	Grady, Richard	1891
Dwyer, John F.	1882	Graham, Charles H.	1891
Dwyer, Thomas	1888	Grant, William	1878
Edmonson, John	1903	Grogan, Michael U.	1883

100 MECHANICS FIRE ENGINE COMPANY No. TWO.

[REORGANIZED.]

(CONTINUED.)

Hanley, Michael	1878	Jones, E. J.	1878
Hannigan, James	1890	Kelly, Charles G.	1905
Harchub, John	1879	Kelly, David	1878
Hardman, Thomas B.	1889	Kelly, Edward	1885
Healy, Howard M.	1903	Kelly, Owen	1878
Healy, John	1878	Kendrick, Edward	1879
Healy, John C.	1908	Kendrick, Thomas	1879
Healy, John W.	1911	Kendrick, William	1878
Healy, Joseph	1878	Kenny, John	1894
Healy, Michael	1908	Kiernan, T.	1902
Healy, William	1878	Killion, Bernard	1878
Hearn, Patrick	1878	Killion, John	1878
Henneberry, John	1906	Kilroy, Thomas	1889
Henneberry, Nicholas	1905	King, Nelson B.	1902
Heon, Achille	1897	Laffey, John E.	1878
Heroas, Frank	1889	Laffey, Michael	1878
Higgins, Maurice	1899	Laffey, Patrick	1878
Honan, Daniel	1892	Laflame, Alfred A.	1907
Honan, Patrick	1878	Laflame, Louis	1907
Honan, T. J.	1878	Laforest, Adam	1878
Honan, William T.	1880	Lafrance, James	1878
Howe, John	1878	Lafrance, Peter	1878
Howland, Charles R.	1902	Lahey, Maurice	1903
Howland, Richard R.	1896	Lailan, Horace	1884
Hurley, Michael	1878	Lajeunesse, Jeffrey	1905
Jeffrey, Joseph	1911	Lamb, Philip	1879

MECHANICS FIRE ENGINE COMPANY NO. TWO. 101

[REORGANIZED.]

(CONTINUED.)

Lannigan, John	1878	McElroy, Patrick	1878
Lavender, Fred E.	1905	McGeary, Peter	1888
Laveugue, George	1901	McGrath, John	1890
Lavill, Charles	1905	McGrath, John F.	1901
Lee, Simon P. B.	1891	McGrath, R. J.	1878
Lee, Wm. H.	1902	McGuire, Bernard	1895
Lemoi, Edward	1911	McKenna, James	1878
Lemoi, William	1909	McKenna, John	1878
Lenhart, Adolph	1906	McKenna, William	1905
Locke, William	1878	McLoughlin, Michael	1884
Lonergan, John E.	1878	McMahon, Patrick J.	1897
Long, Nathan	1878	McNiff, Charles	1891
Loughran, Arthur	1878	McNulty, Daniel	—
Loughran, Thomas J.	—	McNulty, James	—
Loughran, Daniel	1892	McPike, John	1899
Lynch, Patrick	1886	Malley, John	1903
Lynn, James	1881	Mallon, John	1882
McCann, Frank	1885	Maloy, Charles T.	1907
McCann, Patrick	1885	Maloy, John M.	1878
McCanna, Charles T.	1907	Mann, Fred V.	1905
McCanna, Hugh	1906	Marcou, Joseph	1896
McCanna, Patrick	1885	Marks, Thomas	1884
McCusker, John	1878	Marshall, Joseph	1902
McDonough, James	1890	Martin, Howard I.	1907
McDonough, John	1883	Masterson, Patrick	1886
McDonough, William	1890	Maxey, John	1879

102 MECHANICS FIRE ENGINE COMPANY No. TWO.

[REORGANIZED.]

(CONTINUED.)

Merritt, Joseph	1905	Nevin, Joseph	1903
Mickle, George A.	1903	Norton, John	1887
Monahan, John	1895	O'Brien, Daniel	1878
Monahan, Peter	1903	O'Brien, John	1878
Monahan, Thomas L.	1902	O'Brien, T. J.	1900
Monahan, William	1901	O'Brien, Thomas	1878
Money, John	1878	O'Brien, Timothy V.	1891
Moore, Robert W.	1884?	Oldfield, William	1902
Morrissey, Daniel L.	1878	O'Leary, John	1889
Morrissey, John H.	1892	O'Malley, John J.	1905
Morrissey, Thos. L.	1891	O'Neil, James	1878
Mumford, Edward	1897	O'Neil, Patrick W.	1897
Munnigle, James	1906	Pailthorpe, Albert	1888
Munnigle, John W.	1898	Pailthorpe, William	1880
Munnigle, William	1878	Perron, Olivier	1908
Murnane, Edward	1897	Peters, Antonio	1903
Murnane, Patrick	1880	Petrie, Charles W.	1905
Murphy, John	1882	Pfeniger, Albert	1906
Murphy, John	1891	Quann, William	1895
Murphy, Peter	1897	Raycraft, John	1890
Murphy, Thomas	1891	Remington, G. A.	1878
Murphy, William G.	1902	Robinson, Joseph	1879
Murray, Hugh	1903	Rounds, Charles	1879
Murray, Robert	1903	Ryan, John	1883
Murta, James F.	1879	Ryan, John F.	1894
Noel, Peter	1908	Ryan, William	1884
Neary, John	1904	Ryan, William L.	1907
Nelder, Herbert G.	1902	Scully, Michael	1890
Nelson, James	1878	Sharkey, Edward	1890
Nelson, J.	1890	Shaunessy, James	1880

MECHANICS FIRE ENGINE COMPANY No. Two. 103

[REORGANIZED.]

(CONCLUDED.)

Shaw, William	1879	Toleper, Arthur	1903
Shea, James S.	1907	Topham, Robert R.	1899
Shea, William	1878	Travis, William	1911
Sherrold, Theodore	1879	Trombley, Henry	1900
Simmons, Isaac S.	1890	Tully, William	1879
Simmons, J.	1903	Vandell, Louis	1878
Simmons, Joseph E.	1909	Vandell, Richard	1878
Smith, Edward F.	1907	Victory, Patrick	1878
Smith, James	1890	Von Banck, Louis	1905
Smith, James F.	1878	Wallace, James	1888
Smith, James F. 2d.	1879	Wallace, John	1878
Smith, James F.	1905	Walsh, David	1887
Smith, John	1884	Walsh, Frank	1879
Smith, Thomas J.	1902	Walsh, James	1884
Smith, William	1890	Walsh, Robert	1879
Smith, William	1908	Ward, Fred	1906
Smith, William H.	1878	Wardick, John H.	1886
Southwick, Harry A.	1902	White, Joseph	1878
Splain, John	1883	Winters, William	1883
Splain, Michael	1880	Wood, Robert	1884
Stanton, James	1911	Wylie, James	1878
Sullivan, John	1878	Wylie, James F.	1895
Sullivan, John L.	1895	Wylie, Joseph	1908
Thyng, Ralph	1878	Wylie, Joseph P.	1880
Tiorny, James	1905	Wylie, Robert	1878
Tiorny, James M.	1908	Wynne, Peter	1902



ELECTED

1834 — 1871.

Allen, Wheaton	1854	Ingraham, Mason	1852
Baily, Henry	1834	Johnson, Stephen	1840
Barrus, Horace G.	1866	Leonard, Elbridge G.	1866
Barrus, James B.	1852	Little, George W.	1852
Barrus, Nathan L.	1853	Luther, David E.	1852
Barton, Charles	1866	Luther, John	1834
Bosworth, Benj. M.	1834	Luther, Nathan	1834
Buffington, Alvan	1841	Martin, Charles	1858
Burroughs, James Jr.	1835	Martin, Ezra M.	1857
Carr, Caleb Jr.	1834	Martin, Stephen Jr.	1855
Carr, Turner	1840	Mason, Charles	1858
Chase, James A.	1853	Mason, Christopher	1861
Chase, John H.	1860	Mason, John B.	1840
Clifford, William T.	1852	Munroe, Charles	1858
Cole, Allen	1844	Munroe, George 2d.	1857
Cole, Edmund	1844	Munroe, James W.	1852
Cole, Henry	1849	Pearce, John Jr.	1835
Cole, John G.	1854	Pearce, Samuel	1834
Cole, Luther 2d.	1852	Place, Charles	1861
Cole, William 2d.	1852	Salisbury, Billings	1844
Coleman, Jesse B.	1852	Salisbury, John	1848
Davis, Alfred	1868	Sanders, Henry	1834
Driscoll, James	1840	Sanders, Jacob	1834
Driscoll, John H.	1844	Sanford, Alexander G.	1868
Easterbrooks, George	1835	Sawtelle, Hollis	1848
Eddy, Henry W.	1852	Sawtelle, Joseph	1848
Eddy, William P.	1852	Sherman, Joseph H.	1858
Fisher, George	1852	Smith, Charles	1852
Frankland, Joseph	1852	Snell, Wm. B.	1834
Gardner, Joseph	1851	Sparks, Charles	1852

FIRE HOOK AND LADDER COMPANY. 105
(CONCLUDED.)

Surgens, George H.	1855	Wheaton, Daniel B.	1834
Surgens, Wm. H.	1848	Williams, Edward	1852
Turner, Wm. H.	1840	Williams, George	1852



[REORGANIZED.]

ELECTED

1879 — 1911.

Adams, Joseph	1879	Hoar, Joseph B.	1910
Aiken, William	1907	Hopkins, Henry W.	1907
Barton, Alfred C.	1909	Hunt, Robert	1910
Barton, Edwin S.	1909	Kelly, William W.	1884
Barton, Percy R.	1879	Livesey, John	1879
Batchelor, John B.	1907	Loneragan, James	1909
Bliss, Charles C.	1911	Luther, Daniel B.	1910
Brown, Edward V.	1895	Mallory, George	1907
Brown, Joseph E.	1891	Martin, Fred S.	1907
Buckingham, E. M.	1910	Martin, Henry R.	1907
Buffington, Hiram	1879	Martin, Joseph W.	1910
Cole, Luther	1883	McCanna, Charles H.	1909
Champlin, Henry F.	1884	Merchant, Marcius H.	1907
Child, Daniel H.	1897	Miller, Charles R.	1907
Crawley, William H.	1891	Munroe, Harry H.	1909
Cutler, Charles W.	1907	Persons, Clair G.	1907
Cutler, Edward R.	1907	Rounds, Charles E.	1909
Dana, Francis E.	1879	Seymour, Louis R.	1909
Dean, Charles	1879	Sherman, George	1889
DeWolf, Howard K.	1907	Sparks, Charles H.	1891
Drown, George L.	1881	Turner, Daniel L.	1891
Drown, John	1907	Wilmarth, Albert	1883
Gladding, Charles F.	1891	Wilmarth, William S.	1882
Goff, Jeremiah	1879	Winslow, James M.	1879
Hiscox, Edward	1881		



NARRAGANSETT FIRE ENGINE COMPANY 107

NUMBER THREE.

ELECTED

1846 — 1911.

Abbot, Charles W. Jr.	1876	Booth, Samuel N.	1873
Adams, Joseph	1846	Borden, Charles G.	1849
Aldrich, Lucius E.	1884	Borden, Luther M. Jr.	1846
Andrews, David W.	1850	Bosworth, Peleg	1846
Andrews, Dura D.	1884	Bosworth, Peleg Jr.	1862
Andrews, Frank	1883	Bowen, Abraham	1846
Andrews, Samuel C.	1871?	Bowen, Albert H.	1862
Austin, Herbert L.	1895	Bowen, Daniel K.	1854?
Baker, William	1862?	Bowen, Edwin	1846
Barney, Eugene C.	1881	Bowen, George E.	1880
Barney, William L.	1847	Bowen, Haile J.	1854
Barrett, Patrick	1849	Bowen, Henry A.	1846
Barrus, Arthur W.	1883	Bowen, James	1871
Barrus, Charles	—	Bowen, James E.	1846
Barrus, Daniel A.	1885	Bowen, James E.	1908
Barrus, James B.	1846	Bowen, Jonathan	1849
Barrus, Wm. L.	1846	Bowen, John H.	1884
Barton, Alfred	1875	Bowen, John M.	1888
Barton, Benjamin H.	1877	Bowen, Martin	1854
Barton, Frank D.	1873	Bowen, Sylvanus H.	1876
Batchelor, James B.	1889	Bowen, William Jr.	1846
Blanchard, E. H.	1849	Bowen, William B.	1882
Blanchard, John E.	1871	Bowen, Clifford A.	1895
Bliss, Fred A.	1888	Brayton, James H.?	—
Bliss, Walter G.	1888	Brayton, Jeremiah	1849

108 NARRAGANSETT FIRE ENGINE COMPANY

NUMBER THREE.

(CONTINUED.)

Brightman, Thomas	1869	Cary, Joseph	1859
Brown, Allen	1905	Cary, William N.	1885
Brown, C. A.	1905	Caswell, James B.	1874
Brown, Jabez Jr.	1846	Champlin, Henry F.	1876
Brown, John C.	1859	Champlin, Henry F. Jr.	1898
Brown, John H.	1874	Champlin, John B.	1848
Brown, Joseph	1847	Chappell, Leon	1903
Brown, Joseph E.	1879	Chappell, S. W.	1897
Brown, Manton F.	1897	Chase, Charles F.	1862
Brown, Nathaniel ?	1884	Chase, Edgar F.	1877
Brown, Noel M.	1846	Chase, Frank S.	1871
Brown, Noel M. Jr.	1878	Chase, Henry S.	1871
Brown, William M.	1846	Chase, James A.	—
Brownell, John P.	1884	Chase, John H.	1846
Buffington, Hiram B.	1876	Chase, Walter H.	1893
Buffington, James B.	1871	Chatburn, John C.	1911
Burgess, William H.	1846	Child, Charles	1846
Burlingham, Thomas	1854	Child, Charles E.	1876
Burnham, Gridley	1853	Child, Charles T.	1846
Burr, Norman G.	1856	Child, Cyril M.	1854
Burtch, Henry S.	1869	Child, James M. Jr.	1878
Cady, Eleazer S.	1871	Child, Joseph B.	1846
Cady, Winfield L.	1878	Child, Joseph B.	1873
Campbell, David A.	1860	Child, Luther H.	1847
Carr, Alfred C.	1846	Child, Moses T.	1854
Carr, Caleb A.	1884	Child, Samuel S.	1846
Carr, Clarence L.	1862	Child, William B.	1885
Carr, George W.	1846	Church, William M. C.	1879
Carr, Joseph S.	1856	Clark, G. E.	1890
Carr, Turner Jr.	1847	Cleland, Albert H.	1874

NARRAGANSETT FIRE ENGINE COMPANY 109

NUMBER THREE.

(CONTINUED.)

Clifford, Thomas	1862	Cornell, J. B.	—
Coes, George H.	1850	Cornell, William A.	1854
Cole, Charles I.	1878	Cornell, William F.	1878
Cole, Edmund	1846	Coyle, Edward	1871
Cole, Everett F.	1911	Crowell, Charles A.	1874
Cole, George G.	1871	Crowell, Hiram D.	1860
Cole, George R.	1897	Crowell, William B.	1856
Cole, Henry 2d.	1849	Cummings, Joseph S.	1856
Cole, James A.	1871	Cunningham, William G.	—
Cole, James V.	1846	Cutler, Charles R.	1868
Cole, Luther 2d.	1849	Dana, Francis E.	1862
Cole, Luther	1871	Davis, Benjamin F.	1861
Cole, Robert	1847	Davol, Sturgis	1849
Cole, Samuel B.	1851	Davol, Charles S.	1882
Cole, Thomas	1846	Day, Preston	1875
Cole, William 2d.	1846	Day, Walter A.	1873
Cole, William B.	1860	Dean, Charles F.	1871
Cole, William R.	1900	Dean, James H.	1849
Coleman, Jesse B.	1849	Dean, Samuel H.	1850
Collamore, Charles H.	1846	Dean, Sidney	1875
Collamore, Fred F.	1886	Dexter, Lewis B.	1890
Collamore, James S.	1882	Driscoll, Fred A.	1862
Collamore, Jeremiah	1854	Driscoll, William H.	1846
Collamore, John H.	1854	Drown, Allen	1846
Collins, Charles	1846	Drown, Benjamin Jr.	1846
Collins, Henry	1869	Drown, George L.	1869
Cooly, Robert H.	1854	Drown, H. D.	—
Copeland, Henry H.	1894	Drown, James B.	1875
Cornell, Alfred R.	1846	Drown, John	1846
Cornell, Charles H.	—	Drown, Samuel N.	1846

(CONTINUED.)

Drown, Thomas S.	1846	Goss, Sylvester T.	—
Drown, William B.	1869	Graves, Joseph N.	1846
Dunwell, William T.	1874	Greene, George T. Jr.	1878
Duprey, Joseph	1869	Greene, Levi M.	1888
Eddy, Charles C.	1849	Greene, Robert H.	1892
Eddy, Henry W.	1847	Gushee, Nath'l W.	1862
Eddy, James M. Jr.	1875	Haile, Levi W.	1862
Fales, James	1854	Haile, William R.	1859
Fales, Samuel S.	1868	Hainz, Fred G.	1862
Fish, Jonathan G.	1853	Hall, Benjamin M.	1902
Fish, Joshua S.	1856	Hall, Joseph B.	1869
Fisher, George E.	1849	Hall, Preston I.	1885
Fletcher, Fred J.	1889	Harrison, J. L.	1852
Follansbee, Frank	1874	Hart, Henry	1861
Ford, Alvan H.	1868	Hatch, David M.	1856
Foster, Fred I.	1909	Hatch, George C. Jr.	1862
Franklin, George E.	1853	Hathaway, Bradford C.	1853
Freeborn, William P.	1848	Hathaway, Sylvester B.	1882
Frieze, John	1846	Haulick, Christian	1850
Gamble, David A.	1862	Healy, Fernando	1868
Gardner, Charles E.	1889	Healy, James	1850
Gardner, George C.	1878	Heilman, Henry	1850
Gardner, Joseph	1846	Heuser, Lewis	1849
Gardner, Robert C.	1853	Higgins, Rufus	1863
Gibbs, Edmund D.	1884	Hinckley, W. O.	1849
Goff, Hiram	1846	Hiscox, Edward M.	1878
Goff, Nathan Jr.	1846	Hiscox, Sylvester	1866
Goff, Rufus B.	1847	Hoar, Charles A.	1876
Goff, Thomas I.	1849	Hoar, Charles S.	1874
Gorham, Isaac	1861	Hoar, Joseph	1880

NARRAGANSETT FIRE ENGINE COMPANY 111

NUMBER THREE.

(CONTINUED.)

Hoar, Joseph B.	1870	Lee, James M.	1846
Hoar, Lewis T.	1875	Lent, Joseph H.	1889
Hoar, Willard B.	1895	Lent, Walter C.	1906
Hoar, William B.	1846	Livesey, John	1862
Howard, Franklin A.	1863	Luther, David E.	1846
Howe, Linwood E.	1909	Luther, George A.	1848
Howland, Frank A.	1879	Luther, Horace	1847
Hughes, Peter H.	1847	Luther, Jeremiah J.	1846
Ingraham, Alexander	1854	Luther, John Jr.	1854
Ingraham, John H.	1850	Luther, John E.	1879
Jayne, George R.	1866	Luther, William H.	1849
Jeffers, Leland O.	1908	Makepeace, James A.	1868
Johnson, James H.	1862	Maker, Arthur J.	1898
Johonnot, George G.	1847	Manchester, Charles B.	1895
Jones, James S.	1849	Manchester, Clarence R.	1882
Jones, Sanford	1852	Manchester, George R.	1866
Jordan, William	1849	Manchester, James	1854
Kean, John M.	1859	Manchester, John	1853
Kelley, Charles D.	1861	Marks, William	1881
Kelley, Howard J.	1909	Martin, Albert F.	1908
Kelley, John J.	1907	Martin, Benjamin B.	1856
Kelley, Joseph A.	1871	Martin, Edward J.	1878
King, William A.	1849	Martin, George	1846
Kingsley, William C.	1850	Martin, Henry R.	1898
Laforest, E. A.	1870	Martin Jeremiah	1862
Langille, A. A.	1900	Martin, Joseph W.	1875
Lawton, Frank B.	1874	Martin, Josiah N.	1849
Lawton, George F.	1847	Martin, Stephen H.	1853
Lawton, Harry S.	1873	Mason, Arthur H.	1875
Lawton, William B.	1875	Mason, Edward A.	1887

112 NARRAGANSETT FIRE ENGINE COMPANY

NUMBER THREE.

(CONTINUED.)

Mason, Henry W.	1849	Northup, Edwin	1888
Mason, James L.	1846	Olive, John R.	1895
Mason, Stephen H.	1860	Ormsbee, Charles	1878
Masterson, William	1870	Ormsbee, Samuel A.	1879
Mauran, William A	1846	Page, Fred L.	1909
Maxfield, Charles S.	1870	Paine, Marcus	1878
Maxfield, Hiram D.	1847	Pardey, Harold O.	1877
Maxfield, John	1846	Park, James	1897
Maxfield, William	1847	Parker, George H.	1862
Maxwell, William R.	1882	Parker, Joseph L.	1854
McAvoy, Martin	1856	Parker, Leonard	1878
McCaffrey, Thos. W.	1871	Patten James	1878
McCaw, William J.	1879	Pearce, John H.	1862
McCays, John	—	Pearce, Samuel	1846
McGrail, John	1852	Pearce, William H.	—
McKenzie, William J.	1868	Peck, George B.	1862
Miller, Horton N.	1882	Perry, Albert N.	1884
Moulton, Amos	—	Perry, James B.	1861
Moulton, Thomas L.	1849	Perry, Willard J.	1884
Mulcahey, Charles	1849	Phinney, Charles E.	1868
Mulcahey, George D.	—	Place, Charles E.	188-
Mulcahey, John	1849	Place, Samuel Jr.	1846
Munroe, Edward	1880	Ploubert, David A.	1850
Munroe, George Jr.	1847	Prentice, D. A.	1859
Munroe, George 2d.	1846	Poole(?), Evan	—
Munroe, James W.	1849	Read, Joseph P.	1892
Munroe, Sam'l F. Jr.	1866	Remington, William A.	1846
Munroe, William	1862	Ross, Elmer W.	1878
Nichols, Galen	1861	Rounds, Andrew S.	1862
Nichols, Thomas	1891	Rounds, Charles H.	1855

NARRAGANSETT FIRE ENGINE COMPANY

113

NUMBER THREE.

(CONTINUED.)

Rounds, George F.	1868	Snell, William B.	1846
Rounds, George H.	1846	Sparks, Charles H.	1878
Rounds, Herbert V.	1882	Stanley, Charles H.	1870
Ryan, Lewis	1862	Stebbins, Edward	1847
Salisbury, John Jr.	1846	Stetson, William D.	1877
Salisbury, Martin L.	1846	Stevens, Andrew M.	1888
Salisbury, William I.	1895	Stevens, Richard	1878
Sanders, William H.	1854	Stevens, Thomas C.	1885
Sawtelle, James B.	1869	Stevens, Thomas C. Jr.	1909
Sawtelle, Joel	1870	Summers, George	1852
Sawtelle, Joseph	1846	Surgens, Edward L.	1855
Schofield, William	1883	Surgens, George H.	1849
Seymour, Charles F.	1884	Surgens, William H.	1846
Seymour, Leander F.	—	Taylor, James E.	1876
Sharkey, James	1852	Thayer, Francis S.	1895
Sherman, Frank I.	1874	Thompson, Asbury	1870
Sherman, George E.	1876	Thurber, William H.	1846
Shortliff, William H.	1878	Thyng, Walter M.	1881
Simmons, Isaac S.	1891	Tilley, Aaron S.	1846
Simmons, Jonathan R.	1862	Trask, Frank E.	1911
Simmons, Wm. H.	1870	Trott, John	1846
Simonds, Joseph N.	1856	Turner, John A.	1879
Sisson, Charles	1846	Turner, Maxwell W.	189-
Slocum, J. Howard	1911	Turner, Thomas G.	1846
Smith, Charles S.	1847	Valpey, John W.	1889
Smith, Frank B.	1870	Warner, Elisha M.	1849
Smith, George	1847	Warner, Lucius Jr.	1877
Smith, Henry D. W.	1853	Weaver, Charles H.	1894
Smith, Peter C.	1846	West, George N.	1870
Smith, Zerah B.	1849	West, John R. Jr.	1907

114 NARRAGANSETT FIRE ENGINE COMPANY.
NUMBER THREE.
(CONCLUDED.)

Wheaton, George L. C.	1862	Wilmarth, William S.	1875
White, William B.	1874	Wing, John A.	1852
Whitford, Charles	1874	Winslow, Daniel Jr.	1848
Whitford, Thomas	1872	Winslow, James M.	1874
Whitford, Wanton A.	1878	Winslow, John F.	1862
Whitney, Dennis	1878	Wood, Alfred	1854
Wilbur, George M.	1895	Wood, George A.	1878
Willard, Henry G.	1895	Wood, William H.	1854
Williams, Henry	1852	Woodmancy, Joseph	1848
Williams, Henry H.	1867	Wrightington, C. L.	1854
Williams, William E.	1846	Wrightington, T. W.	1854
Wilmarth, Andrew	1874		



BOARDS OF ENGINEERS.

115

ELECTED

1861 — 1911.

1861

Wm. T. Barton, Chief
Seth Sanders
John G. Joyce
Charles R. Cutler

1867 — 68 — 69

Charles R. Cutler, Chief
Charles Mason
Hiram D. Maxfield
Charles F. Sparks

1862

Charles R. Cutler, Chief
Seth Sanders
John G. Joyce
Charles Sparks

1870 — 71 — 72

Charles R. Cutler, Chief
Charles Mason
Charles F. Sparks
Alexander C. Sanford

1863

Charles R. Cutler, Chief
Henry F. Drown
Charles Mason
Horace G. Barrus

1873

Charles R. Cutler, Chief
Charles F. Sparks
A. G. Sanford
David B. Barton

1864

Charles R. Cutler, Chief
Henry F. Drown
Charles Mason
John G. Joyce

1874

Charles R. Cutler, Chief
Benjamin B. Martin
William Cole 2d.
Benjamin Drown

1865

Charles R. Cutler, Chief
Charles Mason
Henry F. Drown

1875

Charles R. Cutler, Chief
William Cole 2d.
Benjamin Drown
William B. Nichols

1866

Charles R. Cutler, Chief
Charles Mason
Hiram D. Maxfield

(CONTINUED.)

- | | |
|---|---|
| <p>1876 — 77</p> <p>William Cole, Chief</p> <p>Benjamin Drown</p> <p>Charles H. Collamore</p> <p>William B. Nichols</p> <p>1878 — 79 — 80 — 81</p> <p>82 — 83</p> <p>William Cole, Chief</p> <p>Luther Cole</p> <p>Charles H. Collamore</p> <p>William B. Nichols</p> <p>1884 — 85 — 86 — 87</p> <p>William Cole, Chief</p> <p>Luther Cole</p> <p>William B. Nichols</p> <p>William H. Crawley</p> <p>1888 — 89 — 90</p> <p>William Cole, Chief</p> <p>Luther Cole</p> <p>William H. Crawley</p> <p>John H. Brown</p> <p>1891</p> <p>William Cole, Chief</p> <p>John H. Brown</p> <p>Harold O. Pardey</p> <p>Joseph W. Butler</p> <p>1892</p> <p>William Cole, Chief</p> <p>John H. Brown</p> <p>Joseph W. Butler</p> <p>William H. Crawley</p> | <p>1893 — 94 — 95</p> <p>William Cole, Chief</p> <p>John H. Brown</p> <p>William H. Crawley</p> <p>Michael O. Hurley</p> <p>1896</p> <p>William H. Crawley, Chief</p> <p>John H. Brown</p> <p>Michael O. Hurley</p> <p>William S. Wilmarth</p> <p>1897 — 98 — 99 — 1900</p> <p>Joseph B. Hoar, Chief</p> <p>John H. Brown</p> <p>Michael O. Hurley</p> <p>William S. Wilmarth</p> <p>1901 — 02</p> <p>Joseph B. Hoar, Chief</p> <p>John H. Brown</p> <p>William S. Wilmarth</p> <p>William H. Smith</p> <p>1903 — 04 — 05</p> <p>Joseph B. Hoar, Chief</p> <p>John H. Brown</p> <p>William S. Wilmarth</p> <p>James F. Wylie</p> <p>1906</p> <p>Joseph B. Hoar, Chief</p> <p>John H. Brown</p> <p>William S. Wilmarth</p> <p>James F. Wylie</p> <p>Thomas J. Loughran</p> |
|---|---|

BOARDS OF ENGINEERS.
(CONCLUDED.)

117

1907 — 08

Joseph B. Hoar, Chief
John H. Brown
William S Wilmarth
James F. Wylie
Thomas J. Loughran
Joseph H. Lent

1910

William S. Wilmarth, Chief
John H. Brown
Joseph H. Lent
Thomas J. Loughran

1909

Joseph B. Hoar, Chief
John H. Brown
William S. Wilmarth
Joseph H. Lent
Thomas J. Loughran

1911

William S. Wilmarth, Chief
John H. Brown
Joseph H. Lent
Joshua Turner



ELECTED

1908 — 1911.

Anderson, John	1909	Jones, Howard	1908
Arnold, George B.	1908	Jones, Roland T.	1908
Barry, James F. Jr.	1908	Kilroy, Arthur L.	1908
Bowers, Lewis H.	1908	Kilroy, Thomas J.	1908
Cady, Edwin A.	1908	Leeson, James H.	1908
Cady, H. Dewees	1908	Mabey, Charles N.	1908
Child, Daniel H.	1908	Maddox, William	1908
Child, Fred V.	1908	Martin, William A.	1908
Child, Harry S.	1908	Maxfield, George	1908
Church, Benjamin A.	1908	Munroe, Walter H.	1908
Cole, George G.	1908	Nichols, Herbert A.	1908
Dickerson, Jesse V.	1908	Peterson, Albert W.	1908
Dickerson, John C.	1908	Place, Lineas E.	1908
Dickerson, Wm. H.	1908	Potter, David H.	1908
Faulkner, Clarence H.	1908	Rocket, Joseph M.	1908
Faulkner, William J.	1908	Sarris, George Jr.	1908
Gillon, James L.	1908	Seymour, Clarence H. 2d.	1908
Gillon, William	1908	Seymour, Frank C.	1910
Goff, Henry	1908	Seymour, William I.	1908
Goff, Walter I.	1908	Simmons, Fred R.	1908
Gorman, Thomas	1908	Sipple, M. R. C.	1908
Greene, Charles W.	1908	Slocum, Henry M.	1908
Greene, Robert	1908	Slocum, Howard J.	1908
Greene, George T.	1908	Smith, Richard	1908
Griffin, Michael P.	1911	Smith, William	1908
Harris, Joseph	1908	Tanner, Albert K. Jr.	1908
Horton, Edmund	1908	Tanner, Walter	1908
Horton, George B.	1908	Titmas, Harry G	1911
Howland, Henry P.	1908	Tully, William	1908
Johnson, Charles G.	1908	Wheaton, Charles N	1908



ROUGH AND READY FIRE COMPANY NO. FIVE. 119

ELECTED

1903 ——— 1911.

Albert, Thomas	1907	Courville, Arthur F.	1905
Allen, Herbert	1903	Dubeau, Frank	1903
Ashworth, George	1904	Dubeau, Zebb	1903
Asselin, Napoleon	1903	Duval, Clifford	1904
Babcock, William	1906	Emery, Philibert	——
Barton, Thomas	1903	Fisher, Arthur	1908
Beauregard, William	1906	Fisher, Fred	1909
Benoit, Herbert	1903	Fagnant, Zepharin	1907
Besse, Harry	1905	Gardner, Peter	1907
Boeniger, Samuel	1906	Gerard, Peter	1903
Bowers, Joshua	1906	Gledhill, Simeon	1906
Boylan, John Jr.	1903	Greenwood, Benjamin	1907
Brasseau, Peter	1906	Greenwood, Ernest	1903
Brasseau, Louis	1907	Greenwood, William	1903
Brooks, Joseph	1910	Harris, Joseph	1903
Brownson, Peter	1910	Harris, William J.	1903
Burke, James	1903	Hebert, Felix	1907
Burke, John	1903	Heidenrich, Otto	1905
Carter, Edwin	1906	Heuberger, Carl	1905
Chandler, Charles W.	1910	Heuberger, Ernest	1908
Chase, Joseph	1906	Heuberger, Herman	1911
Chretien, Horace	1910	Heuberger, Otto	1905
Clayton, John	1908	Hodson, Ernest	1906
Cloutier, Aurius M.	1903	Hodson, John	1905
Cloutier, Daniel	1903	Howard, Frederick	1907
Cloutier, Jos. M. M.	1903	Howard, William	1907
Corrier, George	1903	Huard, Evangeliste	1903
Corrier, Harry	1908	Johnson, Edward	1903
Corristine, Hugh	1903	Johnson, James H.	1903
Corristine, Patrick	1903	Kozic, Sebastien	1908

120 ROUGH AND READY FIRE COMPANY NO. FIVE.

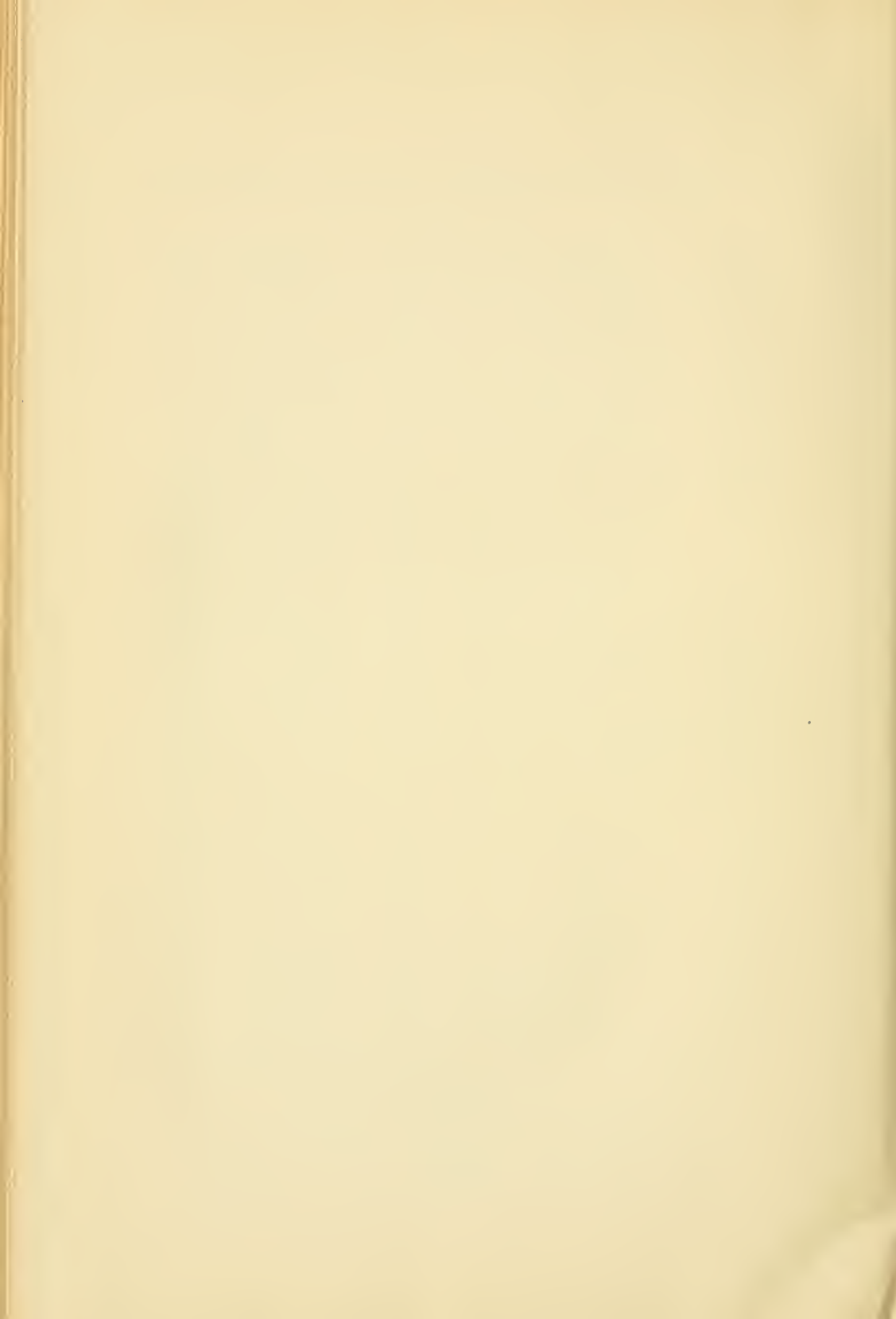
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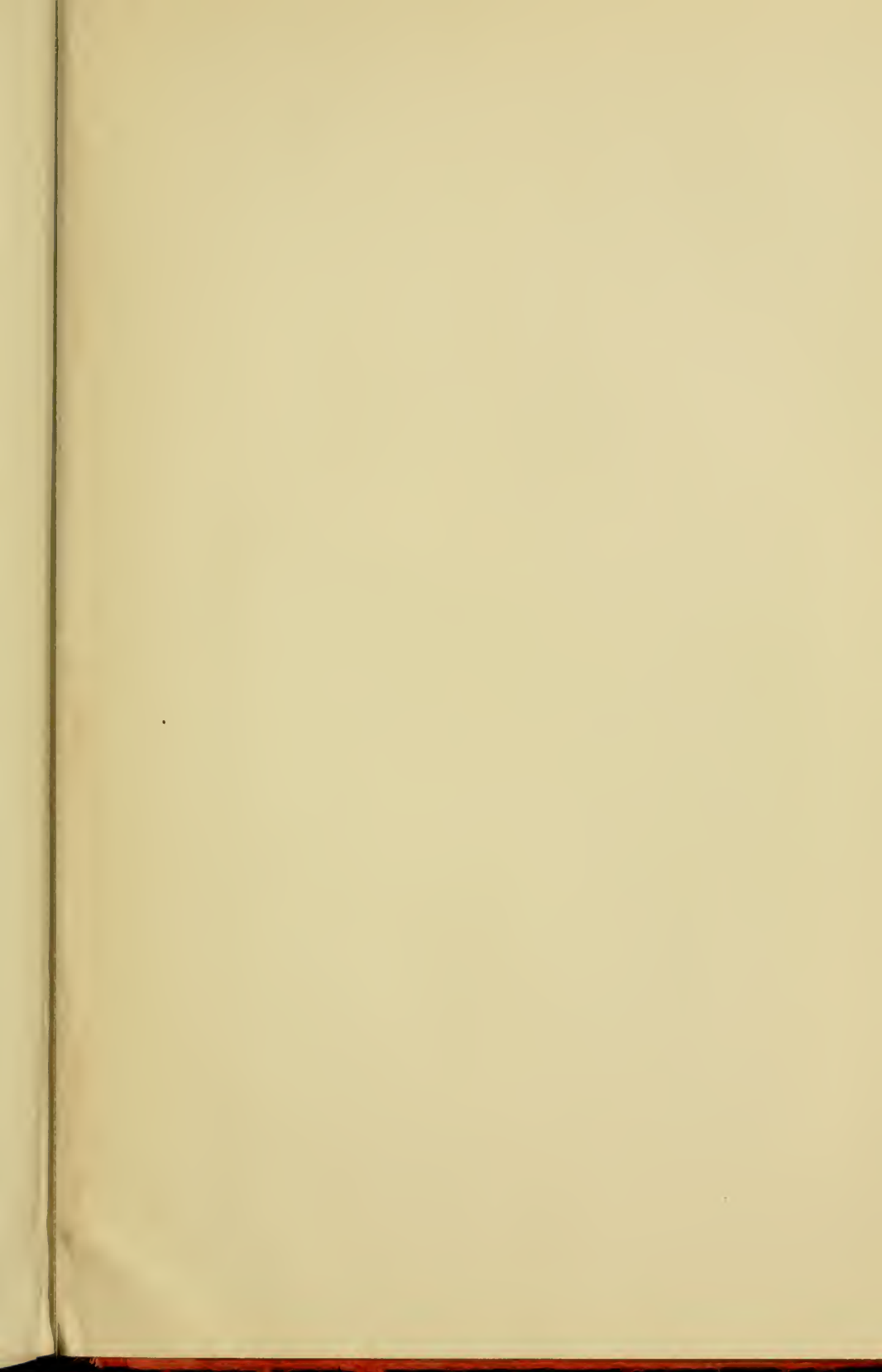
Laney, Patrick	1903	Salford, George	1903
Lapane, Edward	1907	Sanderson, David	1909
Lapane, Peter	1907	St. Andre, Adolph	1903
Lapointe, Henry	1904	St. Andre, William	1904
Lapointe, Thomas	1903	St. Onge, Adolphus	1903
Lauzon, John B.	1904	St. Onge, Eugene	1903
Lee, Robert	1905	St. Peter, Joseph	1907
Lomas, Thomas	1910	Simister, John W. Jr.	1903
Maddox, George O.	1904	Southwood, George	1904
Malone, Michael J.	1903	Spragg, Herbert	1907
Marshall, Joseph	1906	Stone, John Q.	1904
Martin, Howard	1905	Sullivan, John L.	1903
Ogden, Ernest	1906	Sybolts, Otto	1911
Oulette, Napoleon	1906	Tanner, Richard	1906
Patterson, Samuel	1903	Tierny, James M.	1906
Pelletier, Charles	1904	Tobin, John	1909
Pelletier, Eugene	1903	Trombley, Adelard D.	1903
Perrier, O.	1907	Trombley, Edmond	1905
Perron, Olivier	1907	Trombley, Philip	1905
Perry, George	—	Torier, Leon	1903
Poisson, George	1907	Turner, Charles E.	1903
Poisson, Napoleon	1903	Turner, Henry	1903
Proulx, Joseph	1909	Turner, Joshua	1903
Redfern, Thomas	1907	Wardick, John H.	1903
Rubery, Albert E.	1907	Watts, Arthur	1907
Rubery, Joseph A.	1907	Wild, James	1906
Rubery, Thomas	1907	Zombic, Walter.	1909
Ryan, William	1905		

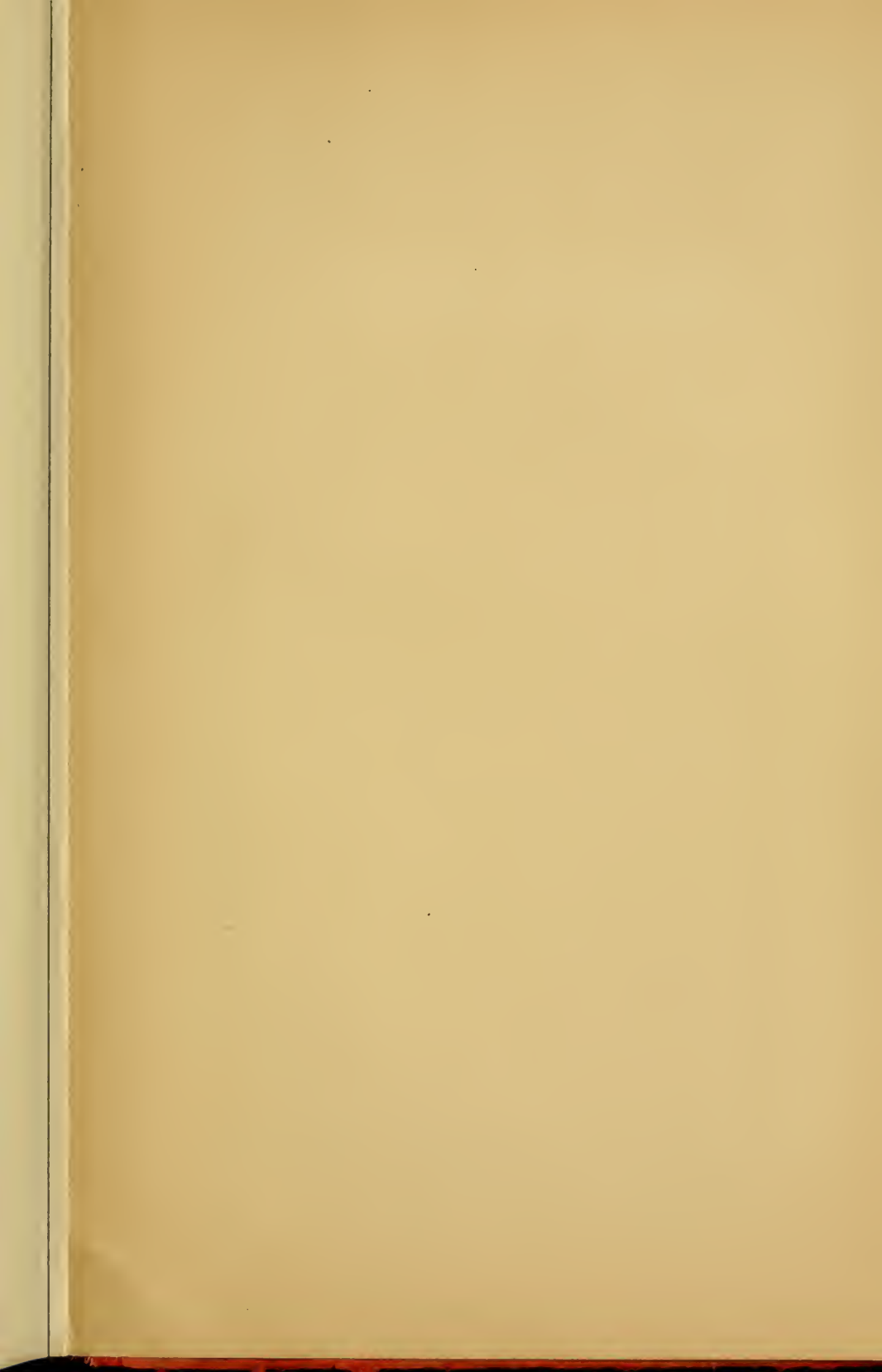
The End.











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department of Warren, R.I.

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