

Early Fire Companies Of Lancaster City And County

by

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Old records of Lancaster borough reveal the existence of fire fighting implements as early as 1742 and 1744. There were ladders, hooks, bags and buckets, but little is known of where they were kept, probably at points most convenient for the inhabitants.

In 1761, a place to house such implements was said to be on Lot 379 on West King Street between Water and Mulberry Streets. This engine house was later moved to Hoffman's Run, now Water Street, and for many years it stood on part of the Stevens House land. A receipt given by Edward Shippen, dated January 7, 1761, shows that ground rent was paid on Lot 379 for four years. The amount paid was one pound, four shillings and six pence.

In July, 1765, the burgesses of Lancaster decided to erect a house large enough to hold three engines in the northwest corner of the market house. It was to take up in length three pillars of the market house, and not more than four feet of the inside. There is, however, no record of this place having been occupied by a fire company.

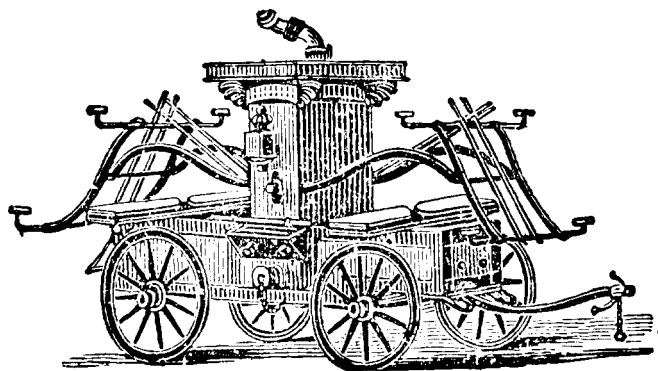
The year 1764 seems to have been one of considerable activity among the fire fighters. There were at that time three companies well organized and doing service, namely, The Union, the Friendship, and the Sun. These companies were organized about the same time, each claiming priority over the others. There was always great rivalry between them.

LANCASTER'S OLDEST FIRE COMPANY

The Union Fire Company No. 1 claims to be the oldest company in the city and evidently was a continuation of the one in existence in the period of 1742 and later. Relics in the possession of the Lancaster County Historical Society, such as hats, leather

buckets and belts, show that this company was in service since 1760. A brass plate from the old hand engine bears the inscription "Instituted 1760." Green was their color, and their motto—"In Union there is Strength."

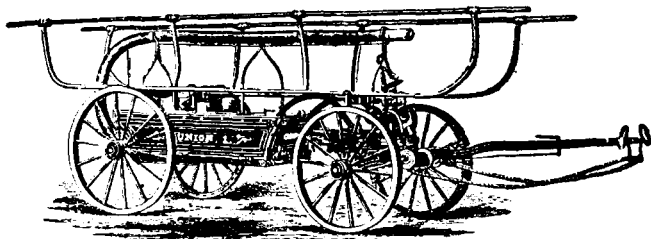
The minutes of the meeting held August 25, 1764, show that the membership at that time included William Dehuff, Henry Dehuff, Matthias Dehuff, Robert Fulton, father of the Robert of steamboat fame, Joseph Simon, wealthy Jewish Indian Trader and



ENGINE OF THE UNION FIRE COMPANY No. 1
PURCHASED IN 1823

grandfather of Rebecca Gratz; Anthony Snyder, father of Gov. Simon Snyder; Christian Voght, John Stone, Christopher Crawford, Samuel Boyd, John Hopton, Matthias Slough of the White Swan Tavern, John Eberman, Adam Reigart, of the Grape Tavern, Charles Klugh, George Graeff, Abraham Riblet, Godlip Klein, George Burkhart, Adam Simon Kuhn, William A. Atlee, Esq., who later became a judge of the Supreme Court of Pennsylvania, Christ. Ginter, Isaac Whitelock, a prominent Quaker resident, Edward Shippen, Esq., prothonotary for many years, Leonhart Klein, Lodwick Stone, Christopher Reigart, John Postlethwaite, Caleb Sheward, John Sayre and James Peters. William Henry, riflemaker and experimenter with steam, and James Burd, prominent officer in the French and Indian War and the Revolution, were also members at that time. The membership was limited to forty men, and they were fined for non-attendance at the meetings or neglect of duty.

The new fire engine, which was purchased with money subscribed by the citizens of the borough, through an agent in Philadelphia in 1764, was imported from London. It was small and



BUTTON SUCTION ENGINE OF THE UNION FIRE COMPANY
No. 1, PURCHASED IN 1857

crude in its construction, but it did good service. The supply of water came from the public pumps and wells, and was carried by the members in the leather buckets. Two lines were formed near the fire, and the filled buckets were passed up one line to the engine and returned down the other line to be refilled. This engine was sold to the borough of Manheim, where it served the citizens many years, and is now a highly prized relic of by-gone days. Fire ladders were purchased at the expense of the company and kept in custody of certain members.

Each man had his work assigned to him, so that he knew exactly what to do when an alarm of fire was given.

At a meeting of the Union, held February 22, 1766, the members were given the following assignments:

“Edward Shippen, Adam Simon Kuhn, James Burd, William Atlee—To direct and form lines, etc.

“Robert Boyd, Godfried Klyne, John Sayre, Samuel Boyd, Christian Voght—Carriers of goods.

“John Hopton, Joseph Simon, George Graeff, Lodwick Stone—Door men.

“William Henry, Matthias Slough—Pipe players.

“Christopher Reigart, Adam Reigart, Henry Dehuff, Peter Riblet, Matthias Dehuff, Abraham Riblet—Workers of the engine.

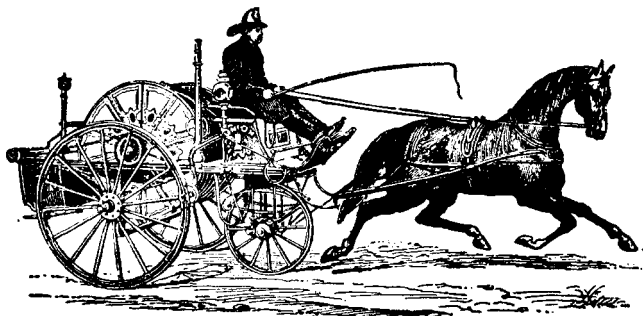
“Anthony Snyder, Fred. Tombaugh, Christopher Crawford, John Eberman, Charles Klugh, Rudy Stoner, George Burkhard, Leonard Klyne—To carry ladders, hooks and forks.”

At a meeting of the General Committee about this time, the question on the advisability of constructing a reservoir on the Run in Queen Street was brought up by the Union members for discussion. This was about 70 years before it became a reality, and the fire companies celebrated the accomplishment by holding an immense parade. (The site selected for the reservoir is on East King Street.)

All residents were notified by the Burgesses to keep their chimneys cleaned. All buckets, bags and baskets were to be kept in perfect order by the company, or fines would be collected from delinquents.

Later minutes show the names of George Ross, Sr., signer of the Declaration of Independence, and his three sons—George Jr., William B. and James. Other names appearing are John, Frederick and Bernard Hubley, Jasper Yeates, Judge of the Supreme Court of Pennsylvania, Stephen Chambers, who was killed in a duel, Christopher Hager and Conrad Swartz.

On down through the years we find such men as Paul Zant-zinger, Myer Solomon, Solomon Etting, Levy Philips, John Joseph Henry, son of Wm. Henry, Samuel Humes, Robert Coleman, Andrew Graeff, Henry Shippen, Valentine Krug, Jacob Krug, George Krug, John Reynolds, James Hopkins, Walter Franklin, Henry E.



HOSE CART OF THE UNION FIRE COMPANY No. 1
PURCHASED IN 1878

Slaymaker, Col. John Duchman, John Ehler, Newton Lightner, Henry E. Leman, famous rifle maker, Henry R. Reed, George K. Reed, Jasper Slaymaker, Charles A. Heinitsh, and most famous of all—James Buchanan, who later represented the U. S. in Russia and England, and became president of his country in 1857. He was a member of the Union for more than fifty years, and at one time it was his duty to carry the large ladder to the fire and to return it to its proper place. Many additional prominent citizens served faithfully in these old volunteer companies.

THE FRIENDSHIP FIRE COMPANY

Realizing that more fire protection was needed for Lancaster, a second group of prominent citizens met and organized a new company, December 10, 1763. It was named The Friendship Fire Company.

The original members were James Bickham, George Ross, Robert Thompson, Michael Hubley, John Craig, Jacob Glatz, Frederick Stone, Jacob Fetter, Ludwick Lauman, Milton Atkinson, Frederick Weidle, Thomas Poultney, Henry Helm, John DeHuff, John Feltman, David Trissler, John Crush, William Montgomery, Michael Diffenderfer, proprietor of the Leopard; Francis Sander-son, Sebastian Graff, John Messenkop, James Rolfe, William White, John Miller, Martin Lauman, William Jevon, Joseph Solomon, Rev. Thomas Barton, Rector of St. James' Episcopal Church; Nicholas Hauer and Michael Immel.

The second meeting of the Friendship Company was held at the house of Michael Hubley, December 29, 1763. Rev. Thomas Barton, Michael Hubley and George Ross were appointed a committee to confer with similar committees of other companies. They reported at the next meeting that it was agreed to have a new engine, larger than the one in use, made by William Henry, who was very prominent in the Revolution. This engine was never completed.

In February, 1764, the Friendship Company selected brown as their color and the emblem to be used. The device of "Grasped hands" was to be painted on the buckets and to be used on all fitting occasions.

The rules and regulations to be followed in the conduct of this company were similar to those used by the Union. The membership was limited to thirty and later thirty-five men.

The last meeting held, prior to the Revolution, was on July 12, 1768, when the minutes were written by Rev. Thomas Barton and concluded with "Finis Veteris Libri."

The next page written by William Reichenbach, one of the founders of the Swedenborgian church in Lancaster, shows that the Friendship Company held a meeting December 31, 1791, after a lapse of twenty-three years. The meeting was held at the house of Christian App. At this time activities of the company were revived with new zeal.

In the new company we find recorded the names of George Hoff, General Edward Hand, Adjutant to General George Washington in the Revolution, Peter Huffnagle, Casper Shaffner, William Hentzel, Peter Bier, Christopher Reitzel and many others, all men of high character. George Ross seems to have gone over later to the Union. He is listed with both companies. The home of the Friendship still stands at the bridge on the east side of North Duke Street near Chestnut.

THE SUN FIRE COMPANY

"Whereas, the Publick would receive great benefit by Fire Companies being established in this borough of Lancaster, and as we the Subscribers are desirous to associate by the name of the Sun Fire Company, do mutually agree to the following articles, (twelve in number) for government and equipment of the company." * * * *

The constitution and by-laws were subscribed to December 10, 1763 (the same day as the organization of the Friendship company), by the following men: William Bausman, Bernard Hubley, Christian Wertz, George Mayer, Philip Lenhare, Michael Groff, Casper Shaffner, Sr., Casper Shaffner, Jr., Jacob Weaver, William Bush, Philip Baker, Christopher Breidenhart, Michael Gross, Paul Weitzel, John Barr, George Strickler, John Spore, Marcus Young, John Hambright, Abraham Dehuff, Daniel May, Casper Singer, John Henry, Simon Snyder, Michael Fortine, Christopher Heyne, David Stout, Nicholas Job, George Eberly, and John Eberly.

The meetings were held at the homes of the members, and fines were imposed for non-attendance or neglect of duties.

From the minutes of February 18, 1764, we find that the Sun Fire Company deserves the credit for the first attempt to light the streets of the borough. "Agreed, that upon every accident of fire happening within the borough, every member of the company shall fix a lighted candle in a front window or over the front door of his house, for the convenience of the people going to and from the fire."

At a joint meeting of the several fire companies November 24, 1792, it was decided to place the two fire engines belonging to this borough under the care and direction of Peter Getz. Later it seems that Peter Getz made a new engine for the Sun, as the Journal of July 8, 1796, announces that "the new engine, made for the Sun Fire company, by Peter Getz, is fully completed, and is esteemed by gentlemen of mechanical ability to be as complete a piece of workmanship as any of the kind in America, throwing the water with great force and effect." Peter Getz designed the die of the original Washington cent of 1791.

A distinguishing badge made its first appearance in September, 1816, when each of the seventy members wore a tin disc on which was painted a representation of the sun. Later they wore black hats and capes bearing the emblem and name printed in

See illustration on the opposite page. Samuel D. Bausman (right), veteran member of the Union Fire Company No. 1, who "ran with the machine," and served in various stations in fighting early Lancaster fires, and George Kuhlman (left), a veteran member of the Shiffler Fire Company, now a member of the Union, who also was an active volunteer. The two men are wearing the uniforms used in earlier days. The words "Union No. 1" are painted on the backs of the capes.

The veteran firemen are posing with some of the company's relics. The trumpet was kept on the tongue of the engine, and the first member to reach the fire house and get the trumpet would command the engine at the fire; it was an emblem of authority and also used to shout warnings to clear the streets for the engine enroute to the fire, and to give orders to the firemen. The models are of the Agnew engine, purchased by the Union in 1823, by a committee consisting of Adam Reigart, John Eberman, Daniel Reigart, George H. King, A. D. Warren, John Carroll, John Mathiot, John Bachman and William White, and of a hose carriage, purchased in 1870, and used until 1878, when a larger one was secured that was drawn by a horse. These models were made by Herbert J. Blankenmyer, who is a member of the present city fire department.

large letters. At another time they wore red shirts and belts. These outfits were worn mostly for parades and gala occasions.

The Sun Company occupied many sites in the city—for a time being on part of St. James' churchyard, later moving to Lime Street, then to the Reformed church lot on East Orange Street and lastly on East Vine Street next to Zion Lutheran Church. Here they remained until the company went out of existence on the organization of the paid Fire Department in 1882.

THE ACTIVE FIRE COMPANY

In 1791-92, a new organization was effected in Lancaster. It was named the Active Fire Company and was modeled after the Union, Friendship and Sun companies. The membership was limited to sixty men, some of whom were Matthias Barton, David R. Barton, Henry Dering, Jeremiah Mosher, Peter Shindle, George Trissler, Christian Trissler, Peter Getz, Peter Bruner, Casper Bruner, John Gundaker, Martin Shreiner, clockmaker, Emanuel Reigart, Gottlieb Sener, John Sener, Samuel Boyd, Peter Bier, John Ewing, Jacob Lehman and Jacob Rieger. These men were all prominent in business and civic affairs and many of them were soldiers in the Revolution. One of their number, Peter Getz (opposite Hager's), built a fine fire engine for this company in December, 1797. This was his second engine and it was said to equal anything of its kind in Europe or America.

THE WASHINGTON FIRE COMPANY

On March 4, 1820, a group of forty-one men met at the home of John Landis, formed a new fire company and named it The Washington.

Jacob Albright was elected president, Christian Blackman, secretary, and Henry Longnecker, treasurer.

The plate on the opposite page shows a "rechnung," a bill or account of Christopher Crawford, treasurer of the Union Fire Company in 1764-65. This bill—the oldest original paper connected with the volunteer fire companies that is found in our archives—was presented to our Society by Edward Shippen Thompson, of Thompsontown, Pa., who is a direct descendant of Edward Shippen and Colonel James Burd, members of the pioneer Union Fire Company.

Other members were Christopher Bachman, John Zimmerman, Jacob Bundle, Wm. Albright, Joseph Tripple, Michael Gross, Jr., and Jacob Ackerman.

Those who attended to the building of an engine house were Jacob Dorwart, George Roth, Henry Flick, Abraham Bitner, William Russell, John Sener, Jacob Sener, John Kreiner, Ephraim Zellers, and S. Kreider.

Later we find the names of Henry Barnitz, William Frailey, George Glatz, Bonam Samson, Joseph Samson, Dana Graham, Jacob Zecher, Gottlieb Sener, J. Fred. Sener and Daniel Heitshu.

This company was always housed on North Queen Street beyond Walnut Street, and was favorably known for its efficient work.

The house, with equipment, was purchased by the city in 1881-82, and is now known as No. 4.

THE AMERICAN FIRE ENGINE AND HOSE COMPANY

The next company to organize was the American Fire Engine and Hose Company which held a preliminary meeting December 27, 1834, at the house of John Michael, Jr.

George B. Kerfoot was elected president; Julius A. Keffer, secretary, and Washington L. Atlee, treasurer.

Included in the membership were Henry Markley, Martin Shreiner, Philip Shreiner, John L. Benedict, Arthur Armstrong (portrait painter), Michael Hartley, Wm. B. Reed, Lancelot Fairer, Wm. Frick, George Musser, S. J. J. Reilly, Jesse Landis, Dr. G. F. Barker, E. C. Reigart, S. H. Price, Henry C. Demuth, S. F. Rathvon and J. K. Barr.

The home of this company was first located on ground granted by the German (Trinity) Lutheran Church and later on the east side of Church Street, near King Street, in the rear of the Indian Queen Tavern. The Eastern Market House subsequently occupied the site whereon the tavern stood.

The American Fire Company enjoyed the honor of being the first to use the new water system after its introduction into Lancaster, and recorded the fact in the minutes of April 15, 1837, as fol-

lows—"Resolved, that the American Fire Company return their thanks to the Friendship Hose Company for the promptness with which they supplied them with water at the late fire, enabling the American to throw the first Conestoga water used in case of fire."

The equipment was purchased by the city April 1, 1883, and removed to the new building on East King Street, which is now known as No. 3.

THE HUMANE FIRE COMPANY

The need for fire protection in the western part of the city resulted in the formation of the Humane Company. It was incorporated by Act of Assembly, March 13, 1839. This company was housed for some time on the west side of Manor Street near West King Street, and later on West King Street.

The Presidents were D. M. Train, Gen. B. A. Schaeffer, George W. Brubaker, B. C. Kready, Hugh R. Fulton, John Lorentz and A. F. Oblender.

The Secretaries were Edw. Snyder, C. H. Shufflebottom, Joseph W. Guire, Wm. D. Lowrant and J. M. Wilhelm.

The Humane was the nucleus of the city company No. 1, on West King Street beyond Charlotte Street.

THE SHIFFLER FIRE COMPANY

We now come to the Shiffler Fire Company, No. 7, as it was known. This company, made up of boys from twelve to sixteen years, who frequented the corner of Middle Street (Howard Avenue) and Rockland Street, was organized in June, 1852.

They led a very precarious life under various names—Independent, Fulton, Conestoga and finally back to the Shiffler. In this they honored the name of George Shiffler, a young blacksmith who was the first man to be killed in a Catholic riot in Philadelphia.

Their motto was "We honor the memory of him whose name we bear."

In 1855, Hon. Thaddeus Stevens was elected to membership and was soon made president of the company. He continued in

this office until his death in 1868, when he was succeeded by Hon. O. J. Dickey and later by George M. Franklin, Esq.

This outfit was taken over by the city in 1883. The old engine house on South Queen Street is now known as No. 2.

At the final meeting of the Shiffler Company, January 16, 1883, the funds on hand were distributed equally among the 212 active members on the roll, with John Fritz as president. The house had been sold to J. G. Goodman, George Wall and George M. Franklin, who then sold it to the city.

THE EMPIRE HOOK AND LADDER FIRE COMPANY

The last of the volunteer fire companies was organized by a group of men, who met June 12, 1856, in the National House with Christian Widmyer as chairman.

Ways and means for forming a hook and ladder company were the main topics for discussion. One week later, June 19, they met again, when the constitution and by-laws were adopted. W. G. Hendrick became the first president.

They proceeded at once to purchase the truck of the Empire Hook and Ladder Company of Philadelphia and to find a place to house it. They adopted the name of Empire Hook and Ladder Company No. 1 and the truck, upon its arrival, was placed for a short time in White's ten-pin alley. It was then removed to Duke and Vine Streets, where it was housed for three years, in a building rented from Samuel B. Cox, carriage maker.

Charles M. Howell became president in 1858, and acted in this capacity for many years.

On May 14, 1860, it was reported by a committee that a lot on North Duke Street, west side, at the bridge had been donated by the Pennsylvania Railroad Company. A new building was erected at once on the lot, and the hook and ladder truck removed to it March 6, 1861.

Several years later a new truck was purchased with funds secured by holding a large fair.

The second story of the building was tastefully furnished for a meeting room, and a short time later, in 1869, a hose tower was

erected. The top of this tower, which was very artistic in design has since been removed. This house is now the home of Companies No. 5 and No. 6 of the City Fire Department.

HOSE CARRIAGES AND CARTS

Prior to the introduction of water into the city by an organized system, February 22, 1837, there were no special hose carriages or carts used by any of the early companies. The honor of possessing the first hose carriage in Lancaster was proudly held by the Union Company. It was purchased by one of their number, John Ehler, who secured it in Philadelphia. He succeeded in getting the Good Intent hose carriage and bells for \$260. He then engaged 600 feet of hose, with necessary screws, a trumpet, pipe, a spanner and two half spanners, the whole cost of which would be \$523. This money was secured by popular subscription and the generosity of William Coleman, who gave \$350 as a gift to the company toward the purchase of the carriage, etc. It was kept in use until 1851, when it was sold, and finally landed in Black Hills, Dakota.

Other companies followed suit in securing hose carriages. They were very graceful in construction and sometimes beautifully decorated. The Union carriage was particularly beautiful, having a scene painted on it, made in oil by one of their fellow members, the famous artist, Jacob Eichholtz. It was not an ordinary fire scene, but an allegorical representation of water, portraying Venus sitting on the back of a dolphin, and attended by Neptune with his triton, two water nymphs and a merman. The scene was at sunset and the color effect very pleasing.

Another scene painted for the company depicted a fire by night, showing the walls of a burning house. A young mother and her three children are in the foreground. "She is as beautiful and sad as Niobe."

This presentation was made to the company in 1838, at the time of the placing of the engine and new hose carriage in the new house on Market Street, on part of the present market house lot.

TYPES OF FIRE ENGINES

The first engines, which consisted of a force-pump and water chamber, were operated entirely by hand. The first improvement on this type was the engine with a suction pipe carried directly to the water supply. These early engines and hose carriages were taken to the scene of the fire by means of long ropes, attached and held by from ten to twenty men. At an alarm of fire the fire laddies could be seen running from all directions. They quickly grasped the ropes and ran with all speed. The engine usually came first, followed by the hose carriage, with bells ringing and men shouting, with the voice of the Chief giving orders through his trumpet. The sight of them was just as thrilling as it is now to see the motorized units racing along, with sirens screaming and gongs clanging.

For many years steam engines, drawn by beautiful big strong horses, were used but they too have been replaced. The hose-carriages also have disappeared, never to return.

The whole system of fire-fighting was changed in 1882, when a paid City Fire Department, with Henry N. Howell as chief engineer, replaced the volunteer companies.

NOTED FIRE BELLS

A brief reference to two of the city's fire alarm bells is here given. The most famous bell was the one intended for the Ephrata Cloisters, but just escaped being broken to pieces. This large bell was brought from England in 1745. The following was inscribed around it: *Sub Auspicio Viri Venerandi Onesimi Societatis Ephratensis Praepositi*. The bell was not favorably received, and it was promptly sold to the German (Trinity) Lutheran Church of Lancaster, where it announced religious and civil affairs and called the members to worship for 100 years. It was purchased by the Washington Fire Company, and in 1883 sold to J. Fred. Sener, who had it hung in the tower of Grace Lutheran Church, as a memorial to his son, Charles M. Sener. On September 3, 1886, this famous old bell cracked and its call is heard no more. It now rests on a pedestal in the vestibule of the Church.

Another large bell hung in the tower of the Empire Hook and Ladder Company. It was purchased just fifty years ago by the

First Presbyterian Church, and hung in their tower on East Orange Street, where it continues to the present time, its call to worship.

SOCIAL CENTERS

The early volunteer fire companies were the great social centers of Lancaster, and many were the banquets, balls and parades held from time to time. These were attended by all the beauty and fashion of the town. Banquets were held nearly every year, beginning with the Union, February 26, 1791, at Matthias Slough's White Swan Tavern. It was typical of the events held by all of the other companies. This custom has been continued by the Union to the present day.

THE ONE HUNDREDTH ANNIVERSARY OF THE UNION— THE BANQUET

The Centennial Banquet of the Union, given on the evening of August 15, 1860, at Fulton Hall, was a memorable occasion. The members of the company with their invited guests were escorted to the hall by the Fencibles' Band where a most delectable feast awaited them.

Henry E. Slaymaker, Esq., president of the Union, presided and called upon the secretary, George K. Reed, to read the letter received from Hon. Benjamin Champneys, a fellow-member, who was to make an address of an historical nature. Mr. Champneys was unable to be present, but in his letter stated:

“When the great principle upon which our ancestors relied in their resistance to the oppressions of the British crown was enunciated, the County of Lancaster was foremost in the exhibition of that patriotism, energy, and self-denial, which were so characteristic of the general spirit of the American people, and amongst the most prominent, in the ranks of danger and duty, were to be found the members of the Union.

“Without intending in the slightest degree to detract from the merits of other companies equally patriotic, whose members are actuated by no other spirit than that of a generous rivalry for the public good, it is but simple justice to be permitted to say of the past and present his-

tory of the Union, that its members have ever been ready, both in war and peace, to perform their whole duty to the community and the country."

Among the toasts was one to the health of the Mayor, Hon. George Sanderson. Mr. Sanderson responded and proposed: "The Union Fire Company, may its existence be perpetual." Music for the occasion was furnished by the Union Glee Club and the Fencibles' Band.

In 1866, President Henry E. Slaymaker presented a very rare and most interesting bottle to the Union. It was old-fashioned and odd shaped, and had been moulded in sand, with the name "Joseph Simon, 1760," blown in upon the side. (Joseph Simon was one of the original members of the company). It was filled with "Old Reigart Brandy," of the vintage of 1845, and a label, written in the elegant chirography of Charles R. Frailey was pasted upon it. Mr. Slaymaker presented it to the company with the request that it shall not be opened until the Bi-Centennial Anniversary, August 14, 1960. It was placed in the vault of a local bank by Charles A. Heinitsh, treasurer.

THE ANNIVERSARY PARADE

It is almost impossible to describe the colorful parade and the brilliant ball, which were held on the preceding day, August 14, 1860, in our limited space.

The streets and houses of Lancaster were gaily decorated with flags and bunting for the big parade and an arch of evergreens was erected at the entrance to Market Street.

The men were uniformed and presented a fine appearance. The engine was drawn by four large and beautiful gray horses. William H. Shober held the reins with much dignity. Each horse was attended by a colored groom. The engine was elaborately decorated with wreaths and flowers and a number of small flags.

The hose carriage, which followed the engine, was drawn by two beautiful black horses, each attended by a colored groom, and carried the beautiful satin banner, which had been carried in the great parade of 1838. Wreaths and flowers adorned the hose carriage. During the parade the company was presented with a beautiful silk American flag by a number of the ladies of Lancaster.

It was made with golden stars set in a ground of deep blue. The pole was surmounted by a red velvet liberty cap, set with silver stars and adorned with silver braid and fringe. A silver tablet was placed near the lower part of the pole. On the line of march they were greeted everywhere with cheers and bouquets, which were thrown into the ranks. The parade was a grand success.

THE GREAT SOCIAL EVENT—THE BALL

The ball, held on the evening of the same day, in Fulton Hall, was also a great success. The hall was decorated with flags and banners, and the flower-laden engine and hose carriage were placed in the upper end of the room. The ladies, all in their gayest attire, danced until the wee small hours of the morning, and all returned to their homes well satisfied with the first day's celebration of the Centennial Anniversary, August 14, 1860.

EARLY FIRE COMPANIES OF LANCASTER COUNTY LITITZ

The Moravians at Lititz, as early as 1790, realized the necessity of preparedness in case of fire. The engine which was to be paid by subscriptions and donations, was ordered September 14, 1791, from a prominent maker in Germany. It was shipped August 14, 1792, and reached New York in January, 1793. The engine was not complete as the metal parts only were made in Germany. The box was made by Peter Getz, of Lancaster, who then assembled all the parts. When completed in 1795 it was found to be too heavy for use and was rebuilt by Martin Schreiner, of Lancaster. It was called the "Assistance."

Another engine, called the "Friendship," was later purchased in Philadelphia. These two engines, one kept in the northern part of the town, and the other in the southern part, did good service for many years, and are now stored in the basement of the Moravian Brother House.

Interest, however, lagged and a new company was organized in 1838, following a fire which endangered the whole village. It was called the Assistance Fire Company. Samuel Lichtenthaler served as the first president. In 1855, The Friendship Fire Company was organized.

COLUMBIA

Among the early fire companies of Lancaster County was the Columbia Fire Company No. 1, incorporated July 4, 1796. The Good Intent organized in April, 1835, was later known as The Vigilant. The Shawnee Steam Fire Engine Hose Company was organized June 4, 1874. These companies were always very active, and never failed to make a fine showing in the great parades held in various parts of the State during the firemen's conventions.

In 1825, a small fire engine, called "Bravo," was used in Columbia. The box was supplied with water carried in buckets and passed along by long lines of men from the pumps and wells nearby. The women helped also, whenever possible. There was a crank handle on each side of the engine. Two men stood, one on each side and turned these handles, forcing the water over a house of ordinary size. The cylinder lay in a horizontal position and the shaft between the handles ran through the center. In 1832, it was given to the Columbia Company.

MOUNT JOY

On January 27, 1868, the Friendship Fire Company No. 1 was organized in Mount Joy, with Henry Shaffner as president and R. P. Kelly as chief engineer.

MANHEIM

In Manheim we have the Union Company, organized in 1810. The name was changed a number of times and it is now known as The Hope Company, No. 1.

MARIETTA

The citizens of Marietta were assured of fire protection when the Pioneer Company was organized May 21, 1840, with John Jay Libhart as president.

ELIZABETHTOWN

The Friendship Fire Engine and Hose Company No. 1 was organized in Elizabethtown in 1836, using a small Vulcan engine. This company was reorganized several times.