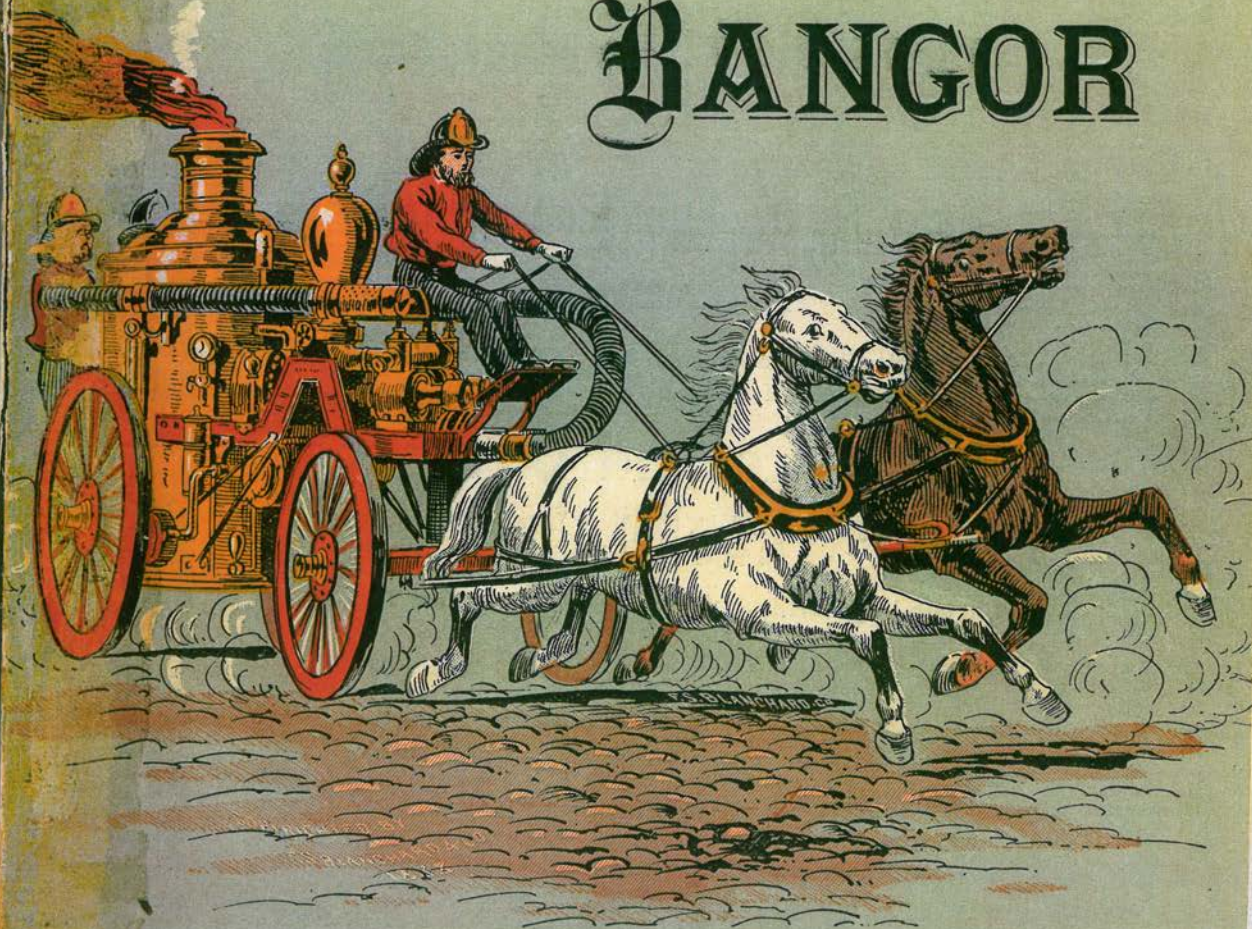


FIRE SERVICE

of

BANGOR



ESTABLISHED, 1868.

J. WATERMAN'S

"BOSS"

**Strictly One-Price Clothing
HOUSE,**

**73, 75 and 77 Exchange Street,
BANGOR.**

The Leading Clothing House in the State.

We show at all seasons the **LARGEST STOCK** and Greatest
Variety of Men's, Boys' and Children's

Fine Suits and Overcoats.

Our Styles are Select, the Very Latest, Tailor Made
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With our large facilities we are able to make Very Low Prices.

GOOD CLOTHING AT BOTTOM PRICES IS OUR MOTTO.

ESTABLISHED 1855.

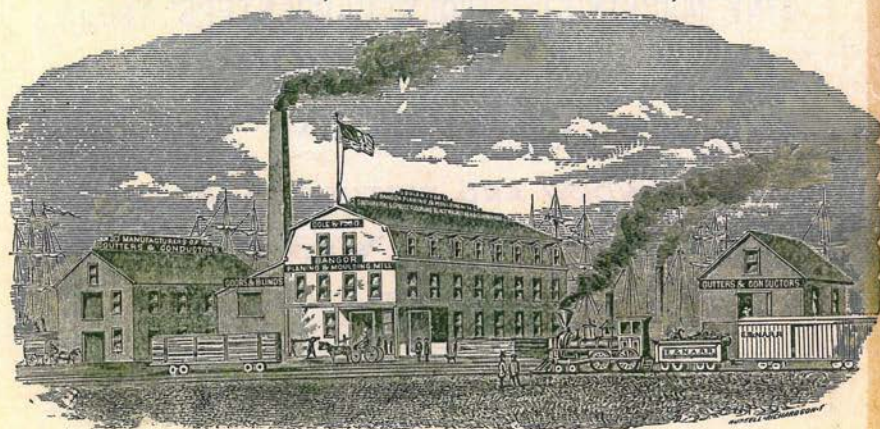
BANGOR PLANING & MOULDING MILL.

DOLE & FOGG, Proprietors.

MANUFACTURERS AND DEALERS IN

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Pine, Spruce, Cherry, Mahogany, Walnut, Hard Pine, Cypress, Ash,

OAK and BIRCH LUMBER

OF ALL KINDS.

Spruce, Pine and Whitewood Base and Sheathing.

HARD WOOD FLOORING OF ALL KINDS.

Wood Mantels, Tile Hearths and Stair Work,

In all the Latest Designs, on Hand and Made to Order.

DOLE & FOGG, - - BANGOR, Maine.

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D.N.C.

Fire Service of Bangor.

A SOUVENIR

CONTAINING AN ACCOUNT OF
THE SERVICE, FROM LEATHER BUCKET
TIMES TO THE PRESENT FIRE DEPARTMENT.

Bangor, Me. Fire dept.

The Proceeds to be donated
for the Benefit of Disabled Members of the
Bangor Fire Department.

FIREMEN'S RELIEF ASSOCIATION.

1890.

Fire Service of Bangor.



ANGOR
FIRE
SERVICE

INTRODUCTORY.

THE history of Bangor's Fire Department is rich in deeds of daring and endurance ; full of emulation and zeal to place themselves at the front ; prolific in the social amenities and tokens of good fellowship existing among the "boys" ; marked, here and there, in the days of the old volunteer department by personal encounters, sometimes rising to the magnitude of battles, between whole bodies of men ; contests for superiority of engines, or for speed in running with the hose reel ; and excursions, balls, banquets, trumpet presentations, and a thousand and one other things interesting to firemen, so that within the space which this little book affords, it would not be possible to give even an epitome of it. It has been the aim, however, of the compiler to give important facts with reference to the origin and growth of the Department and the result is now before you.

JAMES A. ROBINSON, Clothier ✕ and ✕ Outfitter,

AND DEALERS IN ALL KINDS OF

MEN'S FINE FURNISHINGS,

Always to the Front with the Newest Styles and Latest Novelties.
We are now showing the Largest and Best Line of

Men's, Boys' and Children's Fine Ready-Made CLOTHING

That we have ever displayed before, and at prices that cannot fail to
suit the closest buyers.

Great Bargains in the Boys' and Children's Department.

Bargains in the Men's Department.

Bargains in Every Department.

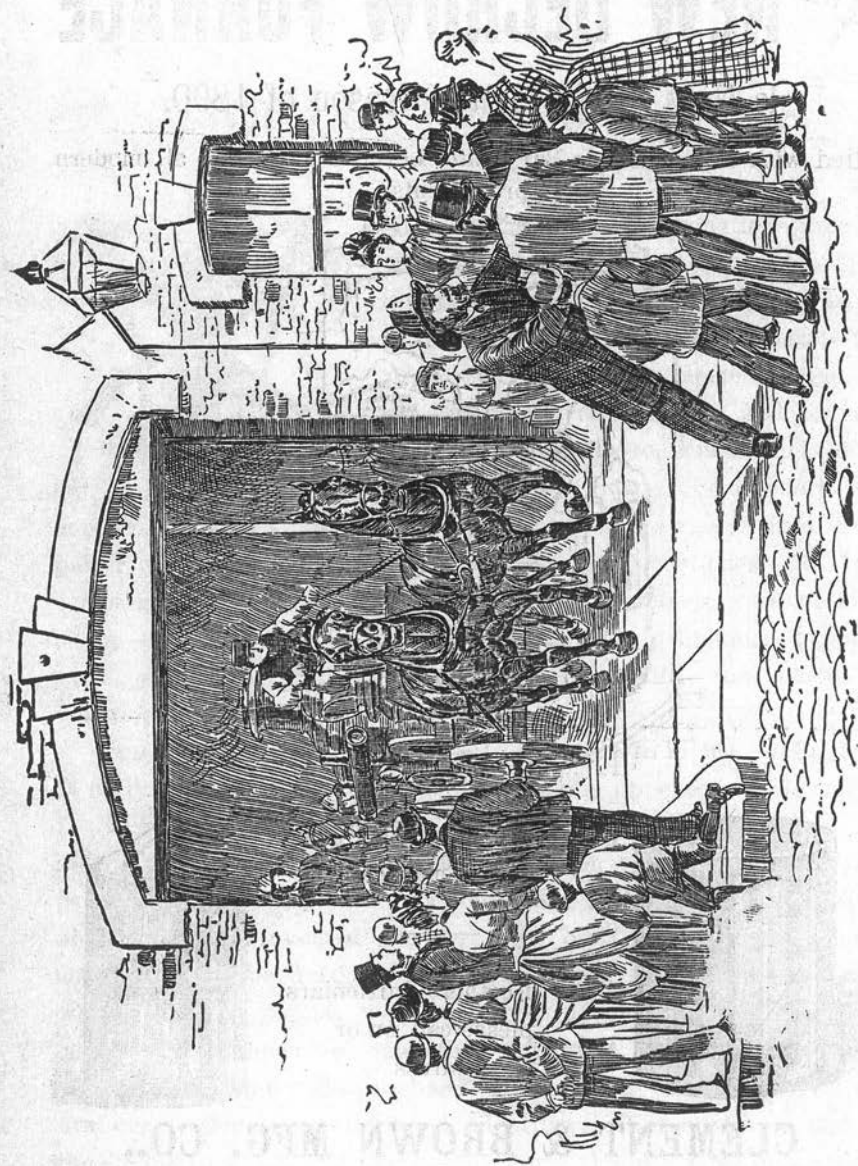
Come and See and be Convinced.

The FURNISHING GOODS Department is crowded with Novelties.
All the Newest Fads received as soon as they are in the Market.
New Neckwear, Hosiery, Gloves, White and Fancy Shirts, Ten-
nis Coats with Pants to match, Silk Sashes and Belts, etc.

CUSTOM TAILORING in all its branches. Headquarters in Maine
for Fine Work.

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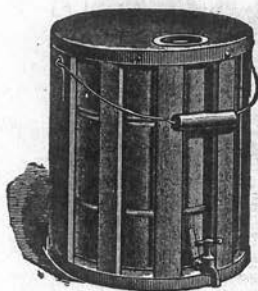
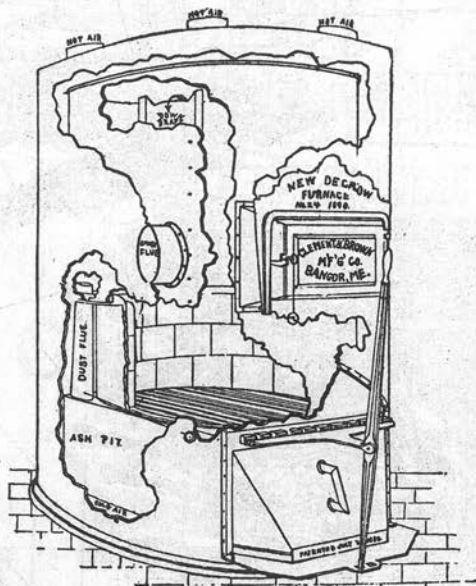


AN EXHIBITION HITCH.

THE NEW DECROW FURNACE

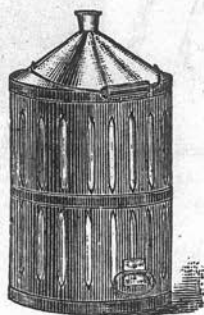
Is Now Ready for the Season of 1890.

Fitted with Patent Single Bar Grate, Lever Shaker and all modern improvements.



Cheapest and Best Furnace
in the market.

For Further Particulars
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address



CLEMENT & BROWN MFG. CO.,

101 and 103 Broad Street,

BANGOR, MAINE.

HISTORY OF FIRE APPARATUS.



WHILE the English-speaking nations have always been in the front rank of advancing civilization, so also has the Anglo-Saxon brain been quickest to devise means for protection against the elements, and to subdue the forces of nature, and convert them from enemies to friends and helpers. Englishmen and Americans have made the modern fire department. To write an adequate history of the rise of this great power would require a large volume. For centuries, the best weapons that the people had for fighting the flames were nothing better than water bags, pipes, water bombs, siphons, gigantic syringes and inefficient pumps, dignified with the name of "engines."

Monstrous syringes, carried upon trucks, were in use in England as early as 1590. In 1615, a hand fire engine appeared in Germany. It was merely a pump, without hose of any sort. In 1667, immediately after the great fire, the city of London was first divided into fire districts. There were four districts. In 1700, Van der Heide, of Amsterdam, invented flexible hose, both for suction and as a substitute for the fixed, inflexible goose-neck or pump nozzle, with which the old engines were equipped. It was not till nearly a century later, however, that this important invention was made available. About 1800, Richard Newsham, of England, built the first engine that became of practical utility. Water was carried to the engine by hand, and pumped by hand through hose or a goose neck, as the case might be.

J. W. CHAMBERLAIN & CO.,
Plumbers, Steam and Hot Water Heaters,
No. 7 COLUMBIA ST., OPP. CITY HALL.

A Full Stock of Materials required in the above lines of work always
on hand. Special attention paid to Drainage and Ventilation.

BANGOR, MAINE.

J. P. FINNIGAN & CO.,

Manufacturers of Fine

CRACKERS AND BISCUIT,
Fancy Cakes, &c.,

63, 65, 67, 69 BROAD STREET, - BANGOR, MAINE.

BANGOR EDGE TOOL CO.,

MACHINISTS, AND MAKERS OF THE

PEAVEY AXES and CANT-DOGS.

ALL KINDS OF DRIVING TOOLS.

57 and 59 Exchange St., Bangor, Me.

C. A. PEAVEY.

J. H. PEAVEY.

A. W. DOANE,
Silver, Gold and Nickel Plater.

Watch Cases plated with Silver, Gold or Nickel. Table Ware, such
as forks and spoons, silver plated at half cost of new ware.

Brass Band Instruments plated at short notice.

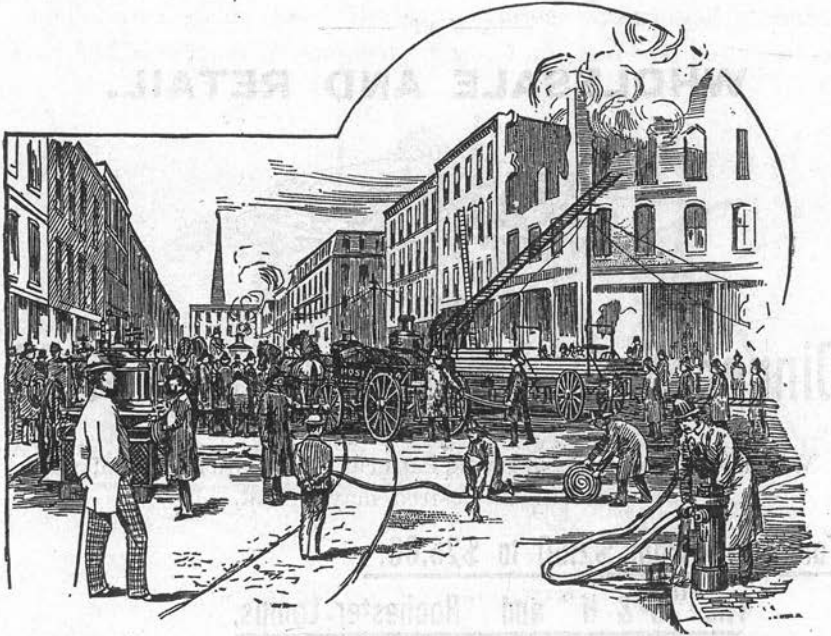
Door Plates and Door Numbers a specialty.

Plating of Every Description.

Established in 1862.

In rear of 42 Central Street, BANGOR, ME.

The first engine made its appearance in America, at New York, in 1732. Then two Newsham engines were imported. The first American fire ordinance was adopted in New York in 1648, when the building of wooden and thatch chimneys was forbidden, and provision was made for the purchase of ladders, hooks and buckets.



"PICKING UP," AFTER A FIRE.

Time was required to teach Americans that their peculiarly inflammable homes demanded protection, such as was not needed in Europe. These imported engines were worked exclusively by treadles, and the water was brought in buckets and poured into the tank, from whence it was pumped through a goose-neck. A man sat astride of it and steered the stream. In 1808, Sellers & Penock, of Philadelphia, made the first riveted hose, and some wide-awake

P. H. VOSE & COMPANY,

31 MAIN STREET.

Crockery and Glassware,

— AT —

WHOLESALE AND RETAIL.



Dinner Sets From \$8.00 to \$100.00

We make a Specialty of Stock Patterns from which Sets of any assortment desired may be had.

Toilet Sets from \$2.50 to \$25.00.

The "B & H" and "Rochester Lamps."

Silver Plated Ware of the Finest Quality.

Fine Cut Glass and Foreign Pottery.

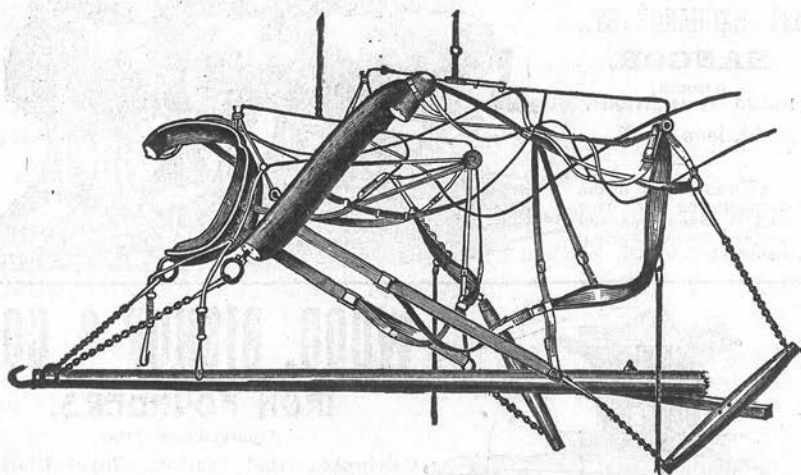
COMMON KITCHEN CROCKERY AND GLASSWARE.

P. H. VOSE & COMPANY,

31 MAIN STREET.

American soon after thought of the hose reel. India rubber hose came in from England in 1827, and at a more recent date canvas hose found lasting favor as the most desirable of all.

In 1829, the first steam fire engine was built, foreshadowing the complete overthrow and disuse of the system of hand engines. The model, however, was not very practicable, and few steam fire engines were built till about 1852. Meanwhile various attempts of a similar kind had been made in America. Capt. John Ericsson [built a steam



PATENT SWINGING HARNESS.

fire engine in New York, in 1839-40. It could throw 10,824 pounds of water a minute, 166 feet in the air, through a $2\frac{1}{8}$ -inch nozzle, drawing through four lengths of hose. A stationary boiler from which hot water could be speedily transferred to the engine boiler was kept in the engine house. The machine proved cumbrous, heavy and expensive, and was discarded. In 1852, [A. B. Latta, of Cincinnati, built a steam fire engine that could throw [a stream 170 feet, and afterward he built another capable of [throwing four streams 200 feet, or six streams 175 feet, through] a [$\frac{7}{8}$ -inch nozzle. The

J. A. WALLIS, ESTABLISHED 1842.

Sole Eastern Agent for
the Celebrated

MOXIE NERVE FOOD,

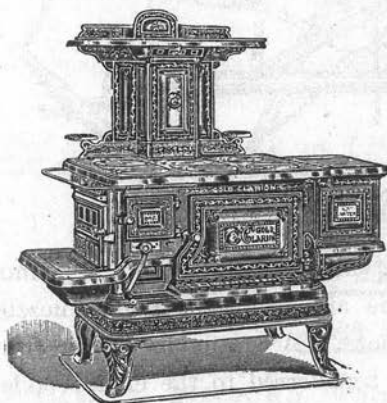
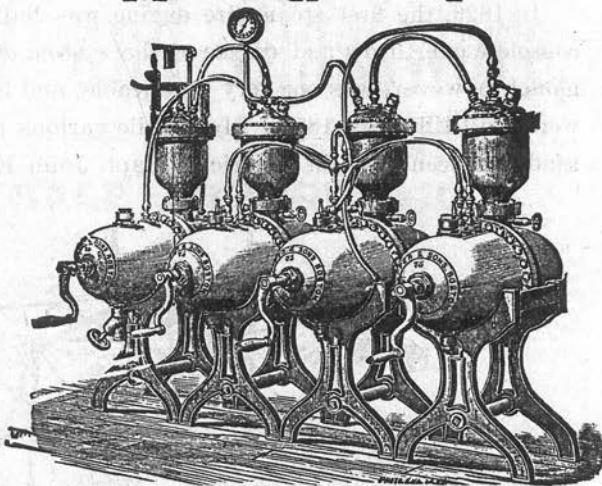
Ginger Ale a Specialty.

Lemon, Strawberry,
Sarsaparilla,
Champagne Cider,
Soda and Syrups
Furnished to Order.

132 EXCHANGE ST.,
BANGOR.

Branch,
No. 15 North Wharf,
St. John, N. B.

All water used in the
manufacturing of our
goods is taken from the
Broadway Mineral Spring,
Absolutely Pure.



WOOD, BISHOP & CO.,
IRON FOUNDERS,

Manufacturers of the

Celebrated Gold Clarion, Royal Clarion,
Oakwood and Oxford Portable Cooking
Ranges, Royal Clarion Coal Parlor, New
Clarion Wood Parlor, Sunnyside Coal Par-
lor, Portable and Brick Set Etna Furnaces
for Coal, Monitor and Climax Furnaces for
Wood, and a large assortment of Cooking,
Parlor, and Office Stoves,

Wholesale and Retail.

41 and 42 West Market Square, BANGOR.

N. B.—The goods manufactured by the above house are sold by
wide-awake stove dealers. If not for sale in your locality, send to
them for information. Do not make a purchase without an exami-
nation of this line.

latter engine weighed ten tons, and required four horses for transportation. These were perhaps the first steam fire engines that proved satisfactory, and henceforth the old Hunneman hand engines were gradually crowded out of favor.

The use of carbonic acid gas as a fire extinguisher seems generally held to be of French origin. H. Phillips, an Englishman, built a chemical engine in 1844, and in 1850 an improved Phillips engine was imported to America. At present there are several American chemical engines and extinguishers that enjoy public confidence. Fire escapes of various designs, respirators for firemen like the marine diver's armor, and protective fire patrols, came along in regular succession. Nobody seems to know when hook and ladder trucks first came into existence. For many years the hand engines, or at least the fire companies, were equipped with ladders and hooks. More extended notice of the improvements in apparatus is hardly necessary here, for all are well represented in the excellent Fire Department of the City of Bangor.



Patronize Home Industries.

Carbonized Stone Sewer Pipe.

JOHN LITTLEFIELD & CO.,

Manufacturers.

Office, No. 1 Exchange Block.

Factory, Cor. of Oak and Hancock Sts.

Superior to all other drain pipe in uniformity of shape and interior bore. No possibility of clogging on account of defective joints. Utility of this pipe established by reliable tests and 20 years actual use.

Fully Warranted by the Manufacturers.

JOHN LITTLEFIELD.

THOS. W. BALDWIN.

ESTABLISHED 1834.

W. F. WHITON & CO.,

Originators and Manufacturers of the famous Side Spring

"Whiton" Buggies,

And dealers in factory made

CARRIAGES AND HARNESSSES

of every description.

We have the agency for the best Carriages manufactured
in the country.

Repository No. 30, 32 and 34 Harlow St.,

Bangor, Me.

FROM BUCKET TO HYDRANT.

IN the early days of Bangor's history, the appliances for extinguishing fires were of the most primitive kind. The first concerted action of which tradition tells, was that each prominent citizen owned two leather buckets, handsomely painted and ornamented, which were kept hung in his front entry ready at hand in case of fire. When an alarm was given, the men formed in line, from the source of water supply to the place of fire, and the filled buckets were kept busily in motion up the line to the fire, while the empty ones were returned the same way. After Old Settler Engine No. 1 was purchased, which was only in reality a force pump, the water for this too had to be furnished by buckets. As the town increased in size, a carriage was obtained; a light frame-work of iron hung over with fire buckets, and a volunteer company was organized. The date of organization or names of the members are not, at this day, obtainable.

The first attempt at anything like real organization took place March 15, 1815, when fire wards were chosen: Philip Coombs, William Emerson, Jacob McGaw, John Barker, James Carr and Charles Hammond. Their duties, under the statute, were to repair to a place of fire, wearing their badges, take charge of goods exposed, direct the operations for subduing the fire, and, if necessary, to prevent the spread of the fire, order buildings in its course to be torn down. They were also empowered to call upon citizens to assist in the work.

The warrant for the annual town-meeting March 12, 1821, contained the following article:

"Article 10. To see if the town will take any measures relating to the purchase of an engine or employment of engine men, or do any other thing relating to the subject," and, at an adjourned meeting, held April 2d, the following vote was passed:

Voted,—That the selectmen be authorized and directed to make

such contract with the engine company in this town as shall secure to the town the benefits of said engine for the year ensuing, either by hiring the whole of the present company or such part thereof as may be found necessary, or by such other arrangement on the subject as the selectmen may deem proper.

The next vote on the subject was taken at the town meeting in March, 1822, when it was voted that the subject of furnishing the town with engine men be referred to and left discretionary with the selectmen.

March, 1825, it was voted to dismiss the article in the warrant: "To see if the town will agree to purchase an engine and raise a sum of money for the purpose."

A warrant for a special town meeting issued Sept. 5, the same year, contained the following:

"Article 3. To see if the town will purchase an engine, hose and necessary implements and apparatus for working the same, and to see what other measures the town will take for the better security against damage by fire," and, at a meeting, held Sept. 12, it was voted that an engine, hose and apparatus be purchased for and at the expense of the town of Bangor, and that the selectmen be a committee to procure the same.

The result was the purchase, in that year, of Engine No. 2, named Washington, a suction engine. Her description, as appears in subsequent reports of the chief engineer, was an engine with a cylinder 5 inches in diameter and 18 inches stroke, with 28 feet of suction hose.

In 1826, it was voted that the selectmen be authorized to procure, at the expense of the town, for the use of the company belonging to Engine No. 1, such a length of hose, amounting to eighty-five feet, if required, to enable them to carry their pipe into the interior and remote parts of buildings in danger by fire.

In 1828, the number of fire wards elected was nineteen, all but one of whom appeared and was qualified, and, as their names are so intimately identified with the history of the city and town, they are herewith given: Amos Patten, James B. Fiske, George W. Pickering, Jacob McGaw, David Hill, George W. Brown, John Williams, Ezra Hutchins, Abner Taylor, Wiggins Hill, John Barker, John M.

Prince, Isaac Hodsdon, Edmund Dole, John Ham, John Godfrey, Edward Sargent, George Savage, Samuel Lowder.

In 1830, the town voted \$150 to purchase hooks, ladders, carriage and a house for the same, and \$150 for the purchase of buckets ; also \$100 for a reservoir in East Market Square, and later, in the same year, \$100 more was appropriated to the use of the Fire Department.

At the town meeting in 1831, the selectmen were authorized to build a new house for Engine No. 1, and to dispose of the old one.

At a meeting of the fire wards of Bangor, held March 19, 1831, the following officers were chosen :

Ebenezer French,	Chief Engineer.
John M. Prince,	Assistant Engineer.
John Williams,	Warden of Washington Engine.
George W. Pickering,	" Engine No. 1.
Levi Bradley,	" Hose.
Ezra Hutchins,	" Furniture and Merchandise.
Reuben Bagley,	" Hook and Ladders.

This is the first record of the organization of a Board of Engineers and the election of officers of engine companies, those designated as wardens being the same as were later called foremen.

In 1833, the town warrant for the annual meeting contained the following :

"Article 10. To see if the town will vote to purchase two fire engines, with a suitable quantity of hose and other necessary apparatus." The record of the town clerk fails to show that the article was acted upon, but that it was passed is evident from the fact that at an adjourned meeting, held May 4th, it was voted to purchase a lot of land on State street for an engine house and to set apart a lot on Columbia street for the town lot for the same purpose, and the sum of \$350 was appropriated to complete the purchases.

The lots designated were the lot north of where City Hall now stands, upon which was the house of Eagle No. 3 for many years, and the lot on State street where now stands the house of Union Hose No. 1, and which was built for and occupied by Amory Engine Co. No. 4.

The act to incorporate the city of Bangor was approved March 12th, 1834, and the city government was inaugurated March 17th, with Hon. Allen Gilman as the first Mayor. At the meeting of the City Council, March 24th, the following gentlemen were elected fire

S. STERNS.

E. L. STERNS.

THE C. G. STERNS CO.

✦ L U M B E R ✦

Mills on Penobscot River,

BANGOR, MAINE.

DAVID BUGBEE.

ESTABLISHED 1836.

E. F. DILLINGHAM.

DAVID BUGBEE & CO.,

Booksellers, Stationers, Bookbinders

And Dealers in

Room Papers and Ceiling Decorations.

WRAPPING PAPERS.

PAPER BAGS, &C.

No. 5 Kenduskeag Bridge,

BANGOR, MAINE.

CHAS. C. EMERSON.

ED. R. ADAMS.

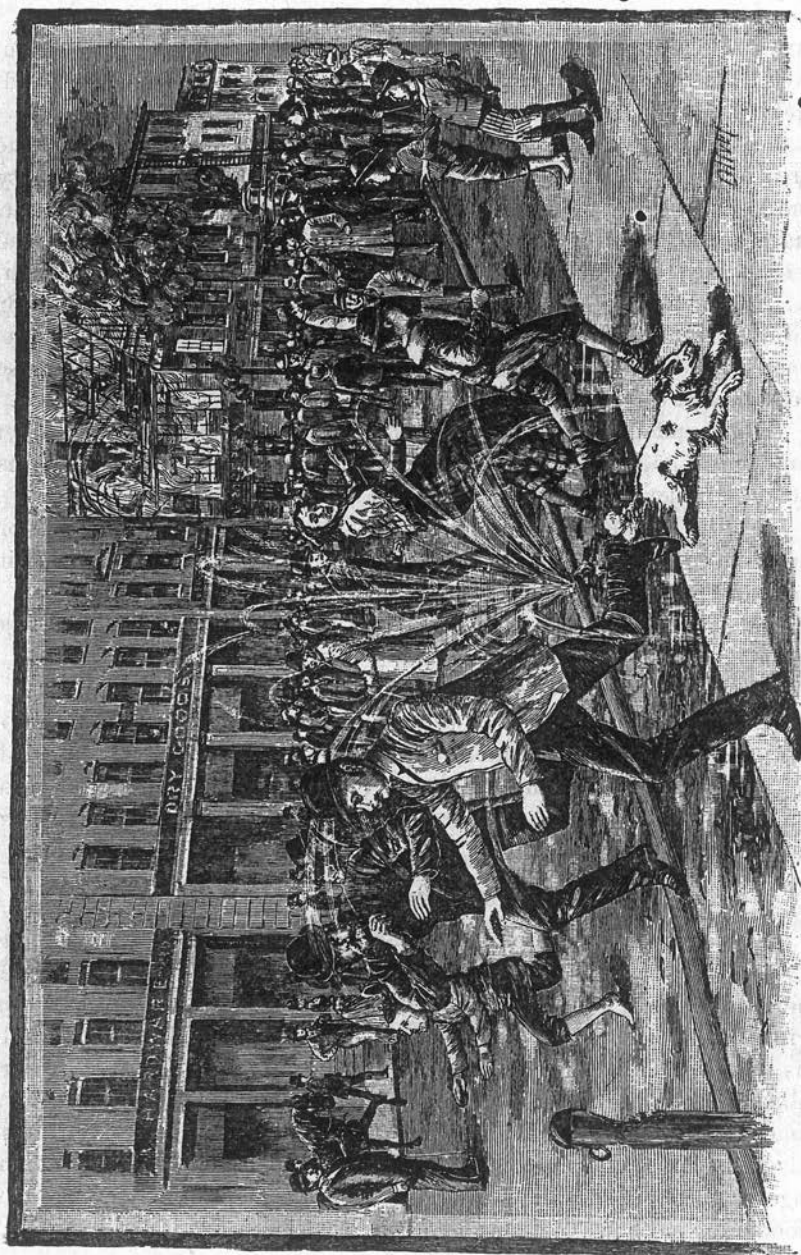
EMERSON & ADAMS,

JOBBER'S OF

Dry and Fancy Goods,

and Lumbermen's Supplies.

BANGOR, - - - MAINE.



A BURSTED HOSE.

wards: Anthony Woodward, Samuel P. Dutton, Samuel Hudson, Daniel W. Bradley, Preserved B. Mills, Richard H. Bartlett, Frederick F. French.

Following is a schedule of the fire apparatus in the hands of the Fire Department, March, 1834: Engine House No. 3, brick, on city land. Engine No. 3, suction and apparatus complete; 3 hose carriages and 600 feet of hose—good. Engine and apparatus purchased in 1833, cost \$630; hose, about 70 cents a foot; carriages, \$30 each.

Engine House No. 2, wood, on city land. Engine No. 2, suction and apparatus wanting some repairs; 1 hose carriage and 250 feet of hose—good. Engine purchased 1825; cost —, valued \$400; hose carriage cost \$30.

Hook and Ladder House No. 1, wood, on city land. One ladder each, 50, 42, 35, 25 and 20 feet long; four large fire hooks, with chains and ropes; six small fire hooks; saws, axes, chisels, etc.

Engine House No. 4, brick, on city land. Engine No. 4, suction and apparatus in good order; 3 hose carriages and 350 feet of hose in good order.

Engine No. 1, and apparatus complete; in good order; 1 hose carriage and 275 feet of hose—good.

There was also 100 feet of hose in shop for repairs.

In April, the members of the various engine companies were appointed by the Board of Aldermen, and they were as follows, given in the numerical order of the companies rather than in order of the date of appointment, this being the complete list of the first Bangor firemen under the city charter:

ENGINE COMPANY No. 1.

List of members appointed by the Mayor and Aldermen April 24, 1834: Joseph Mills, Silas Farrington, Charles Shepard, Samuel Shepard, Joseph W. Boyington, Noah Fogg, John Everton, Rufus Prince, Lorenzo Beale, Solomon Day, John Gardner, Ibrook E. Collins, Mark L. Mills, Oliver J. Shaw, Wm. S. Dennett, Seth Whittier, John Holmes, Albert Titcomb, Samuel Kenney, Thomas Trickey, James G. Sweet, Asher Palmer, Fairfield Goulder, Sgwall Williams, Otis Bills, Moses V. Beede, Otis A. Wing, Robert K. Jordan, Jotham Rogers, Jacob Low, Benjamin Sawyer, John M. Robinson, Thomas Woodside, Anthony Woodard, Calvin Phelps—35.

ENGINE COMPANY WASHINGTON No. 2.

List of members appointed by the Mayor and Aldermen, April 26, 1834: John Brown, Elmon Parker, Smith Springer, Henry Pitcher, Elias. S. Boden, Otis A. Brewer, Charles Barstow, Geo. A. Stickney, Samuel D. Hasey, Timothy Call, Hiram S. Wheeler, Chas. G. Bryant, Charles H. Wing, Geo. C. Boynton, William H. Noble, Benjamin Hoyt, Paul R. Barker, Luther M. Pitcher, Abraham K. Harmon, Nathaniel Pierce, Wm. A. Jackson, Blake Cushman, J. B. Marsh, Joseph Budson, J. W. Frost, Gorham L. Boynton, James E. Head, Reuben F. Tozier, Clarkson P. Hall, Henry Stanley, Geo. W. Webster, Stephen Perry, Solon Beate, David M. James, S. B. Hayden, Wm. H. Perry, Augustus C. Fenno, Joseph D. Green, John F. Taylor, Luther S. Hayes, William Williams, John Chandler, James R. Macomber, J. W. Marden, Joseph Nudd, Samuel Hidden, Charles Lothain, John Spaulding, Jr., Rodney Smith, Freeman Weeks, Ephraim S. Blake—51.

ENGINE COMPANY BOSTON No. 3.

List of members appointed by the Mayor and Aldermen April 24, 1834: Isaac W. Patten, C. G. Foss, Geo. W. Merrill, Joseph Fogg, Jonathan Burbank, Wm. E. Kimball, Wm. H. Taylor, C. D. Williams, Lemuel Bradford, Henry Dole, Jr., Robert Gower, M. Gilligan, Thomas F. Kennedy, Daniel C. Aldrich, Edmund Holt, Albert Holton, John W. Sterns, George C. Green, Levi Strout, Nathaniel Belcher, Albert Dole, Joel D. Thompson, C. L. Conillard, James Kirby, Joseph Leighton, Elijah W. Hasey, John Hayden, Newell Stratton, Ivory Leighton, H. B. Brastow, Asa A. Hill, Mark C. Heard, Gorham Southard, Albert Capen, Philip Titcomb, Seth Williams, John Dupee, David Mosman, Benjamin Plummer, Jr., Augustus C. Stiles, Thurston A. Boyington, Jeremiah Fenno, Wm. Thurston, Benjamin S. Foster, John L. Plummer, George Hudson, Wm. H. Vinton, P. W. McGill, John C. Young, Charles Hayward, Charles Prebble, Simon Hill, Joseph W. Humphrey, Benjamin Bridge, Zebulon S. Patten, Augustus L. Foss, Samuel H. Sawyer, Jesse Flagg, Samuel Hale, Jr., Joseph C. White—60. No. 3 was built in Boston, in 1833, by Stephen Thayer.

ENGINE COMPANY AMORY No. 4.

In Board of Aldermen, April 15, 1834, the following persons

were appointed members of Engine Co. No. 4: Rufus K. Hardy, R. F. Webster, George S. French, E. G. Moor, George A. Pierce, John A. Poor*, Horace Weeks, N. M. Whitman, Joseph Carr, Jr.*, Chas. H. Thaxter,* Ransom Clark, Benjamin Wingate, H. P. Blood, John S. Kimball,* Joseph W. Mason, A. Richardson, Barzilla Brown, George M. Seward, Erastus N. Torrey, Israel Stone, F. F. French, Joseph T. Webster, Andrew Wiggin, Isaac R. Clark, Leonard March, John W. Moor, James Gould, J. Bartlett, S. J. Foster, Geo. Palmer, C. G. Greeley,* Martin Dow, Emery Livermore, Wm. H. McCrillis, D. C. Wadleigh, Eben Blanchard, James M. Torrey, H. W. Nichols*, James Reed, Simon P. Bradbury, Benj. Colcord, John Ray, Reuben Alley, Andrew Barber, Amos Flint, Jacob Richardson, John Borsland, Asa Warren, Elijah Low, Jr., William Hasey, Jr.,* John C. Pat-ten, Sabin Pond, Jr., Ira Blanchard—53.

The eight persons whose names are marked with a * were discharged May 14, and the following were appointed members: William P. Lamson, Otis Kaler, Reuben Ricker, Henry Lovejoy, Thomas J. Whiton, George A. Gordley, Mark Hatch, Joseph T. Desan, George Chamberlin, Orlando T. Wood, Charles S. Preble, Perry B. Rider, William Cobb, Robert Lord, Stephen Badger—15, making the membership of the company 60, the same as that of No. 3.

Amory Engine No. 4 was built by George W. Godfrey, of Boston, in 1833, its name being given in honor of Chief Amory, of the Boston Fire Department.

The first Board of Engineers, taking the place of the Fire Wards, with enlarged scope of duties and powers, was organized, and ranked as follows July 19, 1834: Ebenezer French, Chief Engineer; Hayward Pierce; Messenger Fisher; Henry A. Head, in care of goods; John Barker, 2d; Samuel P. Dutton; Samuel Hudson, Engineer for Engine No. 3; P. B. Mills, Engineer for No. 1; R. H. Bartlett, Engineer for No. 4; James W. Hale, Daniel W. Bradley, Engineers for No. 2; John M. Prince; Isaac C. Hodsdon.

Evidently in accordance with a petition from Chief Engineers French to the Mayor and Aldermen, made Dec. 27, 1884, in the following spring two fire companies or bucket companies were admitted into the department.

February 16, 1836, an order was passed for a fire engine to be placed near the postoffice at North Bangor (now Veazie), and No. 1

was so placed, and was never after in active use in the department, though kept for many years as a reminder of a fire engine of the olden time.

HOOK AND LADDER COMPANY.

In response to a recommendation, made by the Board of Engineers to the City Council, that the Mayor and Aldermen immediately establish and fill a Hook and Ladder Company, the board voted July 29, 1836, to establish a company of sixty men, and one was organized.

BANGOR ENGINE COMPANY No. 5.

There seems to have been little change in the force or effectiveness of the department until 1838, when the need of a more powerful engine was so apparent that a new engine, Bangor No. 5, was ordered of and built by Franklin Muzzy & Co., of this city.

The condition of the department was communicated by Chief Engineer French to the City Council, in his report of March 1, 1839, as follows :

Engine No. 1, at Mill Dam, without company.

Washington No. 2, with 5-inch cylinder, 18 inches stroke of piston and 24 feet suction ; built at Roxbury, Mass., 1825 ; J. T. Webster, Foreman.

Boston No. 3, 6½-inch cylinder, 12-inch stroke of piston and 24 feet suction, built at Boston, 1833 ; Charles Hayward, Foreman.

Amory No. 4, rotary ; same capacity as 2 and 3 ; built at Boston, 1833 ; T. J. Whiton, Foreman.

Bangor No. 5, same as preceding ; built at Bangor, 1838 ; F. Muzzy, Foreman.

Fire Company No. 1, L. March, Foreman.

“ 2, W. A. Wingate, Foreman.

Hook and Ladders without company.

ENGINE COMPANY No. 6.

“Osceola,” the engine for which this company was formed, was presented to the city by Henry A. Head, Esq., and the report of the company to the Board of Engineers, of Jan. 1, 1840, gives the following apparatus : Engine in good order ; 7 feet suction hose ; 250 feet leading hose ; 1 hose carriage, all in good condition.

There was scarcely any change in the condition of the department for several years, and the companies struggled along with such apparatus as they had, doing the best work they could under the circumstances. July 25, 1842, an order was passed by the City Council to have engines Nos. 3 and 5 made of the same capacity, and Engine Co. No. 4 petitioned to have the capacity of their engine increased. Their petition was evidently not granted, for on April 15, 1845, a communication from the same company for an enlargement of their engine was presented to the board and referred to the committee on Fire Department, and, on April 21st, an order was passed to increase her capacity to that of Nos. 3 and 5. Washington Engine No. 2 was ordered to be transferred to the City Mills to take the place of Old Settler No. 1.

Oct. 28, 1845, Engineer Elijah Low, Jr., made charges against two members of Engine Company No. 3, of disobedience of orders and using insulting language at a fire in the Veazie house on Broadway, and after a hearing of the charges, the two men were each fined three dollars and discharged from the department. This action was evidently resented by the comrades of No. 3 company, as on Dec. 29th a communication from the Chief Engineer to the Board of Aldermen, transmitted the vote of the company disbanding the same, and the return of their engine and apparatus to the city. A new company was at once organized to take charge of the engine.

Hinckley & Egery, with much care, built an engine for No. 4's company, which, after a trial, was offered to and accepted by the city, and went into service in place of the old Amory, in the spring of 1846.

Jealousy on the part of No. 3's company, aided by the feeling on the West Side that the East Side should not be better equipped than they, resulted in obtaining the passage of an order in the City Council, July 27, 1846, authorizing, under certain conditions, the sale of their engine, Boston No. 3, and the purchase of a new one.

In the same year, No. 6 company was given charge of old No. 4, with the promise that the coming year they should have a new engine, and Messrs. Hinckley & Egery again had a chance to construct one upon their own principles, and Tiger No. 6 was built, finished and accepted in May, 1848, at a cost of \$1,300. Old No. 6 was held as a spare engine.

In 1849, Engine No. 5 was reported as remaining without a company, and Chief French said in his report: "Nos. 3 and 6, with all their power, are heavy and cumbrous. The great weight of the ponderous engines was the one thing that detracted from their value, as it called for a large expenditure of muscle in the contests of speed entered into in running to fires."

April 29, 1850, a committee, appointed April 22d, to inquire into the expediency of establishing a uniform standard of the several engines, reported that they believed it to be not only inexpedient but impracticable at that time to adopt any particular size or limit to the capacity of the engines.

An order for repairing No. 6 was passed Dec. 2, 1850, and when completed, the bills for "repairs" amounted to the neat little sum of \$1,228.72, which was represented in a new tub materially differing from the old one, and from any other one, before or since, here or elsewhere, in having two suction, or being, as the boys called it, "a two-tailed Tiger." The City Council refused to pay the bill, but finally did so in obedience to an execution issued by the Supreme Court, at the April term, 1854.

A new company was organized the same year for old No. 6, under the name and number of Protection No. 7, the membership of which does not appear, but the report of Chief Engineer G. L. Boynton, made March, 1852, gives the official organization of the companies, including No. 4, which had been re-organized, and it is the last organization of the old volunteer companies before becoming a paid department.

The cumbrous character of Engines Nos. 3 and 6, which constituted the principal part of the service, together with the inequality existing between the capacities of the engines, was the subject of annual mention in the reports of the engineers, and Chief Engineer Boynton, in his report of March, 1852, said, while testifying to the efficiency of engine companies Nos. 3 and 6, with their large and effective companies, he was of the opinion that engines less cumbrous are more useful in a city covering so large a territory as Bangor.

As an incentive to good conduct and stability in service, the City Council passed, Feb. 3, 1851, an ordinance, that annually in the month of January, there shall be paid from the City Treasury, out of the appropriation for the Fire Department, an order drawn by the

H. W. SMITH,

Manufacturer of

PACKING BOXES BOX SHOOKS

And Wholesale Dealer in

◇ ICE ◇

Mills at Bangor and So. Boston.

Ice Houses at Bangor.

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HENRY McLAUGHLIN,

Bangor, Maine.

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Portland Kerosene Oil Co. Laflin & Rand Powder Co.

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Hazard Manuf'ing Co. Deane Steam Pump Co.

Ingersoll-Sergeant Rock Drill Co.

High Explosives and Batteries, Steel and Iron Wire Rope.

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Shepard's Paragon Varnish. Wm. T. Wood & Co.'s Ice Tools.

Mill and Contractors' Supplies.

Gilbert Wood Split Pulleys.

Mayor, in lieu of any premium or other compensation, to the foreman of each engine company in the city proper, the sum of two hundred and fifty dollars; and to the foreman of the company at North Bangor sixty dollars, for the use of said companies, provided that no such order shall be drawn nor any such payment made for or in favor of any company which shall not have faithfully performed duty during the entire year previous to the time of making the same by a vote of the City Council.

Under the provisions of this ordinance, the department was paid in 1852 and 1853, but still they were not happy, and troubles multiplied greatly, not only between the companies, but between certain members of the companies and the chief engineer; acts of insubordination and insolence becoming so frequent and aggravating as to cause the chief engineer and two of the assistants to tender their resignations.

Engine Company Protection No. 7, disbanded and turned over their engine to the city Dec. 6, 1852, which was the final closing up of the history of that company and of the engine which had done good and long service successively as engines Nos. 4, 6 and 7.

At the meeting of the Board of Aldermen, July 11, 1853, Chief Low presented charges against two prominent members of Engine Co. No. 3, "for disorderly conduct and threatening language at the fire on Broad street on the night of the 14th of June." The paper was referred to the Committee on Fire Department.

Previously, on May 2d, the Chief had reported an act of insubordination against a member of the Department, and it met with similar treatment, but with no further result.

June 16th, referring to the action taken above, the Chief tendered his resignation, which was accepted October 3d.

S. S. Low and Nathan Perry, Jr., assistant engineers, also tendered their resignations Oct. 3d, which were accepted by the Common Council but not by the Board of Aldermen. Preserved B. Mills was elected Chief Engineer on the same date, but declined to accept, and the Department remained without a head for some time.

In this year, 1853, a new engine house for No. 3 Company was built on Columbia street, and fitted up and furnished by the company in elegant style.

December 5th, John D. Lambert was elected Chief Engineer, but

he did not accept the office, and there appears to have been no head to the Department, other than the Assistant Engineers, whose resignations had not been accepted, until the annual meeting in March, 1854, when Elijah Low was again elected Chief.

February 20th, an ordinance was adopted which provided that the Department should consist of a Chief Engineer and not less than three Assistant Engineers; and of three companies, each to consist of forty men, and such additional companies as should hereafter be established by the Mayor and Aldermen.

This ordinance gave the Chief Engineer power to appoint the firemen and to discharge the same, providing, however, that in case any discharged fireman should feel aggrieved at his decision, he had the right of appeal to the Board of Assistant Engineers, who should have power to reinstate him.

This ordinance not only fixed the pay of the Department far in advance of anything heretofore attempted, but it also made provision for the establishment of a Fireman's Relief Fund.

THE BIG TUBS DISCARDED.

It was finally apparent that the efficiency of the Department could only be maintained and harmony restored by taking the big machines out of the Department, and replacing them, and the old engine of No. 4's company, with three engines, equal in make, style and capacity, and it was decided to have them made on the principle of No. 3, and a contract was made in 1854 with L. Button & Co., of Waterford, New York, for the three engines, at a cost of \$1,000 each.

In the same year a new engine house was built on State street, for No. 6's company, and a new hook and ladder carriage was purchased, and it was recommended that a company be formed.

The returns of the years 1856-7 give the recapitulation of the property of the Department and its working force as follows: 4 engineers; 135 firemen; 6 engines, namely, Nos. 3, 4 and 6 in active service, and reserve engines old 3, 4 and 6, in good condition; and old engines Washington No. 2 and Protector No. 7, past service; 3,500 feet leading hose; 272 feet suction hose; 10 hose carriages, and all other material fit to put the companies in condition for service, as well as 2 hook and ladder carriages, 12 ladders, 1 bucket carriage and 58 buckets.

In 1858, the Chief Engineer reported that the experiment of a paid Fire Department had proved a success.

STEAM FIRE ENGINES.

In his inaugural address, delivered March, 1860, to the City Council, Mayor Isaiah Stetson called attention to the introduction of steam fire engines into the Departments of other cities, and recommended that when an addition is required to our force that the question of adding steam fire engines should be considered.

A steamer was contracted for with the "Portland Company," and Steamer Union No. 1 was received from them in October, at a cost of \$2,700. A company was formed consisting of seventeen men, including the engineer and fireman, and the steamer took the place of Amory No. 4, which was withdrawn from the service.

William H. Mansfield was chosen engineer of the steamer, Nov. 9, 1861, his salary to be \$500 per annum, and he to give his whole time to the city. June 2, 1862, the salary was increased to \$550, with the additional consideration that his whole time should be devoted to the running and repair of the steam engine and the repairs of the other engines and apparatus belonging to the department. Nov. 7, 1864, the city government increased the salary of the engineer of the steamer to the amount of seventy-five dollars for the two remaining quarters, or an addition of \$150 for the year.

The following May the effective force of the Department was increased by the addition of Steamer Victory No. 2, a fine engine, and Union No. 1 was taken to Portland and repaired.

In 1863, Chief Engineer Fogg urged upon the City Council the great necessity of having a better arrangement in regard to horses for the steamers, and a pair of horses was purchased for the Department in the Fall of that year, the street commissioner employing them at cleaning the streets when not on duty. Two new horses were added in 1867, and the horses were placed in their new stables in the basement of the new house on Harlow street. Another pair of horses was added to the Department in 1870. In 1867 a one-horse hose cart was put into the service; and in 1869 a two-horse hose cart was added.

The first increase of men to Steamer Union was in 1864, when Martin Rimbech was employed as tender to the steamer, and Seth S.

Baker and William A. Rich served as firemen, with John Timmons as teamster. In 1865 five men were added to Union Hose Company, making the number twenty, on account of the addition of Steamer Victory No. 2. In 1867 five more men were added, and a teamster for the engine and a driver for the hose cart, who also acted as fireman.

In 1862 Amory Engine No. 4 was sold to the town of Orono for \$500.

In 1863 the famous Tiger No. 6 was sold to Hinckley & Egeny, for \$256, and broken up.

In 1864 the old No. 6 was sold for old metal for \$153.80.

In 1868 Eagle Engine No. 3 (old reserve) was sold to go to Brewer for \$900.

Attention was called by Chief Engineer George H. Chick to the needs of the department in his report for March, 1866, and during the year the force was increased by the addition of ten men each to companies 3 and 6, and the pay of the hosemen was increased \$10, making \$50 a year to each member.

On June 4, 1866, the Committee on Fire Department reported in favor of purchasing a lot on East Market square, whereon to build a house for the accommodation of the steam fire engines, and an order was passed to purchase the same at a cost not exceeding \$3,250, and on July 9th the Mayor and Joint Standing Committee of the Fire Department were ordered to contract, according to the plans submitted, for building a house on said lot, the result being the erection of the elegant, substantial and commodious house now standing on East Market Square, opposite Centre Park.

FIRE DEPARTMENT OF BANGOR.

A. H. PARKER, - - - - - Chief Engineer.

Assistant Engineers, - - - - - { S. A. FELLOWS,
M. MORIARITY,
C. J. PARKER.

COMPANIES COMPOSING THE DEPARTMENT.

Union Hose Company, No. 1	-	-	-	-	-	-	25 men.
Holly Hose	"	7	-	-	-	-	15 "
Elijah Low Hose	"	8	-	-	-	-	15 "
Eureka Hose	"	9	-	-	-	-	15 "
Hook and Ladder	"	2	-	-	-	-	16 "
Total,	-	-	-	-	-	-	86 men.

AT STEAMER HOUSE.

Steamers, Union No. 1, Victory No. 2, Liberty No. 4. 7,200 feet leading hose.

FORCE EMPLOYED AT HEADQUARTERS.

Joseph E. Merritt, Engineer of Steamers and Supt. of Fire Alarm Telegraph.

Ambrose Merrill, Driver of Horse Hose Cart.

Joseph Mann, Driver of Hook and Ladder Truck.

Henry Cram, Driver of Steamers.

Chellis Gray, Fireman of Steamers.

UNION HOSE, No. 1.

D. T. Sexton, Captain.

William Mulvany,

D. F. Sexton, 1st Assistant.

John Kane,

W. S. Mason, 2nd Assistant.

P. Kelly,

J. F. Finnigan,

Philip Frey,

E. F. Kelly,

George Coleman,

J. H. Russell,

F. D. Mathies,

A. W. Varley,
 Frank Burr,
 M. J. Finnigan,
 John Welsh,
 A. B. Smith,
 J. B. Charlton,

Fred Frey,
 Edward Finnigan,
 Thomas E. Donohue,
 Fred Overlock,
 J. F. Mason,
 W. J. Charlton.

CHAMPION HOOK AND LADDER, No. 2.

J. F. McManus, Captain.
 Frank Moriarity, 1st Ass't.
 Frank Cram, 2nd Assistant.
 J. S. O'Leary,
 M. O'Brien,
 S. A. Brown,
 E. E. Hodgkins,
 John Frey,

C. G. Shea,
 E. B. Usher,
 P. O'Leary,
 J. Mooney,
 William Hashall,
 E. Sullivan,
 James Crowley.

HOLLY HOSE No. 7.

Hanson Gray, Captain.
 J. W. Sleeper, 1st Assistant.
 Randolph Wells, 2nd Ass't.
 W. H. Peirce,
 S. A. Fellows,
 E. G. Randall,
 G. H. Klatte,
 Edward Baker,

W. C. Phelps,
 Silas Sleeper,
 D. J. Murphy,
 Charles W. Williams,
 J. P. Moore,
 Charles Withee,
 John Smith.

ELIJAH LOW HOSE, No. 8.

P. O'Donohue, Captain.
 W. C. Banks, 1st Assistant.
 T. McCarty, 2nd Assistant.
 D. Jordon,
 L. Hurd,
 George Brown,
 A. F. Libby,
 R. S. Davis,

D. Finnigan,
 G. E. Drinkwater,
 William Kerrens,
 Charles Davis,
 J. Barker,
 S. D. Libby,
 C. E. Williams.

EUREKA HOSE, No. 9.

J. N. Jarvis, Captain.
 John C. Mooney, 1st Ass't.

W. C. Williams,
 O. L. Thurston,

A. H. Merrill, 2nd Assistant.	P. B. Dow,
H. W. Jarvis,	Albert Bean,
C. M. Smiley,	W. C. Sturtivant,
H. A. Kelley,	J. M. Ward,
F. E. Devoe,	B. W. Mayo.
Fred Devoe,	

With her magnificent water service and steamers, which, although always ready, are rarely needed to quell a fire, except at some place remote from hydrants, and with a full head of water, supplied by 174 hydrants from 24 miles of street mains; with a fire alarm telegraph to give an early and accurate location of the fire; with the finest electric light service in the country, by which, with 145 arc lights of 2000 candle power each, the streets are made as light by night as by day, enabling the firemen to go with speed and safety on the darkest night; added to the finest corps of men who ever manned a drag rope or grappled with a hosepipe, Bangor has a fire department of which she well may be, as she is, emphatically proud.

THE CHIEF ENGINEERS.

Following are the names, order and year of service of the Chief Engineers of the Bangor Fire Department since its organization:

Ebenezer French, 1834-42; Preserved B. Mills, 1843-44; Charles Hayward, 1845; Ebenezer French, 1846-50; Gorham L. Boynton, 1851; Elijah Low, 1852-58; Albert Dole, 1859; Thomas Hersey, 1860; Hiram H. Fogg, 1861-62; James W. Williams, 1863-64; George H. Chick, 1865; Samuel A. Fellows, 1866; Elijah Low, 1867; James W. Williams, 1867-68; Elijah Low, 1869-76; Otis D. Maddock, 1877-86; A. H. Parker, 1887-90.

HONORED EX-CHIEFS.

Ebenezer French, fourteen years; Elijah Low, sixteen years; and Otis Maddock, ten years.

EBENEZER FRENCH.

Ebenezer French was born in Billerica, Mass., April 4, 1795, and died in Bangor Nov. 5, 1875, at the advanced age of eighty years. While living in Boston he was a member of the celebrated Boston Light Infantry, from 1814 to 1826, and in the former year was stationed,

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during the war with England, in Fort Strong, and at the time of his death was, with the exception of William G. Smith, the sole survivor of those of his company in that fort, the names of whom were printed in a Boston paper a few years since. He moved to Bangor in 1826, and was prominent in business matters here, besides being the owner of "French's Farm," the scene of so many military musters, and which was his residence for many years. He was the first City Marshal of Bangor, elected at the organization of the first city government in 1834. He was elected one of the Fire Wards in 1829, and re-elected in 1830, '31, '32, '33 and '34, the latter being the year when the city charter was adopted, and on June 21st of that year he was elected Chief Engineer of the fire department. In 1835, '36, '37, '38, '39, '40, '41 and '42 Mr. French was again re-elected Chief, and again in 1846, '47, '48, '49 and '50, making in all, fourteen years service as Chief Engineer and five years as Fire Ward. Chief French was a man of strong convictions and strict integrity.

Standing over six feet in height, his stalwart form was conspicuous in any gathering, and his kindly features and pleasant manners will be remembered by all who knew him.

ELIJAH LOW.

Capt. Elijah Low was born in Bath, Maine, October 15, 1812, and removed to this city in May, 1831, where he learned the trade of house joiner, with the late Nathan B. Wiggin, and helped build the Bangor House in 1834. He was Orderly Sergeant of the Bangor Rifle Corps, and with his company took part in the campaign known as the Aroostook war, and his reminiscences of the events of those days are rich and racy. He was one of the original members of Engine No. 4, and when No. 5 company was formed he joined that, and was elected foreman, and remained there until appointed Assistant Engineer in 1844, Charles Hayward being Chief Engineer, and served during 1845, '46 and '47.

In 1852 he was elected Chief Engineer, and re-elected in 1853, '54, '55, '56, '57 and '59, and again in 1867, '69, '70, '71, '72, '73, '74, '75 and '76, being elected City Marshal in 1877, and Otis Maddock succeeding him as Chief. This made a service of sixteen years as Chief Engineer, the longest in the service, four years as Assistant, besides many years as fireman on companies 4 and 5, a noble record,

of which any man might well be proud, as showing the ability he possessed and the esteem in which he was held, which would ensure him so many annual elections to his position at the head of the department.

During Captain Low's administration he instituted many improvements and reforms into the service, and it was his doing that caused the reorganization of the department on a basis which placed the appointing and discharging of firemen in the hands of the Chief, and thus did away with the insubordination which the Board of Aldermen had been unable to quell.

He also, before the days of extension ladders, introduced scaling ladders, by which the firemen were able to climb from story to story of burning buildings. In the spring of 1863, Capt. Low was appointed by President Lincoln, Provost Marshal of this District, and had charge of the drafting and recruiting operations here until the close of the war, serving with ability and fidelity and to the great satisfaction of all.

OTIS MADDOCKS.

Otis Maddocks the third longest in service as Chief Engineer, became a member of Union Hose Co. soon after its organization, and remained therein until 1867, when he was appointed an Assistant Engineer, which office he retained ten years, or until 1877, when he was elected Chief Engineer, and served with ability for ten years more, or until 1887, when he was succeeded by the present Chief, A. H. Parker.

During Chief Maddocks' term of service, the Fireman's Relief Fund, a matter in which he took deep interest, came into existence in 1885. Mr. Maddocks is a highly esteemed citizen.

THE RECORD OF FIRES.

The earliest fire on record is that of the mill of Benjamin Goodwin, across the river, at Brewer Village, with a loss of \$6500, in 1823. In 1825, a fire on Fish street, afterward Wall street, now Pickering square, destroyed Hasey's tavern and stable, the stables of Jacob Chick and John Williams, house and stable of John Barker, corner of Water and Main streets, and houses of Simon Harriman and John Reynolds. The same year the house of William Bruce was burned with its contents, the family barely escaping with

their lives. In 1834, July 4th, occurred what is known as Bangor's first big fire, entailing a loss of \$30,000: George W. Merrill, Esq., the veteran furniture dealer, and one of Bangor's earliest firemen, is the only one of the sufferers by fire now living, and nine times during his fifty-six or fifty-seven years of business life here, in his place of business and once in his residence he has been a victim of the flames. The fire referred to, extended from Main street to Mercantile square, the sufferers being Hill & Merrill, Samuel Hyde, F. A. White, Sargent Walker, R. Thurston, Mark L. Hill and Stephen Gilman. This was another of those cases of which it is so tersely said "Rum did it," the cause of the fire being ascribed to a drunken revelry. The building being of wood and the fire department being but meagre, the flames had their own way, sweeping everything before them. March 9th, 1836, double house on Hammond street, owned by C. S. Clark, burned, loss \$4000. Dec. 22, E. & S. Smith's block, foot of Hammond street, entirely burned, loss \$15,000. Dec. 15th, 1837, five stores on Main street, entirely destroyed, loss \$5000. August 18th, 1838, fire on Wall street extending through to Main street, burning wooden blocks on which is now Pickering square, occupied by C. K. Rice, baker; Henry Call, tinplate worker; Nathaniel Johnson, coppersmith; Andrew Smyth, variety store, and John M. Prince, also a dwelling house with loss of \$9350, with no insurance. Extending to Main street it burned three tenements in the Arcade Block, with a loss of \$13,000, and an insurance of \$4700, making a total loss by the fire of \$22,350, or net loss of \$17,650.

Nov. 28, 1844, the engines were called out and No. 3 Company was sent to Hampden Corner, when, at 9 a. m., four stores, with part of their stock, a tavern and two or three dwelling houses were burned.

December 21, 1848, the old Gun House on Thomas' Hill was burned. In the same year the mills at Red Bridge were burned with a loss of \$4000, and the barn on the Jewell place, near the Arsenal, loss \$2500.

In 1849 there were three memorable fires. June 3rd Dutton's saw mill was burned, loss \$3000.

August 23rd, at half past four in the morning, the furniture shop of A. & E. Dole on Hammond street, was burned, with a loss of \$1,500 to \$2000. Casto Engine Company No. 1 of Portland was visiting here and the "boys" took hold with a will and did effective work on

Eagle No. 3, of which company the Doles were prominent members.

October 11 Strickland's block, on Kenduskeag Bridge, was burned, including several stores and stocks with a total loss of \$38,000, an insurance of \$16,500.

In 1850 the fire at Smith's steam mill, on Harlow street, near Meadow Brook, caused a loss, Sept. 11, of \$2000, and also caused a deal of trouble in the department by a row between the "Tigers" and the "Eagles," when water *ad libitum* was poured upon the hosemen instead of the fire, until Chief French cut the hose of both companies. The next morning the cut hose of No. 3's company (the Eagles) was run up to the top of their pole, while the halyards, from the truck down, were festooned with "silk stockings" a name derisively applied to the Eagles on account of the number of dry goods men and clerks belonging to it.

There were two particularly noticeable fires in 1851. June 4th the steam mill, stove foundry and other buildings situated on the "heater" lot, between Harlow and Exchange (now Park) streets, were completely swept away with a total loss of \$15,000. The land thus made free of incumbrance was utilized by the city in widening Harlow street, extending East Market Square and making what is now known as Center Park, one of the finest ornamental spots in the city.

November 30th the Unitarian church, on the corner of Main and Union streets, was burned, with a loss of \$18,000.

June 16, 1852, the old large wooden building known as Drew's block, where the Exchange block now stands, corner of Exchange and State streets, occupied by J. M. Crombie & Co., was burned; loss \$3500.

July 30th the old Chick Tavern, so called, situated where now stands the Merchants' Hotel, and an old landmark, was burned.

In 1853, August 15, Mitchell's steam mill, situated near the Hampden line, was burned by an incendiary fire.

In 1857, June 10, the old Elm House, on the Levant Road, was burned at nearly midnight. Loss, \$2000.

Chapin Humphrey's wool factory was burned February 13, 1858, with a loss of \$5000.

March 28, 1858, the dry goods store of Silas C. Hatch took fire from the stove with damage to the amount of \$8500; insured, \$5500.

The big fire on Veazie Wharf, July 1, 1860, on Sunday, will long be remembered, and, together with the Broadway fire, which occurred while it was burning, caused much excitement and fear that a large portion of the city would be destroyed. The presence of two steam fire engines, here on exhibition, saved the city from a great calamity.

The losses by fire in 1861 were about \$52,000, the heaviest losses occurring in the nights of May 21st, June 14th and October 25th. The first of these was a very dangerous one, being in the saw hardening shop of M. Schwartz and the row of joiners' shops owned by Fogg & Pattee, A. Waggin and E. H. Tebbitts and the paint shops of A. S. Sweet and M. Dyer, at the corner of French and State streets, and only the most heroic exertions on the part of the firemen prevented an extensive conflagration. June 14th occurred the second great lumber yard fire on Washington street, which, like the one of the previous year, was incendiary, and caused a loss of \$22,500. The third notable fire was that of Hinckley & Egery's foundry and machine shops on Harlow street October 25th, with a loss of \$20,000.

In 1862, the old Ewer's tavern, on Ohio street, was burned May 7th, and on June 4th a bad fire among the lumber stores and the grain stores of S. Thaxter, on Exchange street caused an aggregate loss of \$9700. Currier's sail loft on Washington street was burned in the following February with a loss of \$2500.

The principal fire in 1863 was the burning of S. H. Buswell's wool pulling establishment on the Levant Road, with a loss of \$8,300.

The losses by fire in the city in 1864 were less than \$2000, but a fire in Tewksbury's ship yard, Brewer, July 14, caused a loss of \$8000.

The heaviest fire in 1866 was the burning of G. W. Merrill's furniture and moulding mill, in the Fiske block, Broad street, May 13th, with a loss of \$10,000.

The year 1867 was memorable as the year of the theatre fire, which was one of the most threatening and one of the most hardly contested of any in the history of the department. The fire occurred at 12.30 o'clock on the morning of Thursday, August 9th, the locality being the easterly end of Franklin Bridge and the buildings destroyed being Z. Grover & Co.'s steam mill and lard trying works, R. D. Hill's theatre, B. N. Thom's carriage repository and the National



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All Work Warranted.

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WHOLESALE AND RETAIL DEALERS IN
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HINCKS & CO.,
Wholesale and Retail Dealers in
COAL and WOOD
OF ALL KINDS.
Office, 20 and 22 Broad St. Branch, 142 Exchange St. Wharf, Sanford Steamship Co.'s Old Wharf.
BANGOR, - - MAINE.

BANGOR STEAM LAUNDRY
AND BATH ROOMS.
Laundry Work of Every Description Promptly Done.
Feather Beds Renovated.

F. O. BUZZELL.
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31 Central Street, BANGOR, ME,

CHAS. WOODMAN & CO.,
DEALERS IN
LUMBER,
76 EXCHANGE ST., BANGOR, MAINE.
CHAS. WOODMAN. H. S. CROWELL. GEO. T. McLEAN.

C. A. WASHBURN,
MANUFACTURER OF
DOORS, * SASH, * BLINDS,
WINDOW AND DOOR FRAMES,
Corner of Main and Railroad Streets, - BANGOR, MAINE.

House stable. There were many occupants of the steam mill in various branches of business, and the total loss was set down at \$39,200, but it was doubtless considerably in excess of that amount.

Upon a total loss of \$50,250 by the fires of this year there was an insurance only to the amount of \$5950.

The year from March, 1868, to March, 1869, was a disastrous one, the losses being \$236,813.67, with an insurance of \$162,547.67. The biggest item in this was the West Market Square fire of January 1, 1869, in which thirty-three individuals and firms lost sums varying from \$10 to \$57,916, the amount lost by Hayward & Co., wholesale grocers. The total loss by the fire was estimated and adjusted at \$200,963.67; insurance, \$137,597.67.

The next largest fire of the year was the destruction of the old Savary Block on Kenduskeag Bridge, now the location of the Bangor Public Library, in Kenduskey Block, which occurred June 24, the loss being about \$24,000. August 26th the block directly opposite was burned, or rather the larger part of it, being the same in which is situated now, as it was then, the *Whig and Courier* office. The loss was \$12,950. February 20, 1869, the saw manufactory of M. Schwartz, on French street, was burned, with a loss of \$5000.

In 1870-71 fire in Clark & Bowman's block, the saw alluded to above as occupied by the *Whig and Courier* office, and others, was damaged by fire March 18th to the amount of \$7200 on building and contents. The next night Strickland's block, on the opposite end of the bridge, caught fire in a photographer's saloon, causing a loss of \$17,000, principally to goods by water and removal, the firemen doing excellent work in saving the building.

June 3, Hathorn's mill, at Carmel, was burned, and Engine Company No. 3 went out and saved a large quantity of lumber.

December 2nd, Clark & Bowman's block got another ticket, and a damage of \$7800 was the result.

January 22nd, 1871, a building on Harlow street, owned by E. M. Stilwell, occupied by a saloon and meat market, suffered a loss of \$5586.

In 1872 the well remembered Schwartz fire on West Market Square took place on the evening of October 11th. This commenced in the Schwartz store, an elegant structure erected on the site of the Hayward store, burned in the big fire of January 1, 1869. The loss

by this fire was, in money, \$172,000, but the greatest loss was that of the life of a brave volunteer, William H. Brackett, a skilled mechanic and valued citizen, who was crushed beneath the falling walls of the Schwartz block and instantly killed. The losses by all other fires during the year amounted to but \$7,095.73.

February 11th, 1874, at 11 p. m., occurred a stubborn fire at the E. & N. A. railroad depot at the foot of Exchange street, with a loss of \$8,717.16.

April 18th an incendiary fire in the rear of Exchange street block, opposite the Penobscot Exchange, threatened the whole east side of the stream with destruction, which was only averted, or at least a most serious conflagration was stayed, by the unremitting and heroic efforts of the splendid body of men composing the fire department. Loss, \$71,500.

December 15th, at 10.30 p. m., witnessed the destruction of the old hotel, formerly known as the Hatch House, one of the earliest and best known "taverns" in this part of the state, but known at the time of the fire as the Harriman House. Beneath and alongside the hotel was a row of wooden stores, occupied by dry goods, millinery, fancy goods and other stores. The loss was \$51,000, insurance \$21,000.

June 27th, at 10.30 p. m., the Foster & Bragg block, on Pickering Square, was burned, containing four stores. Loss on building, \$8350; on goods, \$8,426.15; fully insured.

February 7th, 1877, G. W. Merrill again had a taste of fire and smell of smoke, his block on Pickering Square being burned with a loss of \$6041.

February 18, 1882, the High School building was damaged by fire to the extent of \$4500 from a defective chimney.

The benefit of the water service continued to be shown more and more each year, and while there were in 1882 forty-five fires and alarms, the total loss amounted to but \$13,250, with an insurance of \$12,200.

The year 1883 also showed forty-five fires and alarms, and the loss was very nearly equal to that of the preceding year, being \$15,410, with an insurance of \$14,500. The heaviest loss of fire in 1884 was caused by a fire at McLaughlin's High Head store houses, where a large amount of kerosene oil, owned by parties out of the city, was stored.

In 1885 there were 37 calls on the department with a resultant loss of \$10,980, all but \$280 of which was covered by insurance.

In 1886 there were 28 calls, and by nine fires, the loss in eight of which was but \$5290, and one unknown.

The number of alarms in 1888 was 35; with no loss, 14; with loss, 21; total amount of loss for the year, \$2262.50, the smallest loss for any year since the water works were started.

In 1889 the number of fire alarm calls was 50, with a total loss of \$54,200. The largest fire of the year was Dudley & Shaw's slipper factory, February 25th, 1890, with a loss of \$5854.

The number of fires, alarms, amount of losses and annual expenses of the fire department, as shown by the reports of the Chief Engineers for the past forty years are given in the following table, the year given being the date of the annual report and covering the preceding year:

YEAR	FIRES	ALARMS	LOSSES	EXPENSES	YEAR	FIRES	ALARMS	LOSSES	EXPENSES
1850	23	6	\$ 44,425	\$ 2,827	1872	25	27	22,000	21,053
1851	14	7	8,700	5,443	1873	19	14	179,096	12,523
1852	18	3	37,700	2,897	1874	17	11	15,517	15,572
1853	27	25	10,500	2,884	1875	24	8	132,275	16,665
1854			(no report)		1876	30	18	26,507	16,669
1855	19	6	2,175	3,954	1877	22	20	17,179	17,349
1856	16	1	1,925	5,724	1878	26	16	9,575	14,875
1857	22	3	3,665	6,049	1879	24	12	9,556	6,994
1858	16	7	10,575	5,364	1880	19	10	15,075	7,417
1859	29	35	20,050	5,788	1881	26	16	12,500	15,201
1860	36	46	10,615	6,452	1882	26	—	11,300	14,630
1861	29	21	23,235	6,672	1883	36	9	13,250	16,673
1862	29	18	51,925	9,499	1884	41	3	15,410	18,572
1863	25	10	27,000	7,422	1885	37	6	25,524	16,934
1864	23	8	15,650	7,095	1886	35	2	10,980	18,709
1865	14	2	9,790	6,660	1887	9	19	5,290	17,442
1866	19	4	11,174	7,135	1888	19	14	4,687	18,597
1867	37	10	19,435	15,209	1889	22	13	2,263	18,943
1868	45	7	50,250	14,871	1890	50	—	54,200	17,822
1869	19	4	236,814	14,127					
1870	15	8	10,800	12,236					
1871	33	8	45,650	10,440					
					Total	1015	457	\$1,234,237	\$461,488

The expenses of the department will be noticed to have greatly increased in 1881, this being due to the amount paid the Water Board for water, \$6311, and which still continues to be charged as a part of the annual expenses, the amount this year being \$7151.

C. W. GOULD.

M. M. HASTINGS.

GOULD & HASTINGS,

No. 24 Exchange St.,

Bangor, Maine,

Manufacturers and Dealers in

SHINGLES,
CLAPBOARDS,

PINE, SPRUCE AND HEMLOCK LUMBER.

LATH
AND PICKETS,

DIRIGO MILL, ON TIDE WATER

C. D. PRESSEY,

MANUFACTURER OF

No. 2 Court Street,

BANGOR, - MAINE,

Odd Sizes of Boxes Promptly Made.

PAPER BOXES

AND CARTONS.

ABEL HUNT,

Furnishing Undertaker and Practical Embalmer.

WHOLESALE DEALER IN CASKETS AND TRIMMINGS.

14 EAST MARKET SQUARE, BANGOR, MAINE.

Branch Store Main St., Bar Harbor.

Both Offices and Residence connected by Telephone.

M. MORIARTY,

COOPER AND CISTERN MAKER,

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Pork and Fish Barrels, Hard Wood Butter Tubs, Ship Tanks, Etc.,

ALSO DEALER IN COOPERS' TOOLS OF ALL KINDS,

Shop West End Franklin Bridge,

- - BANGOR, ME.

FULLER BROS.,

Manufacturers of

Paper * Boxes,

RAILROAD BLOCK,

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BANGOR, MAINE.

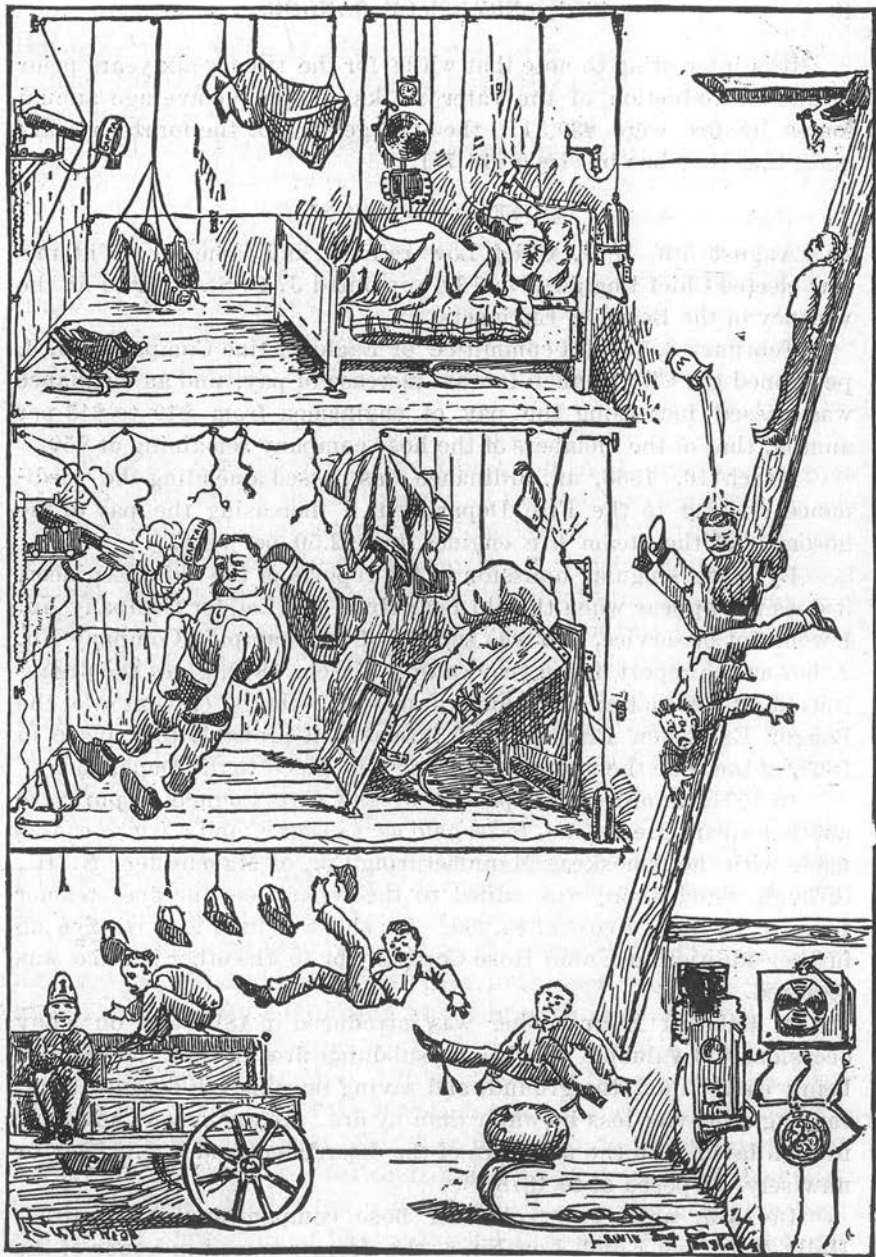
M. P. C. WITHERS,

DEALER IN

Watches, Clocks, Jewelry, Etc.,

No. 17 EXCHANGE ST., BANGOR.

Having secured the services of Mr. ERVIN A. ROBERTSON, I am prepared to do fine repairing of every description.



EFFECTS OF A NIGHT ALARM.

It is interesting to note that while for the twenty-six years prior to the introduction of the water works system the average annual losses by fire were \$39,517, the average loss for the fourteen years since that time has but been \$14,771.

CHIEF LOW RESIGNS.

August 5th, 1867, Chief Low retired, and James W. Williams was elected Chief Engineer, and he appointed J. F. St. Clair to fill the vacancy in the Board of Engineers.

February 3, 1868, a committee of Eagle Engine Company No. 3, petitioned the City Council for an increase of pay, and an ordinance was passed increasing the pay of enginemen from \$40 to \$45 per annum, that of the members of the hose company remaining at \$50.

March 10, 1868, an ordinance was passed amending the "ordinance relating to the Fire Department," increasing the pay of the hosemen of the steam fire engines to \$62.50 per year.

By some singular omission in the reports of the Chief Engineer, it does not appear when the old Bear Hook and Ladder Company No. 1 went out of service, and was succeeded by Champion Company No. 2, but as the report of the year ending March, 1870, gives the organization of the latter company, James M. Davis, (inventor of the Bangor Extension Fire Ladder) foreman, it probably took place in 1869, at the time the new ladder truck was added to the Department.

In 1871, an order was passed by the City Council to purchase another steam fire engine, to be held as a reserve, and a contract was made with the Amoskeag Manufacturing Co., of Manchester, N. H., through which there was added to the department the fine steamer Liberty No. 4, at a cost of \$4,200. As she was used as a reserve no further addition to Union Hose Company or to the other service was required.

A Babcock Extinguisher was introduced in 1875, and on many occasions did valuable service in subduing fires in their incipency, being early upon the ground, and saving burning buildings without causing a heavier loss by water than by fire. It was never, however, in high favor with the members of the department and was, wisely or unwisely, disposed of in 1878.

In 1875, also, two volunteer hose companies were organized, Holly No. 7 and Elijah Low No. 8, the former named in honor of the

inventor of the water system, then first introduced, and the latter in honor of the veteran and esteemed Chief Engineer. They had fifteen men each.

May 22, 1874, an order was passed instructing the engineer of the steam fire engines to cause fittings to be placed upon two of the tug boats of Messrs. Ross & Howell for use in case of fires in the vicinity of the river and stream, provided the same can be done at an expense not exceeding ninety dollars, and providing that Messrs. Ross & Howell consent to the placing and use of said fittings for the purpose intended. The arrangement was made, and the boats have since been a valuable auxiliary to our fire department.

AN IMPORTANT CHANGE.

With the introduction of the Holly system of water works came an important epoch in the history of the Bangor Fire Department. Its effect was a reorganization of the department, Holly Hose Company No. 7 and Elijah Low Hose Company No. 8, which had been running several months as volunteers, being taken into the department, and engine No. 3 being taken out, her company of fifty men disbanded and retaining the hose company of fifteen men belonging to her.

Holly company was located on Hammond street and Elijah Low company on State street. A volunteer company was also organized at Cottageville, called Eureka No. 9. The location of these companies, with Union No. 1 on State street and Eagle No. 3 on Columbia street, divided the department, placing some on the high altitudes on either side of the stream, and others in the lower business portion of the city, instead of having it centralized as formerly, a matter of much importance to those living away from the center of the city.

A horse having been attached to the hook and ladder company, its force was reduced from twenty-five to sixteen men. The number of men in Union Hose Company was continued at twenty-five, owing to their not only running their own hose reel but also being obliged to man the two-horse hose cart and those of the steamers as well, when in use. The pay of the hosemen was \$40 each per year.

Eagle Hose Company No. 3 continued in the department until May 5, 1877, when it was disbanded, and its place was not filled, and this ended the history of the popular and effective Eagle Engine Company No. 3, successors of Bangor Engine Company No. 3, which for

over half a century earned golden opinions by its promptness and efficiency at fires. Eagle Engine No. 3 was sold to the town of Monson in 1878.

A new house for the Elijah Lows was built on State street, near Salem Court, in 1877. In 1881, July, Elijah Low company was disbanded, and a new company was formed and accepted in February, 1882. Eureka Hose Company No. 9, which had been a volunteer company, was admitted on half pay of \$20 per man. Since that time there has been no change in the department except in the personnel of the Board of Engineers, and the members of the various hose companies, and the department has maintained a splendid reputation for promptness and efficiency, and have sustained an excellent discipline, which, while abating nothing in the way of healthy emulation and rivalry, has kept them free from the rancor and bitterness which characterized the old time companies.

Eureka Hose Company, first a volunteer and then a half-pay company, was raised September 2, 1890, to full pay, which is now \$50 a year to each man, besides the foreman, who receives \$75.

CHIEF A. H. PARKER,

the head of our efficient Fire Department, possesses superior qualifications for the position; in fact, it can truthfully be said of him, that he has demonstrated his remarkable fitness to be the leader of a force organized to face danger and fight a desperate foe. His quick perception, clear head, and sound judgment, as demonstrated on all occasions since he took command show that he is fully equal to the task, and that no matter how threatening the surroundings may be, he is prepared to face the enemy with that determined spirit imperatively requisite to secure a victory. He commenced his fire career when a young man by running as a volunteer on the old hand engines. In the spring of 1861 he joined the Union Hose Company No. 1, which was organized to run with the first steamer which the city bought. He continued a member of the company, holding the position of clerk and treasurer for the last five years, until the spring of 1873. He was selected by the Chief Engineer to act as assistant engineer in place of one of the assistants that was sick. At the annual election that spring he was appointed third assistant on the board. He served three years under Chief Low. When First Assistant

Maddocks was elected Chief, he served as first assistant two years under Chief Maddocks, when for some personal feelings he was dropped from the board, but still continued to attend all fires. In the spring of 1887 he was elected to succeed Mr. Maddocks as Chief Engineer. It will be seen that he has seen about 21 years of fire service, and the experience he acquired during that period, and the fact that he had a thorough knowledge of the construction of most of the houses in the city of any importance, peculiarly fitted him for the responsible position. Since his appointment he has introduced many valuable improvements that have contributed greatly to the efficiency of the department.

SAMUEL A. FELLOWS.

S. A. Fellows, first assistant chief, was a member of old No. 3 Engine from 1855 to 1860. He then served on the board as assistant four years, was then elected Chief, being succeeded by Mr. Low, he stepping out of the department until 1875, when Holly No. 7 Hose Company was formed and he was elected foreman, which position he held for five years. He was then appointed on the board as first assistant, which position he has held until the present time.

MATTHEW MORIARTY.

M. Moriarty, second assistant chief, first joined the department as a member of the hook and ladder company in 1863, served one year, was then transferred to Engine Company No. 6, where he remained until the company was disbanded in 1867. He then joined Union Hose Company and remained a member until 1883, when he was appointed on the Board of Engineers, where he has remained with honor to himself until the present time.

C. J. PARKER.

C. J. Parker, third assistant chief, first joined the department as a member of Holly Hose Company No. 7 in 1876, where he remained for five years, was then transferred to Hook and Ladder Company No. 2, where he remained seven years, the last three of which he was captain of the company, and was then appointed on the Board of Engineers, where he has remained a faithful worker until the present time.

G. W. PARKER.

HENRY PEAKES.

PARKER & PEAKES,

MEN'S AND BOYS'

VEAL AND FINE CALF BOOTS AND SHOES,

Hancock and Oak Streets.

BOSTON OFFICE, 116 Summer St.,
J. A. MOORE, Agent.

BANGOR, MAINE.

M. SCHWARTZ'S SONS,

DEALERS IN

Fire and Mill Hose, AND FIRE DEPARTMENT SUPPLIES.

Saw Manufacturers, Machinists, and Dealers in Belting and Mill Supplies.

NO. 5 STATE STREET, BANGOR, MAINE.

Penobscot Savings Bank,

BANGOR, MAINE.

NO. 43 1-2 WEST MARKET SQUARE.

ORGANIZED 1869.

F. A. WILSON, President.

D. C. CLARK, Treasurer.

F. A. WILSON,
CHAS. HAMLIN,

TRUSTEES.

SILAS C. HATCH.

N. C. AYER,
THOMAS CAREY.

Deposits July, 1890, \$1,393,674.92. Dividends first Monday in April and October.

Weston, PHOTOGRAPHER,

No. 2 Smith's Block,

BANGOR, MAINE.

Studio Lately Refitted and Refurnished Throughout.

ALL WORK GUARANTEED.

THE FIRE ALARM TELEGRAPH.

The Gamewell Fire Alarm Telegraph was introduced in Bangor in 1883. The contract called for five signal boxes, two bell striking machines, and the wire, batteries, switch-boards, galvanometers, and other paraphernalia necessary in the construction of the system. The fact that the system now contains four bell strikers, several gongs and about thirty boxes, or six times the number originally contracted for, tells more plainly than words how successful it has been here; in fact, as Chief Parker tersely expressed it, "It now takes seconds to give an alarm of fire where formerly minutes were required." The cost of the system, as originally put in, was \$3,537.39.

THE WATER WORKS.

The starting point of the present system of water works was the passage of an order by the City Council, Jan. 4, 1875, authorizing the Mayor to publish a notice that the City of Bangor would petition the Legislature of Maine for 1875, for the passage of an Act granting the City of Bangor authority to build or purchase a dam and other works to supply its inhabitants with water from the Penobscot river, etc., etc.

The result of this action was the passage of an act, authorizing the construction of a dam and to erect works for pumping and distributing water through the streets of the city, and authorizing the issuing of bonds to an amount not exceeding \$350,000, to pay for the cost of the same. George Stetson, Gorham L. Boynton and Luther H. Eaton were named as Commissioners or Water Board.

June 5th the Council passed a resolve requesting the Board to proceed as soon as practicable to the construction of a dam and water works, and at the same meeting resolves were passed authorizing the issuance of a loan of \$350,000, and an appropriation of \$1,000 for the further prosecution of the survey.

A supplementary act of the Legislature, approved Feb. 11, 1876, increased the amount of loan authorized to \$500,000, which was the amount of entire cost of construction of dam and water works.

Work was commenced at once, and prosecuted with so much vigor that on Jan. 1, 1876, water was turned on to the hydrants, and since then these have been our reliance as a source of water and power for fire purposes, the three steam fire engines being held as

MORSE & COMPANY,

Manufacturers of Long and Short Lumber, and everything in the line of

HOUSE

BUILDING TRIMMINGS.

MOULDINGS OF ALL KINDS, NEWEL POSTS, BALUSTERS, CORNER
BLOCKS, BRACKETS, GUTTERS, CONDUCTORS, ETC.

BAND AND SCROLL SAWING, WOOD CARVING, ETC.,
DONE IN THE BEST MANNER.

WINDOW AND DOOR FRAMES, SHEATHING AND HARDWOOD FLOORINGS
OF ALL KINDS.

WOOD MANTELS.

We keep a good line in stock, and make to order in special designs,
in any kind of wood.

We pay especial attention to the department of stair work, and any-
thing in this line made and set up by experienced workmen.

Walnut, Cherry, Oak and Whitewood carried in stock.

VALLEY AVE., : : : : BANGOR, ME.

reserves and auxiliaries, or for use in remote places where there are no water mains.

The post hydrants were put into the hands of the Fire Department in January, 1876, and first used at a fire in Stetson's block, State street, on the 25th of January.

The success which attended the inauguration of the works fifteen years ago, has been as greatly, in fact, more greatly marked in the years which have passed since then, and the work of improvement and extension has been constantly going on.

In 1883 the Brewer Water Company, a corporation organized to supply the City (then town) of Brewer with water, made an arrangement with the City of Bangor by which the city furnished them with a supply of water, delivered to the main of the Brewer Company, at the northerly end of the Bucksport railroad bridge. This service still continues, but will be terminated when the laying of the pipes is completed, connecting the Brewer service with the works of the Electric Light and Power Company, at Veazie.

Under authority of an order of the City Council, passed Sept. 17, 1886, an entire new set of pumping machinery, of the most improved pattern, and with a capacity of five million gallons per day, has been put in place, and the value of the works still further enhanced by the addition of boilers and engines in connection with the electric light plant, which is also connected with it and under the charge of the Water Board.

The water power to carry the electric light machinery has been proved to be ample. It is regulated without difficulty. There are 24 miles of street mains and 174 hydrants. The total number of water takers is 2,795, and the total cash collections for water rates for the year ending March, 1890. was \$28,137.38. The Brewer Water Company paid for six months, ending Oct. 1, 1889, \$1,095.34, leaving a balance due for the year of \$1,280.78, or a total of \$2,376.12.

BANGOR EXTENSION LADDER.

Many improvements, the benefits of which have been and are now being realized by the Fire Departments throughout the country, are due to the genius and invention of Bangor firemen. The first flexible, or squirrel-tail, suction hose was thought up, talked up and

BANGOR EXTENSION LADDER CO.,

MANUFACTURERS AND DEALERS IN

Fire Extension and Single Ladders,

HOOK AND LADDER TRUCKS,

Service and Racing Hose Reels,

Hose Wagons, Hose Extinguishers,

Fire and Mill Hose of every description.

FIRE APPARATUS GENERALLY.

Office: MAIN STREET.

Factory: SALEM COURT,

} Bangor, Maine.

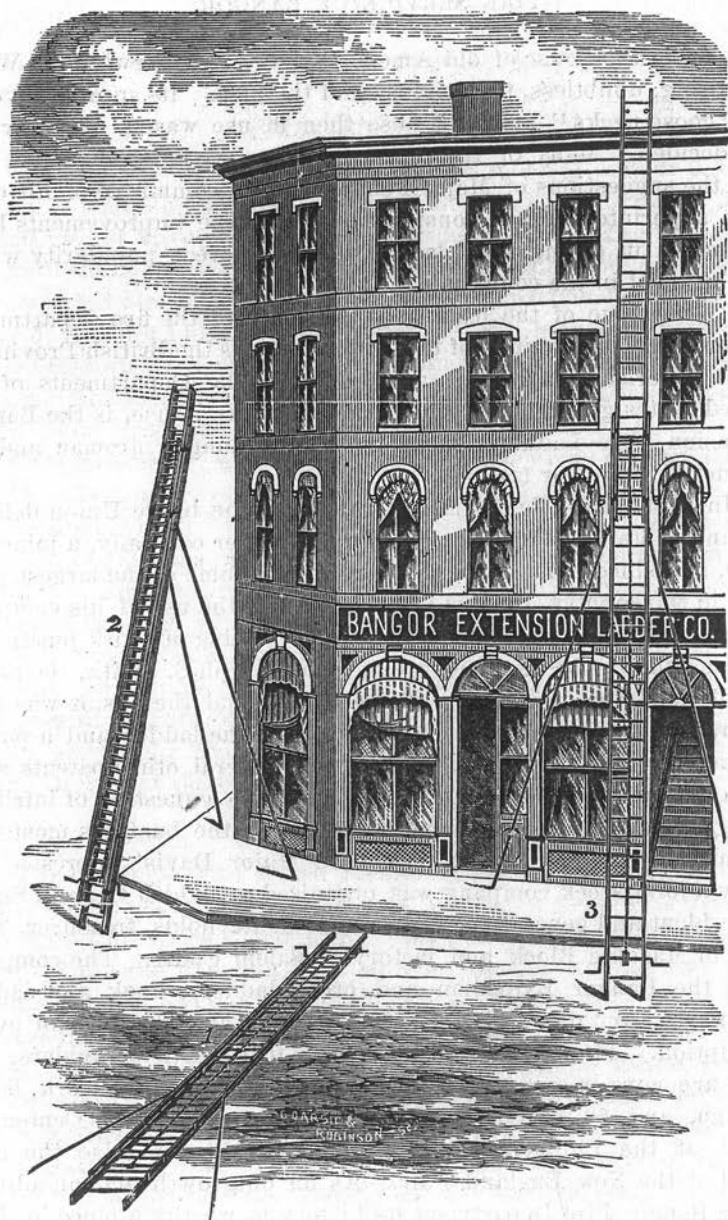
JOSEPH S. SMITH, Manager.

150	BANGOR	LADDERS	USED	IN	.	.	.	NEW YORK.
50	"	"	"	"	.	.	.	BOSTON.
50	"	"	"	"	.	.	.	CHICAGO.

More than 1,000 in use in the United States.

Ladders sent subject to approval.

SEND FOR A CIRCULAR.



W. G. & S. C. ROBINSON

made up in the house of old Amory Engine No. 4, Newton M. Whitman being, doubtless, the originator of the idea. Its supremacy over the "goose-necks" and stiff hose then in use was at once obvious and decided. Many of the improvements in the "Button" tub were the suggestions of Major Fenno, who, as committee of his company, superintended her construction, and these improvements have done much in giving that class of tubs the great popularity which they attained in the country.

To-day, one of the leading attachments of the fire departments in more than thirty cities of the Union, besides the British Provinces, South America and Mexico, as well as in the Departments of the United States government, where some fifty are in use, is the Bangor Extension Fire Ladder, an invention of a Bangor fireman and the product of a Bangor factory.

In 1874, Major James M. Davis, one of the brave Union defenders, and captain of Champion Hook and Ladder company, a joiner by trade, and since constructor and manager of some of the largest pulp-mills in the country, constructed a ladder for the use of his company and another for use in his own business. Being at work putting on outside windows at the residence of Gen. Joseph S. Smith, the attention of the latter was drawn to the ladder, and the result was that General Smith purchased a half interest in the ladder and a patent was taken out on it in 1875. Afterwards several other patents were taken out, and still others on which there was a question of infringement, purchased. General Smith carried on the business most successfully for a time, having purchased Major Davis' interest. Recently a joint stock company was organized, of which General Smith is president and general manager, F. H. C. Reynolds, treasurer, with office in Masonic Block and factory at Salem Court. The company make the Bangor Extension and other ladders, hook and ladder trucks, etc., and deal in hose reels, hose and fire apparatus of every description. They have sold over \$125,000 worth of ladders, and there are now in use among other cities 200 in New York, 50 in Chicago, and 50 in Boston. This ladder received the Centennial medal at the Philadelphia exhibition of 1876, and also the gold medal of the New England Fair. As an outgrowth and an adjunct of the Bangor Fire Department its history is worthy a place in these

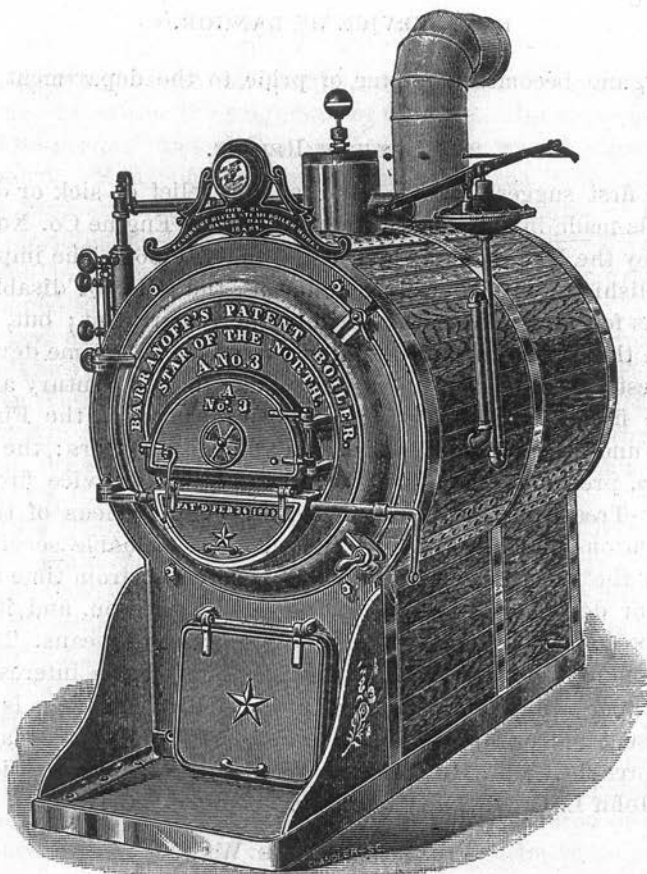
columns, and becomes a matter of pride to the department and to the city.

FIREMEN'S RELIEF.

The first suggestion of a fund for the relief of sick or disabled firemen is made in the constitution of Boston Engine Co. No. 3, approved by the Mayor and Aldermen, June 6, 1836. The importance of establishing and maintaining a fund for the relief of disabled firemen, was felt almost with the birth of the department; but, as with many of the best ideas and intentions, it was a long time developing into an established fact, and it was almost half a century after the time the first suggestion was made, before, in 1885, the Fireman's Relief Fund was organized, with the following officers: the Mayor, *ex-officio*, president; the Chief Engineer, *ex-officio*, vice president; the City Treasurer, *ex-officio*, treasurer. The nucleus of the fund was donations made by citizens on account of valuable services rendered by the firemen, and this has been added to, from time to time, by similar donations. It is an important institution, and its funds should be enlarged by every available resource and means. The fund is held among the trust funds of the city, and draws interest at six per cent. per annum. The amount of the fund at this time is \$1,050. The present officers of the relief fund are: E. H. Blake, mayor, *ex-officio*, president; A. H. Parker, chief engineer, *ex-officio*, vice president; John L. Crosby, city treasurer, *ex-officio*, treasurer.

FIREMEN IN THE WAR.

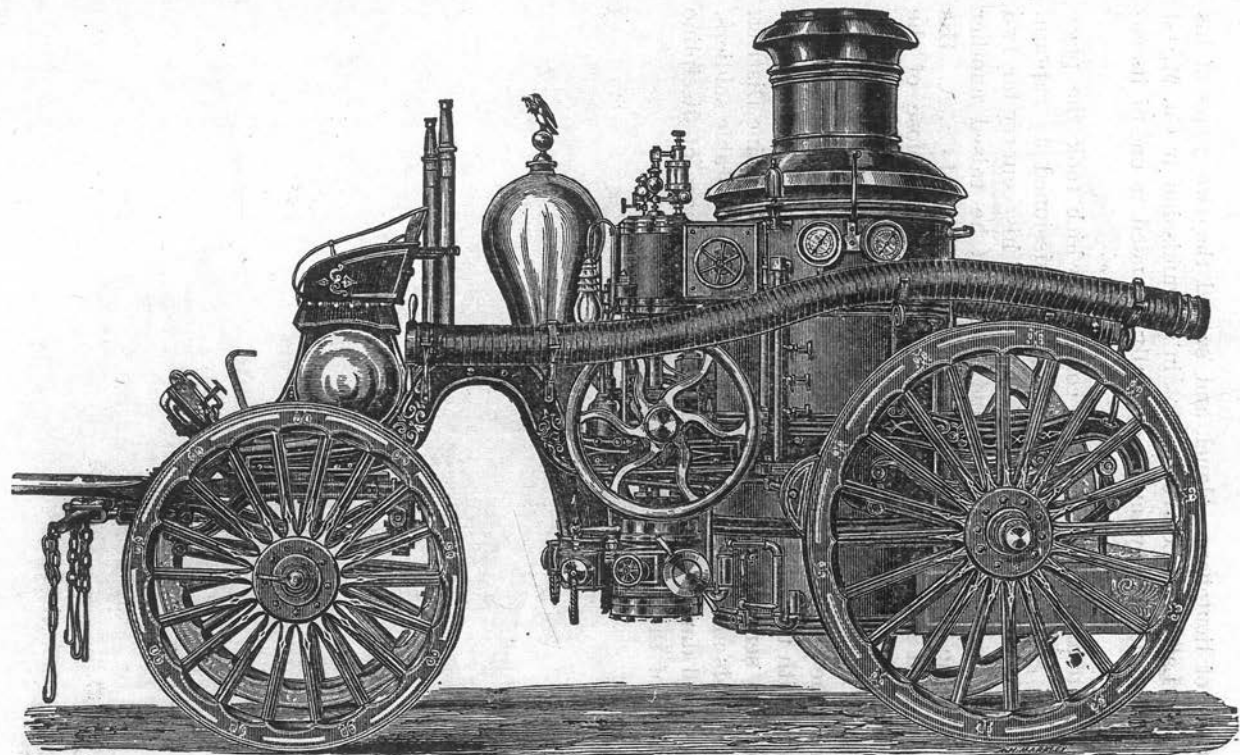
The readiness with which Bangor firemen responded to the call of the country when the Union was in danger, must ever remain a source of pride to the department. With the President's first call for troops, after the firing on Fort Sumter, Bangor led the country by raising the first company of volunteers and having it accepted by the Governor, all in one day, the ever-to-be-remembered 19th of April, 1861. That night, Daniel White, afterward General White, foreman of the association of ex-firemen, called a meeting of the company for the following evening. At this meeting they voted to tender their services to the Union, and expelled a prominent member of the company who had earned the soubriquet of "secessionist." Daniel F. Sargent was chosen captain, afterwards promoted for gallant service



THIS IS THE ONLY
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It has no packing to burn out, or leaky tubes to bother with, or cast iron furnace to be dependent on in frosty weather. It is constructed to burn all kinds of fuel, and can be cleaned while under a full head of fire, by a servant girl, and will consume much less fuel by doing so. Barranoff's Patent Circulating Pipe is another grand thing that is added to the boiler, and will circulate hot water for heating buildings and at the same time will run an engine by steam, both working at the same time. We solicit correspondence.

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BANGOR, MAINE.



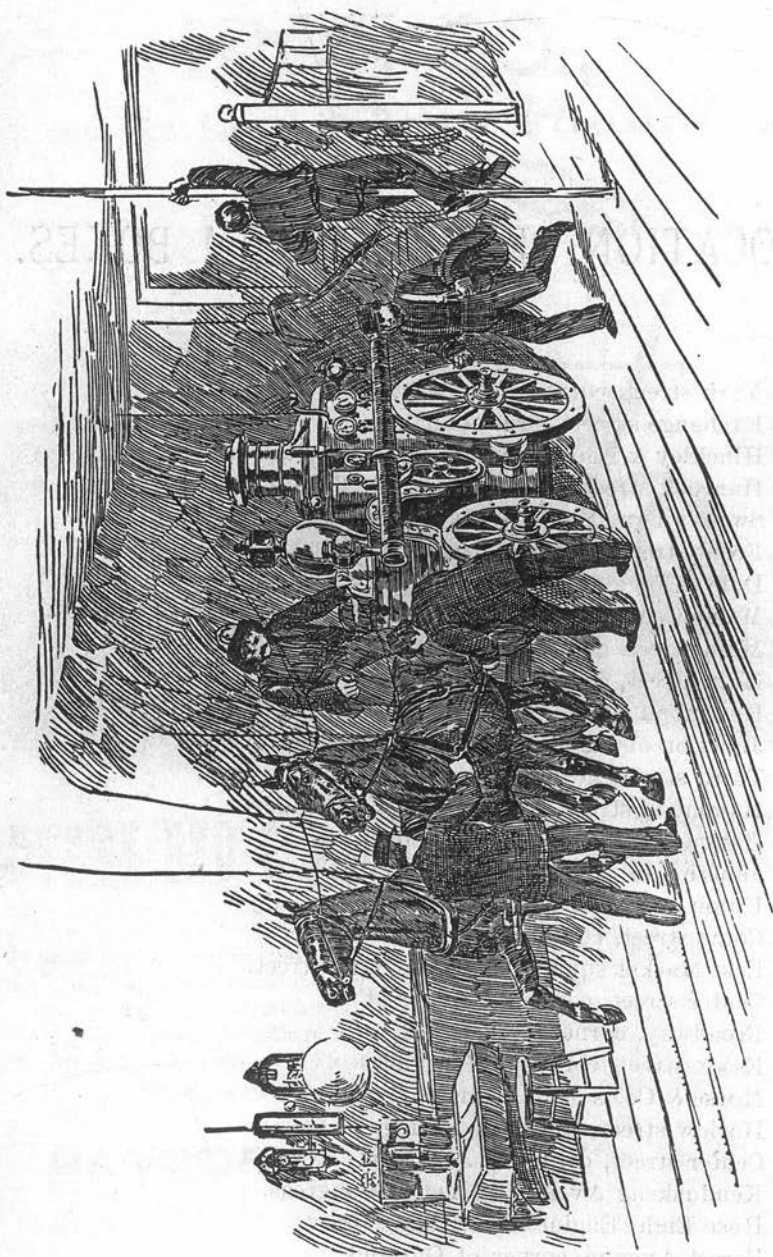
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Penobscot River Steam Boiler Works.

to the rank of lieutenant colonel, and served the two years of his enlistment. Later he received a captain's commission in Co. M, 1st District Columbia cavalry, and was fatally wounded in one of its engagements.

Mr. White afterwards raised a company which took the place of Co. I, 2d Maine regiment, he being commissioned as captain. June 9th, 1863, after having faithfully served his country for two years as captain of Co. I, 2d Maine Regiment, he raised another company for the 31st, and was mustered in as captain of Co. A. His bravery earned him rapid promotion, and before the close of the war he was brevetted brigadier general.

Edward L. Getchell was another gallant fireman who earned distinction on the field of battle, being finally mustered out at the close of the war with the rank of lieutenant colonel. Chief Engineer Elijah Low also served as provost marshal of the 4th Maine District, and the records abound with names of brave and honorable soldiers, who first faced danger and experienced the advantages of discipline in the ranks of the Bangor Fire Department.



RESPONDING TO AN ALARM.

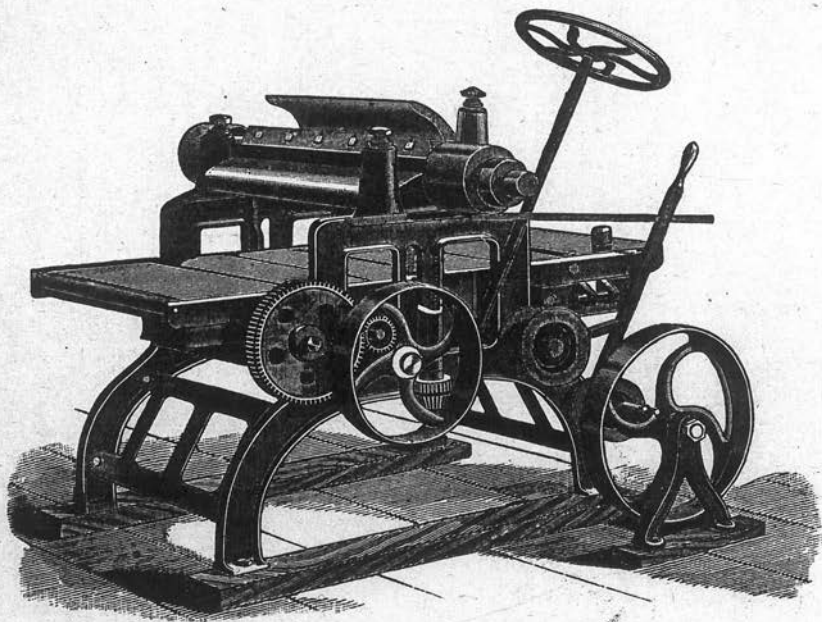
LOCATION OF FIRE ALARM BOXES.

No.

13. York street, corner of Adams.
15. Exchange street, corner of Hancock.
17. Hinckley & Egery Iron Co., Oak street.
18. Hancock street, near junction of Washington.
23. Sweet's Drug Store, West Market square.
24. Front street, corner of Union.
25. Dole & Fogg's mill, Front street.
26. Maine Central (Western) Depot.
27. Main street, corner of May.
28. Main street, corner of Buck.
33. Hammond street, corner of Pond.
34. Junction of Hammond and Union streets.
37. Third street, near Warren.
38. Hammond street, corner of Webster road.
42. Hammond street, corner of Court.
45. Junction of Hammond and Court streets.
46. Union street, corner of George.
47. Court street, corner of Fremont.
51. East Market square, corner of State street.
53. Center street, corner of Somerset.
54. Broadway, corner of Somerset.
56. Essex street, corner of Garland.
61. Morse & Co.'s Mills, Harlow street.
63. Harlow street, corner of Spring.
65. Center street, corner of Jefferson.
67. Kenduskeag Avenue, corner of Congress.
72. Hose Eight Engine house, State street.
74. Forest Avenue, corner of Garland.

HINCKLEY & EGERY IRON CO.,

Machinists and Iron Founders.



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