

ANNUAL REPORT OF THE LEBANON CENTRE VILLAGE FIRE PRECINCT
AND
HISTORICAL NOTES AND GLEANINGS

Doings of the Adjourned Annual Meeting, with the Report
and Recommendations of the Chief Engineer, and Pre-
sent Financial Condition of the Precinct--Pro-
jects of the Past--Growth of the Fire De-
partment for
More than Thirty Years.

THE ADJOURNED MEETING.

There was a large attendance at the adjourned annual meet-
ing Saturday night.

The unfinished business, being the election of seven fire
wards, was tabled to begin with.

The treasurer's report, was read and accepted. It shows
that the sum of \$2076.91 has been paid out during the year,
as follows:--

Current expenses,	\$ 425.99
On indebtedness,	1430.82
Interest to Jan. 1, 1879,	220.10
Total,	<u>2076.91</u>

The present indebtedness of the precinct is
\$5040.

Under the articles to see if the precinct would change
and extend water pipes, erect hydrants for the same, and
construct reservoirs, the chief engineer explained at length
the importance of the several clauses. It is probably gener-
ally understood that the precinct has a Holly pump of 40-
horse power under B. T. Tilden's building at the east end of
the lower bridge, connected with pipes and hydrants. A line
of pipe crosses the bridge, connecting with a pipe from Mead,
Mason & Co.'s large steam pump, which has been used in several
emergencies. In cold weather it is impossible to keep this
pipe open all the time--in fact, it was frozen Saturday. The
following resolution was adopted unanimously:--

Resolved, That the fire wards be authorized and instruct-
ed to change the water pipes connecting with the force pump
of Mead, Mason & Co. from their present location at the lower
bridge, as may be deemed by them the most feasible route, and
connect the same to the main pipe on the east side of the
river and erect hydrants for the same.

The fire wards were also authorized to construct reservoirs,
not more than four in number.

Voted to raise \$60 for the construction of reservoirs and
hydrants and changing and extending the pipes.

Voted to raise \$500 for current expenses.

Voted to raise \$400 to apply on indebtedness, which sum
but little more than covers the interest.

G. L. Danforth moved to pass over article 11, to see if
the precinct would vote to disband one of the engine companies,
and the motion was seconded. L. C. Pattee hoped the motion
would not prevail.

He said, truly, that it was difficult to keep so many companies full, and more difficult to work them any length of time at a fire. He thought one engine company, well manned, with the rest of the apparatus and the reservoirs that are to be built, would be of greater advantage to the precinct. His remarks were brief, but convincing, and were followed by other gentlemen sustaining the same views. Mr. Danforth arose to withdraw the motion. The chair informed him that the motion, having been seconded, was in the hands of the meeting, and could not be withdrawn without the unanimous consent, but that, unless objection were made, he would consider that unanimous consent was granted, and, after waiting a proper time for such objection, declared the motion withdrawn. It was then moved that Mascoma Engine Co., No. 2, be disbanded, and the motion was carried--the negative vote being light. Five minutes later, when voting for fire wards began, there was much strong talk against the action of the meeting, great indignation being displayed on the part of some. It strikes us that the time to object was when the words, "I object" from one man could have prevented the withdrawal of the motion to pass over the article, or, later, when the motion to disband was before the meeting, at which time not a word was said against disbandment. We admit that there were strong reasons against disbandment, but the time to present them was then. The action of the meeting might have been changed had they been presented, and it might not.

Took up the unfinished business, and the following board of fire wards was elected: Lewis C. Patten, Albert M. Shaw, George C. Perkins, Lyman Whipple, Harlan P. Goodrich, John S. Mason and Carlos H. Storrs.

The old board of water commissioners were re-appointed, consisting of Francis A. Cushman, Joseph Mace and Nathaniel B. Marston.

CHIEF ENGINEER'S REPORT.

Lebanon, N. H., 1879.

TO THE LEGAL VOTERS OF THE LEBANON FIRE PRECINCT:--

GENTLEMEN,-- Pursuant to the requirements of law and custom, I have the honor to submit for your consideration my annual report of the condition of the Lebanon Centre Fire Precinct Department, embodying in detail an account of the duties performed by it during the year just passed; also an inventory of property belonging to the department.

The loss by fire the past year has been quite large. February the 10th, at about twenty minutes past nine, p.m., an alarm of fire was given. The fire was discovered in the store of G. W. Worthen, occupied by A. L. Worthen and the Old Fellows. The fire department was very prompt, and immediately on the ground. All the apparatus worked exceedingly well--to the entire satisfaction of the wards; also the steam pump of Messrs. Mead, Mason & co. was brought into requisition, and rendered valuable service. The fire spread with such rapidity, and the inside of the building was so densely filled with suffocating smoke, that it was impossible for the firemen to enter it; therefore all efforts to extinguish the fire had to be directed upon the outside.

The fire spread to five adjacent building, owned by Messrs. Durant & Perkins, and Mr. and Mrs. P. E. Davis, which were all destroyed by fire. The wards are unanimously of the opinion that it was not possible for the entire department, with the aid of Messrs. Mead, Mason & Co.'s assistance, to have saved G. W. Worthen's building. By request of nearly all the sufferers, and many citizens of the precinct, the fire wards held a court of inquiry, summonsed witnesses, and made a thorough investigation to ascertain, if possible, the cause and origin of the fire. After several days of investigation, the board unanimously adopted the following resolutions:--

Resolved, That after a full investigation of the origin of the fire that occurred on the tenth of February, we, the board of fire wards, are fully of the opinion that the fire originated in the store of George W. Worthen at about twenty minutes after nine o'clock on the evening of said day, in the salesroom of Arthur L. Worthen, near the centre of the west end of said store, in the village of Lebanon.

Resolved, That the cause of the fire to us is unknown. The department has been called out for duty three times.

Amount of losses, as estimated:

G. W. Worthen, building,	\$9000.
" " " personal,	75.
	<u>9075.</u>
Less by insurance,	7000.
Loss.	<u>2750.</u>
A. L. Worthen, stock,	\$8000.
Less by insurance,	5000.
Loss.	<u>3000</u>
Durant & Perkins, building and stock.	6000
Less by insurance,	4500
Loss.	<u>1500</u>
H. P. Kendrick, stock,	3400
Less by insurance,	2900
Loss,	<u>500</u>
Brown Bros., stock.	950
Less by insurance,	825
Loss.	<u>125</u>
P. E. Davis, buildings,	3600
Less by insurance,	900
Loss.	<u>2800</u>
A. H. Cragin, library--	
Insurance,	\$ 350
Total loss to insurance companies,	\$22,878
" " " property owners,	10,500

Mascoma Engine Company has 300 feet good leading hose, 100 feet old leading hose, 4 lengths suction, good; 2 lengths suction, poor. Athletic Engine Company has 350 feet of rubber hose good; 350 feet of leather hose, good. The Extinguisher Company has 100 feet of rubber hose. The Hydrant Company has 350 feet hose.

I would recommend the placing of reservoirs in the vicinity of Green, Kimball and School streets.

I would call your attention to the capacity of the buildings: they are not large enough to hold all of the apparatus. The Whipple and Shaw Hose Companies have been compelled to seek shelter in stables and other buildings wherever they could be

obtained best. I would recommend the enlarging of the engine house or building suitable buildings, sufficient to hold the entire apparatus of the department. I am requested by the wards to call your special attention to the importance of discontinuing the use of so much water pipe from some point on the west side of the Mascoma river to the east side near Mill street, and construct a line of pipe to take the place of the pipe so discontinued from Mead, Mason & Co.'s steam pump, through Hurlbutt & Emerson's mill-yard, thence across the grist mill pond to Mill street, thence down Mill street to the main line in Mascoma street. A committee was chosen by the wards to make an estimate what it would cost to make the change. The committee report the following total cost: \$336.00.

I am requested by the wards to recommend the payment of Messrs. Mead, Mason & Co.'s bill for services rendered during the past year, and would further recommend that some price be made with Messrs. Mead, Mason & Co. which shall be paid for the use of said Mead, Mason & Co.'s steam pump, whenever the fire wards may ask for its use for fire purposes.

I desire at this time to return my sincere thanks to the wards who have been associated with me for their kindness and valuable council during the past years; also to the officers and members of the department, I remain

Your obedient servant,

A. M. Shaw, Chief Engineer.

HISTORICAL NOTES AND GLEANINGS. (FROM PRECINCT RECORDS.)

"On the 8th day of September, A.D., 1849" William Cole, Samuel Wood, 2d, and Abel Low, Jr., selectmen of Lebanon, posted a warrant, giving notice to the inhabitants qualified to vote within certain bounds, now termed the Centre Village Fire Precinct, to meet at the Town Hall, to see if said inhabitants qualified to vote would adopt "an act making further provision for the extinguishing of fires." The record of this meeting, Sept. 25, 1849, shows that Abram Pushee was chosen moderator, Geo. S. Kendrick clerk, and that the act was adopted. This meeting adjourned to Oct. 6, 1849, when the newly organized precinct

"Voted to raise the sum of \$700 for the purpose of purchasing an engine & all suitable apparatus."

At a meeting Dec. 3, 1849,

"Voted to raise the sum of seven hundred (\$700) dollars for the purpose of purchasing a fire engine, hose, & other necessary apparatus, and building a house for the same for the use of the precinct."

"Voted that Hiram A. Simons, E. J. Durant & John Burnham be a committee to purchase said engine, hose, & other apparatus & build a house for the same."

At a meeting Dec. 25, 1849, Timothy Kenrick being moderator, voted to raise an additional \$300 for the above purposes.

This is the last record until 1854, when, Oct. 3d, William G. Perley and Horace Hatch, as selectmen, posted a warrant for a precinct meeting for Nov. 9th. At this meeting George H. Lathrop was chosen moderator. The primary object of the meeting was

"To see if the said Village precince will vote to build or procure an engine house and land for the same, purchase additional hose, and make such repairs as may be necessary."

The whole matter was referred to a committee consisting of W. N. Baker, E. J. Durant and Lorin Smith, to report at an adjourned meeting Nov. 16th. At the adjourned meeting

"Voted to raise the sum of six hundred dollars (\$600) for the purpose of purchasing hose, procuring or purchasing an Engine House, and securing land on which to locate the same."

"Voted to raise a committee of three to carry out the objects of the last vote"

"Chose J. H. Kendrick, Lorin Smith, J. C. Sturtevant to act on said committee."

The next record that we find is a warrant posted by Wm. S. Ela, J. W. Cleveland, and J. D. Hosley, selectmen, for a precinct meeting Aug. 31, 1867,

"To see if the precinct will vote to purchase a good Force Pump, and put the same in operation in some convenient locality, and attach hose sufficient to protect the mechanical property situated on the line of the River in said precinct."

"To see if the precinct will vote to construct reservoirs at suitable points in our village for the protection thereof, and raise money therefor or act thereon."

This meeting was held, but the record stops short without giving its action.

FROM FILES OF THE FREE PRESS

The files of the Free Press show that at about this time there were numerous called and adjourned meetings to consider the subject of forced and running water, particularly the Stony Brook project, these meetings resulting only in the appointment of investigating committees, and listening to their reports. At a meeting July 31, 1869, the question was raised as to the legality of the meeting, and a committee, consisting of W. B. Weeks, E. H. Cheney and O. W. Burnap, found that the precinct had never held the annual meetings at the time required by law. This meeting adjourned to Aug. 21, of these meetings there is no report.

FROM PRECINCT RECORDS.

The precinct records appear again with a warrant by the selectmen for a meeting Aug. 24, 1869, for election of officers and to hear report of investigating committee. Adjourned to Sept. 4th, when another adjournment to the 25th was effected, for which time another meeting was also called, to see if the precinct would adopt Chapter 105 of the pamphlet laws of 1868. Not adopted.

Oct. 13, 1869, a meeting was called

"To see if the legal voters will vote to purchase a Force Pump, Forty-five Rods of Iron Pipe, to lay from the River to the Park, and Hydrants to be attached to the same, also to purchase 500 feet of hose with the necessary couplings and nozzles; also to purchase 5 Ladders, 3 Roof do, 100 feet $1\frac{1}{2}$ inch Rope, necessary hooks and pipes, and provide a suitable place

to house and keep the same, and to defray the necessary expenses, to ditch and lay said pipe and put said pump in good running order, the same to be done within two months from the date of this meeting."

This article was adopted in full, and C. C. Benton, P.E. Davis and Solomon Cole were empowered to give the precinct note for 12 months for \$3000, and superintend the work.

Meetings were held Nov. 1, Dec. 13, 1869, and Jan. 10, 1870, at which the committee reported progress. The last report was a long one, covering the location of pump and pipe; the first trial, which resulted not only in bursting the cement, but disclosed the fact that the wheel at the mill had not half enough power to do the work required; and expressing the views of the committee that with proper power for the pump, and pipes laid at the proper season, the most economical protection against fire would be secured.

At the annual meeting March 9, 1870, a petition from No. 2 for the construction of a new engine house was referred to a committee.

The selectmen called a meeting for Aug. 13, 1870, at which the water committee, so called, reported the net cost of pump, pipe and labor to be \$1552.66. At this meeting, a committee of three (Wm. Duncan, P. E. Davis and L. C. Pattee) was appointed and instructed to employ the services of a competent and disinterested engineer to survey the several proposed routes for a supply of running water, and \$300 was voted to cover the expenses of such survey, by the adoption of resolutions presented E. H. Cheney. It was also voted, on motion of James Worthen, to attach a force pump to the wheel of J. C. Sturtevant & Co., lay pipe and erect a hydrant in their yard.

There were numerous adjournments about this time, and at an adjourned meeting Oct. 24, 1870, the report of the survey was submitted.

At another adjourned meeting, Nov. 5, a committee appointed at a previous meeting reported the necessity of 10 reservoirs, at the cost of \$40 each. At this meeting

"Voted that it be the sense of this meeting that the pump system be adopted."

And J. C. Sturtevant, L. C. Pattee and Wm. Duncan were appointed to carry it out. It was also resolved

"That the sum of Fifteen thousand dollars, or such proportion thereof as may be needed, be raised to carry into effect the votes of this meeting."

At another adjourned meeting, Nov. 7, 1870, the vote to adopt the pump system was reconsidered.

Dec. 20, 1870, \$150 was voted to Philander Hall for use of wheel.

The following resolution, presented by E. J. Durant at an adjourned meeting Sept. 29, 1871, was adopted:--

Resolved, That we construct on the hill east of our village, a suitable height above our common, a suitable and commodious

reservoir for the retention of an amply supply of water, and supply the same from the best reliable source, and that we furnish our Precinct with suitable pipes and hydrants to convey the water from said reservoir to all parts of our Precinct where it may be needed for general protection against fire; and that a

committee of seven be instructed to carry out the general provisions of this resolution, according to the best of their judgment for the best interests of the whole Precinct, as soon as may be after proper provisions are made for raising the necessary funds therefor.

At a meeting Oct. 17, 1871, article first was "lost," the same being

"To see if you will vote to adopt the act passed by the Legislature in 1869, entitled An Act to enable the Centre Village Fire Precinct of Lebanon to establish Water Works."

And the other articles, being dependent, were passed over.

Another meeting for the same general purposes was held Nov. 2, 1871, when the provisions of the above mentioned act were adopted by a vote of 54 to 47.

There was an adjourned meeting Nov. 4, when, it being deemed too late in the season for the construction of water works, J. L. Spring presented a resolution that \$500 be appropriated to purchase another pump and place the same on the premises of J. C. Sturtevant & Co., and connect the same with pipes then laid. The motion was amended by E. J. Durant, to read as follows, in which form it was adopted:--

"Resolved, That a committee of five be appointed or chosen, and that they be authorized to put our force pump in working order either at Billings' mill or any other suitable place, and purchase one Gass Fire Engine Extinguisher."

The precinct offices were authorized to borrow \$1500 for this purpose.

The fire ward were authorized to build a hose tower if they deemed it necessary.

February 5, 1872, the fire wards voted to purchase an Extinguisher on trial, and appointed W. S. Ela, D. W. Marston and N. B. Marston to look after the force pump damaged by fire in H. S. Billings' mill.

April 9, 1872, fire wards contracted for construction of hose tower.

At a precinct meeting June 1, 1872, on motion of J. L. Spring, it was voted to purchase and locate pipes and hydrants to connect with the force pump of J. C. Sturtevant & Co., and with the hydrant near the common, provided a satisfactory contract could be made with the said J. C. Sturtevant & Co., also to put in reservoirs, not exceeding six in number. The fire wards were authorized to borrow to the extend of \$4000 for these purposes. A contract was made July 11, 1872, and ratified by the precinct Sept. 19th.

At this meeting Sept. 19, 1872, it was voted, on motion of J. M. Perkins, that a new hand fire engine be purchased. O. J. Machmore, A. W. Baker and P. E. Davis were appointed a committee to purchase the engine, and, on motion of Felix Amor, \$2500 was voted for the purchase of the same.

An important meeting was held Feb. 28, 1873, when the following resolution by G. W. Worthen was lost on a division by a vote of 9 to 17:--

"Resolved, That a committee of three be appointed to settle with the Fire Extinguisher Company on the best terms possible, and return the Extinguisher, even if a loss is suffered thereby, and if said company refuse to receive the same, then and in that

case said committee shall advertise and sell said Extinguisher for the highest price they can obtain."

The following resolution, offered by E. J. Durant, was adopted without division:--

"Resolved, That the fire wards are hereby instructed and requested to pay the claims now outstanding against the Precinct created by the purchase of a self-acting engine and the chemicals used therein, and that they raise the money therefor by loan on the credit of the Precinct; also that they increase the number of our fire department by 15 additional members who shall be detailed to have the care of and operate the self-acting engine."

At this meeting the limits of the precinct were enlarged to the boundaries of the town, on motion of P. E. Davis. The chief engineer, the foreman and 1st asst. foreman of No. 2 were appointed to take into consideration the organization of a hook and ladder company, and the purchase of the apparatus.

March 28, 1873, the fire wards made arrangements for the organization of a volunteer company for No. 3 "without pay from the town," and for volunteers for No. 2 "with the pay from the town;" and C. M. Hoffman was requested to recruit a company for the Extinguisher Engine.

At a precinct meeting June 4, 1873, the Hook and Ladder committee appointed Feb. 28 were authorized "to purchase a Hook and Ladder outfit at an outlay not exceeding \$700," and the fire wards were instructed to provide accommodations for storage. A preamble and resolution by E. J. Durant were adopted, appropriating \$480 for the purchase of a uniform for No. 3, that being a volunteer company.

The doings of the precinct were ratified by the Legislature in an act approved July 1, 1873, and by vote of the precinct Aug. 16, 1873.

The precinct having adopted a resolution Feb. 28, 1873, extending its boundaries to the limits of the town, and the town having voted March 9, 1875, to authorize such extension, a hearing was had before the selectmen May 10, 1875, and the boundaries extended. The limits were set back within a year, we think, but can find no record.

The annual meeting May 3, 1875, was adjourned to June 5, to allow the inhabitants of the whole town, as an enlarged precinct, to participate in the business. This meeting was adjourned, till the 9th, and that to the 19th, when 10 fire wards were elected.

At the annual meeting April 3, 1877, the fire wards were empowered to attach the Holly pump to some water wheel, at an expense of not over \$200; not to make any arrangement with Mead, Mason & Co. for the use of their steam pump; and to organize a hose company.

April 7, 1877, the fire wards voted to increase the membership of No. 2 to 50 men, and no more, and that a company not exceeding 10 men be detailed therefrom for the purpose of working the hydrants and hose--which is the Shaw Hose Co.

April 11, 1877, a contract for a place and power for the pump was entered into with Cole & Tilden, under which contract the pump is now running.

Turning to the meetings of the fire wards, we find that May 26, 1876, they voted to hire of O. R. Mason & Co., if possible, the apparatus formerly used in connection with the upper shop--the same being a hose carriage, hose, etc. O. R. Mason & Co. declined to lease said apparatus. A committee of the fire wards was appointed June 26, 1876, to make arrangements with O. R. Mason & Co. for the use of the force pump. March 5th, 1877, the wards voted not accept the terms of Mead, Mason & Co.--\$3 per day. On March 31st, after further consultation, a similar vote was passed, also a vote not to buy the apparatus. An arrangement was subsequently made, for at a meeting of the Board July 7, 1877, the committee to place the force pump having reported it as in running order, it was voted to notify Mead, Mason & Co. that the precinct would cease paying \$2.00 per day for the use of the steam pump for precinct purposes after July 9, 1877, and a committee was appointed to make arrangement for the use of the same in case of fire.

FROM TOWN RECORDS.

From the Town Clerk's book we glean the following relative to the fire department:--

Monday, May 29, 1848, George H. Lathrop moderator, Timothy Kenrick town clerk:

"Voted, That the town appropriate the sum of five hundred dollars toward purchasing a fire engine, and all necessary apparatus, on condition that the same sum be raised by subscription or otherwise, and the said engine and apparatus be to the satisfaction of the Selectmen."

March 12, 1850, Abram Pushee moderator, Timothy Kenrick town clerk:--

"Resolved, That the sum of five hundred dollars heretofore voted by the town for the purchasing an engine, with the addition of 200 dollars, be appropriated by the town to purchase land on which to remove the Town House, if within six months a subscription of responsible individuals for a sum in the opinion of the Selectmen sufficient to move and underpin the same be lodged with them; and Abner Allen, Roswell Sartwell & Ephraim Wood are hereby appointed a committee to buy for the town and take a deed of such piece of land as they may judge best, and direct where the House shall be set, and those who subscribe shall begin the work of moving and setting, and carry it on, under the direction of the Selectmen to completion and their final acceptance, the Universalist Society being allowed and secured the same privileges they now enjoy for occupying the upper story, and the village precinct be allowed to fit up and use one-half the basement for an engine house and for fire apparatus; and the vote heretofore passed by the Town appropriating five hundred dollars toward the purchase of an engine is hereby rescinded and annulled."

July 20, 1850, Abram Pushee moderator, Timothy Kenrick clerk.

"Voted, Whereas, the Town at a meeting holden in May, 1848, voted to appropriate the sum of five hundred dollars toward the purchase of a fire engine upon the conditions mentioned in said vote; and, whereas, the engine has been purchased by the precinct without the money, voted, therefore, to rescind

said vote, and that the Selectmen never pay out the money or any part thereof."

"Voted, That the vote passed at the annual meeting in March last, appropriating a sum not exceeding seven hundred dollars for the purchase of land on which to set the old meeting house be confirmed, provided that a good and sufficient bond be given to the town to the acceptance of the Selectmen, that said house be removed without damage and well fitted up to the satisfaction of the said Selectmen, before the work of moving is commenced."

March 11, 1851, Abram Pushee moderator, Timothy Kenrick clerk:--

"Voted, That it is expedient to pay the members of the engine company in the town the same sum annually that is allowed by law to soldiers for military duty."

March 9, 1852, the sum of \$50 was voted,

"To pay the members of the Fire Engine Company No. 2, in Lebanon, as compensation for their services the coming year."

March 8, 1853, voted

"Fifty dollars for the support of the Fire Department the year coming."

March 10, 1857, Watson K. Eldridge moderator, Edward J. Durant clerk:--

"Voted to pay the members of the fire company three dollars a year--the number of members not to exceed forty."

March 11, 1862, John Clough moderator, E. J. Durant Clerk:--

"Voted to pay each member of Engine Company No. 2 the sum of three dollars per annum from the date of their organization."

March 8, 1864, Alber M. Shaw moderator, E. J. Durant clerk:--

"Voted to pay the members of Engine Company No. 2 the sum of five dollars a year."

March 10, 1868, A. M. Shaw moderator, E. J. Durant clerk:--

"Voted to raise the sum of five hundred dollars for the purchase of hose for Engine No. 2 to be expended under the direction of the Selectmen."

March 9, 1875, Alpheus W. Baker moderator, E. J. Durant clerk:--

"Voted, That all members of the Fire Department recognized as such by the Fire Wardens be paid the sum of five dollars each for their services."

TRADITIONAL.

We remember having considerable fun back in the sixties with a little hand engine which was kept under the old Town Hall. It was supplied with water by a bucket line, and was operated with a crank on each side. Out of curiosity, we have consulted E. J. Durant, who was at one time foreman of a company to run it. J. M. Perkins, who was also a member of the company, and E. B. Kendrick, whose mind is stored with the history of this town. It seems that it was purchased by subscription about 1833, perhaps a year or two earlier, from a firm at Windsor, Vt., who manufactured the iron work there and got the wood work done here by Stephen Kenrick.

The probability is, therefore, that Stephen Kendrick made the wheels and tub, and that E. B. Kendrick did the painting. It was sold a few years ago, for old metal.

From the "Free Press" of April 12, 1879.

FIRE COMPANY'S EXCURSION TO CANADA.

Lebanon, June 20th, 1867.

It will be remembered by the citizens of Lebanon, that in the spring of '61, the Fire Co. of this village rendered the Vt. Central R. R. Company very great service in extinguishing the fires which broke out in their buildings, located at White River Junction, 4 miles distant from this village; which, but for their timely and efficient aid, would have resulted in almost a total loss.

In consideration of their services, the R. R. Company extended to them an invitation to a free ride over their road, at any time the Company might designate. The invitation was very kindly left open (and was not accepted) until this summer, when at the suggestion of some one of the members, a proposition was brought before the company resulting in a decision to accept the invitation, and go in body, on the 17th inst. The Railroad company being advised of their intention, very promptly sent a car, to be devoted entirely to the use of the Company, numbering 50 men.

There being some vacancies in the Company, the number was made complete by extending invitations to honorary members and friends of the Company. Happening to be one of the favored ones, I take this occasion to thank the officers of the Company for their kind invitation, which afforded a treat not often gratuitously enjoyed. On the evening of the 17th, we started, 50 in number, under the marshalship of Capt. N. B. Marston, of the Fire Department, our first destination being Montreal, some 200 miles distant. The journey to that place although taken in the night, was very pleasant, (to those who did not care for sleep,) the weather being very favorable and no accidents happening. The first stopping place of note was St. Albans, Vt., where we arrived at 6 1-2 A. M. Here we refreshed ourselves, and proceeded on our journey -- At 9 o'clock we reached Montreal, feeling much better than would be expected after a ride of that distance without sleep. The first object of marked interest was the Victoria Bridge, which crosses the beautiful river St. Lawrence, at Montreal. This is, indeed, a magnificent structure, two miles in length and built entirely of granite and iron; its cost was \$6,000,000. Arriving at Montreal, our feelings prompted us to proceed at once to some good Hotel, where we might divest ourselves of some of the Vermont soil, which had adhered to us while passing through that State. A vote of the party decided upon the Ottawa House; to which we went, booked our names, for a short sojourn in that city. The Company then separated for the time, each going to his respective quarters. There seemed

to be no desire for sight-seeing until we should first put ourselves in condition to see, and also obtain a little rest. At one of the clock we again met, around the "festive board," where it is unnecessary to say, we did justice to the viands, if not credit to ourselves. After dinner we all started out, dividing ourselves, and moving in different directions, in search of the most noted curiosities. Those of us intending to visit Quebec, having but a few hours to spare, were obliged to make our visits very short, hence I shall only attempt to give a brief sketch of the many objects of interest presented to us in this city.

Montreal is a large and beautiful city situated on the St. Lawrence river and is the principal city of British America, with a population of about 86,000. It contains many fine buildings the most famous of which is the French Cathedral Notre Dame. I think none of our party omitted revisiting that great edifice, from the towers of which can be seen the whole city. In one of its towers hangs the largest bell in America, weighing 20,000 pounds. The interior of this church is very imposing; at the upper end is the grand altar, and in the side aisles are 4 chapels, dedicated to different saints, it is filled with paintings and ornaments, ancient and curious, all of great interest to a stranger.

The new Jesuit Church, just completed is also a magnificent structure. This church is not open at all times to visitors; hence we did not have an opportunity to visit the interior. The Bank of Montreal is another fine building.

But from our short sojourn in that city, my descriptions must necessarily be brief. At 5 P. M., we all met at the Hotel, having pretty well "done the city," including the New York Circus, which some of our party attended, pronouncing it hardly worth going 200 miles to see. A vote being taken, about one-half the party decided to visit Quebec, 180 miles distant, by boat, down the St. Lawrence.

Before leaving Montreal I wish to say (and I believe I speak the sentiments of the whole party, that we were very handsomely treated while in that city. Notwithstanding we were advised at St. Albans to get a pass from some responsible man, that we might not through suspicion, be arrested as Fenians. I am sorry to say that some of our party were considerably anxious, in regard to our safety, fearing we might be detained. But resolving that there was nothing in our countenances to betray our honest intentions, we proceeded on our journey, fearing no danger. And aside from being accompanied into Montreal by a detective, whose curiosity might have been excited, we were not molested. But the sight or even the sound of "Fenian" strikes terror to the Canadian, and the movements of strangers are closely watched. At six o'clock we went on board the fine steamer Montreal for a passage to that wonderful city--Quebec--famous in the world's history--about which I had read, with thrilling interest, years ago, and of Wolfe climbing the heights of Abraham, to fight, and conquer, and die. "The Gibraltar of the Western Continent, and the former capital of the British American provinces. Although the Steamer was crowded with passengers we were fortunate enough to get good State rooms, which, after partaking of a good supper, we were not long in occupying, needing very much the soothing influences of sleep.

On the next morning, which was clear and beautiful, we awoke, finding our boat laying at the wharf in the strikingly unique old city of Quebec, a city of historic fame and unequalled scenery. Here we landed, and were directed to the Imperial Hotel for which we immediately set out, having no time to lose. Upon arriving at the hotel, we found breakfast all ready; after partaking of a comfortable repast, we chartered carriages for the day; we were first driven to the justly celebrated falls of Montmorenci 9 miles down the river. We enjoyed the ride very much, it affording us an opportunity to examine the modes of life of the Canadian farmers, and also of viewing Quebec and its environs in novel aspect. We stopped a moment to see the residence of Montcalm. It is generally conceded that the falls, when the river is full, (as it was at the time of our visit,) is the most magnificent object in the province, being replete with beauty and sublime grandeur. With the exception of a large rock near the middle of the bed, the whole is one compact sheet of foam, which is discharged almost perpendicularly to the prodigious depth of nearly 250 feet, into a reservoir among the rocks below. From the same spot there is a fine view of Quebec, with its encircling scenery; and with an ordinary magnifying glass, the observer can discern all the prominent objects--the steeples, towers, fortifications, principle edifices the shipping, and the course of the St. Lawrence, until it is lost among the hills. Some vestiges of General Wolfe's battery still remain. The mansion house, which is situated close to the fall was built by Gen. Haldimand the last Governor of the province of Quebec. It was afterwards occupied by his Royal Highness Prince Edward, duke of Kent, the father of the Queen, and the room in which he slept can yet be pointed out. Highly delighted with our visit to the falls, we returned to the city to pay a brief visit to the sublime and beautiful objects within its walls. A city more famous in the annals of history or more picturesquely situated than Quebec scarcely any where exists. It is impossible for an American not to feel an interest in it; being the chief, and yet the most notable and curious city in Canada. Returning to the city, we were first taken to the Citadel, an imposing fortification rearing itself 350 feet above the harbor. The road is very steep and winding; there was only one easy way of getting to the upper city, and there, part of the mountain has been blown up. The view from the summit, down upon the lower city is enough to cause swimming of the head. We were kindly shown about the citadel by a Sergeant of the guard, who was very communicative, answering all our questions, which were numerous, and very likely to an old soldier, rather queer. From here we took a glimpse at the old French fortifications, outside the citadel; a glance at the shipping from the brink of the precipice; also a look at the Martello towers on the left. From here we went to Bonners field, and stood upon the spot where Wolfe died. Here a monument is raised to commemorate the circumstance and place, upon which is the simple inscription:

"Here Died
WOLFE,
Victorious."

Here was fought, Sept. 13th, 1779, the famous battle between the English and French forces, Gen. Wolfe commanding one, and the Marquis Montcalm the other, in which battle both commanders were fatally wounded. The field, with cattle grazing, and people roving about, hardly looked as if it had once been the scene of deadly strife. From here we drove about the city, noting the principal edifices. There are about 20 Churches in Quebec, all built of stone; five of the Church of England, and 10 Roman Catholic. They represent all kinds of architecture, and are very fine buildings. The Cathedral church of the Church of England, is one of the most pleasing in point of perfect architecture, built upon an elevated spot and covered with tin, (as are most of the buildings in Quebec.) It is, perhaps, the most conspicuous of any of the public buildings. The Communion Plate, which is very magnificent was presented by Geo. III, as well as the books for service, and the altar cloth. Below the altar are the remains of the Duke of Richmond. The largest, and internally, the most magnificent of all the churches in the city, is the Roman Catholic Cathedral. The Music Hall is a very large and handsome stone building used as a Theatre, Concert, or Ball-room. After the destruction of the Parliament Buildings, in 1854, it was used by the legislative assembly, and the voice of Mackenzie has reverberated within its walls, as well as the sweeter voices of Madame's Bishop and Parepa. The Parliament House, since the removal of the Government to Ottawa, is used as a Post Office. This building stands just inside the Prescott gate, through which we pressed, bidding adieu to the city, being homeward bound. We left Quebec at 4 P. M. having 9 hours of daylight to enjoy the scenery along the banks of the St. Lawrence.

Morning found us again in Montreal, where we met the rest of the party. Here we breakfasted, gathered up our spoils, and at 1 A. M. started for home, where we arrived all well at 6 P. M. Thursday Eve. each man feeling glad that he went. In short every thing passed pleasantly, the weather being complete and nothing happening to mar our pleasure. The trip to Canada will not soon be forgotten by Mascoma Engine Co. No. 2, a company which it will not be considered egotism in me to say, has, from its earliest organization, been considered one of the best and most active Companies in the State. Its record is good, may it never be otherwise.

Finally, to Capt. Marston are due the thanks of the party for the zeal manifested for our comfort and enjoyment during the journey; also to the reverend and professional gentleman who accompanied us, to preside over our temporal and spiritual wants. I will here add by way of compliment, that the efficient Agt. of the Travellers' Insurance Co., of Hartford, Conn., gave us, for a slight consideration, the assurance of that sound Company against, any accidents, which might befall us. Here I will anchor until the Co. are again favored with a free ride, when I hope to be here, to see the "Free Press" of June 29, 1867.

A. J. Greeley.

A CARD.

The members of Mascoma Engine Company tender their thanks to the Vermont Central Railroad Corporation, for a free ride over their road from White River Junction to St. Johns, in Canada.-- They would especially remember his Excellency Gov. Smyth, President of the Road, Superintendents Merrill, Locklin, and the gentlemanly conductors, for the attention bestowed upon their comforts, safety, and generous consultation of all their wishes. Should they ever be called to assist in protecting the property of this Corporation from the flames, they may rest assured that their duty will be cheerfully performed.

In behalf of the Company.

N. B. WARSTON,
C. A. DOBNS,
F. P. FLYNN,

From the "Free Press" of June 29, 1967.