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No. 29. HISTORY OF THE KALAMAZOO FIRE DEPARTMENT  
1843-1900

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## T A B L E O F C O N T E N T S

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## I N T R O D U C T I O N

Since this paper is a history of the Kalamazoo Fire Department, the reader will no doubt be puzzled as to why so much attention has been given to the development of the water works. The answer is that the problems of fire protection and water supply were so inseparably related and the one so entirely dependent upon the other that they had to be treated as a unit in this investigation.

While this history is continuous in relation of events, yet in view of what transpired, the whole subject has been divided into two distinct periods of time.

The first period deals with the era of volunteer firemen. The members of these early fire companies came from all walks of life. The firemen themselves were a power in the city and wielded considerable political influence by their numbers and strong organizations. As an individual, the volunteer fireman was expected to stop whatever he was doing and hasten to the fire at the sound of the alarm. If he failed to follow his apparatus or violated any of the innumerable rules and regulations, he was fined. Service was voluntary and without monetary compensation. Membership in the fire companies was decided entirely by election, just as the firemen elected their own foreman and other officers by ballot.

"The fireman, from his slumbers waking,  
At once his quiet home forsaking,  
Regardless of both health and life,  
Rushes to the deadly strife,  
While still the cry of wild despair  
Is wafted on the midnight air,  
Fire! Fire! Fire!"<sup>1</sup>

<sup>1</sup>Engine! Engine! K. H. Dunshee, published by H. V. Smith  
New York, New York, 1939, page 46.

The second portion of this paper conveys to the reader the development of the paid fire department, which also functioned as police force when first organized. In contrast to the volunteers, the "paid firemen" were chosen by the chief on their personal qualifications for the various positions. The reader will find references made to the "part-pay fireman;" these individuals functioned in much the same manner as the volunteers, since they were engaged in other fields of endeavor, but subject to call twenty-four hours daily. Remuneration for their services was based on the length of time spent extinguishing fires.

Frequent reference will be made to the "Arcadia," a small but beautiful stream which entered the village from the southwest, nearly upon the then central dividing line of the corporation, and flowed easterly about one block north and parallel with Main Street to the Kalamazoo River.

The Arcadia had its source at an elevation of some one hundred feet above its outlet and had at an early date attracted the attention of persons interested in securing water power for various uses. While the supply was not adequate for propelling heavy machinery, still title had been secured by individuals to the so-called "privileges" along its banks and it was being utilized for many enterprises, such as turning lathes, chair and cabinet works, planing mills, and wool carding machines.

As the population increased and fires became more frequent, the necessity of making some provisions for a larger supply of water than could be drawn from public wells and cisterns, was solved by utilizing the waters of the Arcadia.

The final chapter is devoted to the numerous activities and social events sponsored by the early fire department, the fireman's only form of remuneration for his worthy and brave deeds.

"To a Fireman's calling, I mean

To draw a few parallel cases:

In the course of my song 'twill be seen

What a number of folks it embraces:

The ladies are firemen by trade,

When we ring, all the belles 'round about, sirs,

A coquette often dies an old maid,

Because she puts all the sparks out, sirs."<sup>1</sup>

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<sup>1</sup>Dunshee, op. cit., page 54.

CHAPTER IVOLUNTEER FIRE DEPARTMENT - 1843-1877

As early as May 1837, the subject of purchasing a fire engine was brought to the attention of the citizens of Kalamazoo, but there is no record of the meeting, showing what was done.<sup>1</sup>

The first act of legislation passed by the village council providing for fire protection was the ordinance of June 5, 1843, requiring all householders<sup>1</sup> and occupants of dwelling houses, stores, shops or offices located within the corporation limits of the village of Kalamazoo to furnish themselves with one suitable ladder of sufficient length to ascend from the ground to the roof and one suitable roof-ladder to hang over the roof. The ordinance further required the occupants to procure buckets, which were to be used only in case of fire. These were generally hung at the front of the house so that when the alarm of fire was sounded, "Throw out your buckets," the firemen and civilians alike racing to the fire could readily pick them up. Both ladders and buckets were to be marked legibly with the owners' name and all persons failing to comply with this provision were liable to a fine of one dollar.<sup>2</sup>

A year later N. A. Balch, L. W. Whitcomb, C. E. Stuart, L. H. Trask and I. Kellogg were appointed fire wardens, to attend and take charge of all persons present at all fires. The wardens were instructed to expend five dollars out of any

<sup>1</sup>Samuel W. Durant, "History of Kalamazoo County Michigan," Philadelphia, 1880, page 266.

<sup>2</sup>Annual Reports of the Village of Kalamazoo, 1888 and History of Fire and Water Departments from 1843 to 1881, Kalamazoo, Michigan, 1881, page 4. This portion of the ordinance was repealed February 5, 1850 and Village Marshall directed to purchase six ladders at corporation expense.

public fund on hand and to solicit from citizens the additional amount needed to purchase a fire hook for the use of the village.<sup>1</sup> This hook was to be used in case it was impossible to extinguish the blaze in a burning building; the building was then to be pulled down with the hook so as to prevent the spread of the fire. "It is believed that this hook was the first implement purchased by the village for use in extinguishing fires."<sup>2</sup>

A second fire ordinance was adopted the same year, prohibiting the kindling of bonfires and the burning of leaves in the streets from sundown until sunrise.<sup>3</sup> Transgressors were to be assessed a penalty of five dollars.

These acts were followed by the organization of a bucket brigade, the Kalamazoo Hook and Ladder Company, March 11, 1846, with Alex J. Sheldon as foreman.<sup>4</sup> The village trustees appropriated the sum of \$59.03 for the purchase of hooks, ladders, ropes, and 100 fire buckets, plus a suitable wagon to be placed at the disposal of this volunteer company.

A petition requesting the Board of Trustees to levy a tax for the purchase of a fire engine and apparatus for Mr. Sheldon's company was submitted by the citizens May 3, 1847. A committee was appointed to ascertain the cost of a suitable engine and reported that one could be bought for about \$700 to \$800, inferior ones from \$300 to \$500, and a second-hand engine for about \$300. It was further stated that an engine of any make could be ordered at Grand Rapids and credit would be granted for

<sup>1</sup>Kalamazoo Village Record, 1844, ms., hereafter referred to as K. V. R.

<sup>2</sup>Kalamazoo Gazette, February 10, 1918, hereafter referred to as Gaz.

<sup>3</sup>K. V. R., 1844.

<sup>4</sup>Alex J. Sheldon was chosen Chief Engineer of the new fire department, April 30, 1846.

one-half the purchase price.<sup>1</sup> The committee recommended that a tax of at least \$1,000 be levied. On October 2, 1848, a tax of three mills on the dollar was ordered to assist in the purchase of a fire engine, but on November 6 of the same year the tax was rescinded.<sup>2</sup>

In order for the bucket brigade to function properly, it was necessary that the village provide an adequate supply of water. A committee of two was appointed to determine whether the waters of Arcadia Creek could be used in case of fire and were instructed to confer with all persons interested as owners in the waters of this creek. An agreement was reached with Swazey Wool Carding Mill located on East Main Street. A flume was constructed from the mill race of the wool carding mill and ran parallel to the sidewalk. In the event of a fire a gate was closed at the mill race and the water directed into the flume, from which the bucket brigade dipped their pails. As a result of this agreement, Messrs. W. R. Watson, Israel Kellogg and L. H. Trask were made a permanent committee on "Water Works," and were placed in charge of all matters relating to Arcadia Creek.

Since insurance policies at this time contained a clause requiring policy holders to conform strictly to all ordinances of the village for extinguishing fires, or policies should be void and since few were complying with the law, the ordinance of June 5, 1843, requiring citizens to keep ladders and pails for fire purposes, was repealed on the 5th of February, 1850.

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<sup>1</sup>History of Kalamazoo County Michigan, page 266.

<sup>2</sup>K. V. R., 1848.

This was, in my estimation, an absurd act of legislation, since the fire underwriters were responsible for much constructive effort in introducing safe and sane fire regulations.

The disastrous fire, which occurred a few days later in Hoeker's Leather Store, was partially the result of the lax fire codes. The fire raged for more than three hours, consuming five stores, three carpenter shops and the telegraph office.<sup>1</sup>

This fire conclusively demonstrated the need for additional volunteer companies and immediately thereupon "Rescue Hook and Ladder Company" was organized with 41 members and Benjamin F. Orcutt as foreman. From all indications it appears that this company too was merely a bucket brigade.

In the spring of 1851, the Michigan Central Railroad Company established a depot in the village of Kalamazoo and a line of wooden pipe were laid up the Arcadia Creek to supply water for one tank at the station. Superintendent Brooks of the railroad company offered the overflow of this tank to the village of Kalamazoo free of charge. A reservoir was constructed in the courthouse yard to which the surplus water was discharged through a wooden pipe.

With the establishment of an adequate water supply, the citizens of Kalamazoo became anxious that a fire engine should be purchased and as a result sent an urgent petition in May, 1851, requesting in addition that an engine house be erected. A special committee consisting of Messrs. Kellogg, Watson and Clark was appointed to investigate the possibilities, but were

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<sup>1</sup>Diary of George Torrey, 1846-1850, Kalamazoo Firemen Scrapbook, Volume I, page 3.

restricted to no larger sum than \$800. At a meeting of the citizens held May 9, 1851, the following resolution proposed by Alex J. Sheldon was unanimously adopted. It was resolved that the village trustees be requested to purchase a fire engine of piano make, so-called because its box-like body resembled a piano, and was further resolved that a lot be purchased upon which an engine house was to be erected.<sup>1</sup>

No action was taken in regard to the purchase of new equipment until July 8, 1853 when the President and Trustees appropriated \$1,100 for a fire engine and apparatus. Mr. Allen Potter was authorized to buy the machine. After visiting a number of manufacturers in the East, Mr. Potter reported in favor of purchasing one at Rochester, New York, for the sum of \$900 with hose at \$.75 per foot.<sup>2</sup> He was authorized to procure an engine and 266 feet of leather hose. This engine was obtained from Wright Brothers at a cost of \$1,050, including the hose. It did not arrive in Kalamazoo until December of 1853, and was then placed in charge of Burr Oak Engine Company, No. 1, which had been organized September 5, 1853 with 51 members and A. G. Hopkins as foreman.<sup>3</sup>

Mr. D. C. Cameron, a former resident of the village of Kalamazoo, had the following to say about Burr Oak No. 1, "at first No. 1 had no hose cart, the hose hung more or less gracefully festooned across the end of the brakes. But the

<sup>1</sup>Gaz., May 9, 1851.

<sup>2</sup>K. V. R., April 9, 1849 to December 3, 1855.

<sup>3</sup>This company was at first called Rescue Fire Company, No. 1.

volunteers in their red shirts, black belts and ponderous leather hats were looked upon as heroes by the average school boy, the machine with all bright works fascinated him and he soon talked wisely of hose, suction, cylinder, stroke and spanner.<sup>1</sup>

Also in July of this same year, a small fire engine, the "Cataract" was purchased from Messrs. Ransom and Arnold, with a small amount of hose, for \$129.00. This machine was a rectangular box on low wheels with a suction and about 50 feet of lead hose. It was placed in charge of Excelsior Fire Company, Engine No. 2, organized February 20, 1854 with 27 men and with George H. Gale as foreman. They were called the silk stocking company, being largely composed of young business and professional men. The members were uniformed in blue flannel jackets and the typical leather hats.<sup>2</sup>

The village also secured the use of another small engine, the "Star," whenever necessity should arise.

In April, 1854, a juvenile fire company was organized with 20 members and Andrew J. Clark as foreman; the engine "Star" was to be utilized by this company. Like the "Cataract" the "Star" was a rectangular box on low wheels but had no suction, the five feet of hose was anchored into the top of the box upon which the pipeman stood to direct the jet of water that issued from the half-inch nozzle. The box was filled by buckets with water from the nearest well, or Burr Oak would often fill the

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<sup>1</sup>Don C. Cameron, "Pioneer Firemen," - "Kalamazoo Fire Department Scrapbook, Volume I, Kalamazoo Public Library.

<sup>2</sup>Ibid.

box with a stream from one of their nozzles and the "Star" would move up close and squirt a couple of barrels on the burning building and then hurry back for more water.<sup>1</sup>

By the year 1854, it was deemed necessary that a building be constructed for the use of the fire department. Seven thousand dollars was expended for the erection of "Firemen's Hall," a beautiful building which was said to vie in convenience with the one owned by the fire department in Detroit. Its lower basement was occupied by the post-office and J. Kellogg, superintendent of the insane asylum.<sup>2</sup> A short time later an engine house and cistern were constructed in the rear of the new Firemen's Hall, for the use of Burr Oak Company, No. 1. The site upon which "Corporation Hall" was later to be built was purchased in this same year for the sum of \$1,500. A small wooden building was moved onto the northeast corner of this lot and fitted up as an engine house for Excelsior Fire Company, No. 2.

The following year a contract was entered into with Messrs. Van Ripper and Burrell for a town clock with a fire alarm attachment, costing \$400. This clock was placed in the spire of the First Baptist Church. It was still in use in 1880, although considerable repairs had been made. Until about 1870, it did not give entire satisfaction, and needed much attention. About that year the church was extensively repaired, and the clock was also remodeled, having new dials six feet in diameter

<sup>1</sup>Don C. Cameron, "Pioneer Firemen," - "Kalamazoo Fire Department Scrapbook, Volume I, Kalamazoo Public Library.

<sup>2</sup>Gaz., February 10, 1854.

put on in place of the old ones, which were three and a half or four feet. William H. Snow, who made the necessary repairs was placed in charge of the clock.<sup>1</sup>

During the same period the Committee on Fire and Water was authorized to invite proposals for the construction of six cisterns, four on South Street and two on Main Street, one at the crossing of Burdick Street and one at the junction of Portage with Main. The South Street cisterns were never constructed, but the Main Street reservoirs were built in the summer of 1855, and the old courthouse reservoir was rebuilt.<sup>2</sup> The water for these cisterns was obtained from the Bolle's Dam erected upon the Arcadia the previous year. Shortly thereafter the Bolle's Dam was removed and pumping was done at the Lawrence and Gale Foundry.<sup>3</sup>

By the year 1864, the village of Kalamazoo had outgrown its source of water for extinguishing fires. The Committee on Fire and Water were authorized to procure an immediate supply of water for the use of the fire department. No action was taken until three years later when another village ordinance was passed authorizing the President and Trustees to contract for the establishment of a hydraulic water works; "either by a private company or at the public expense."<sup>4</sup> They were also authorized to purchase water pipes, engines, and all the necessary equipment, but we find that this was not carried out.

<sup>1</sup>Durant, *op. cit.*, page 266.

<sup>2</sup>K. V. R., 1881.

<sup>3</sup>*Ibid.*, 1860.

<sup>4</sup>Annual Reports of the Village of Kalamazoo, 1881, page 15.

At a meeting of the citizens the following year a resolution was passed urging the President and Trustees to provide immediately for the introduction of water into the village. Messrs. H. F. Cook, Allen Potter, L. H. Trask, S. I. Cobb, and C. L. Cobb were appointed a committee to examine into, and make surveys to determine the best plan for supplying the village of Kalamazoo with water.

The department was immensely improved by the addition of three new pieces of apparatus. Two Button type engines, one purchased in 1859 to be utilized by Burr Oak Company, No. 1; the other purchased four years later for "Germania Engine Company, No. 3," which had been organized on March 12, 1860, with Nicholas Baumann as foreman. In 1869, a new ladder truck and apparatus was purchased for Empire Hook and Ladder Company at a cost of \$1,000.<sup>1</sup>

Because of the urgent need for an adequate building to house the new and expensive equipment, plans and specifications for the erection of "Corporation Hall" were adopted January 26, 1867. This structure was to be utilized as a fire house and fire headquarters, and provide space for other public offices of the village. On March 4, 1867, the following bids for construction of "Corporation Hall" were received: Alex Cameron bid \$14,500; L. H. Trask bid \$16,750; Hays and Haskins bid \$17,087.50. That of Mr. Cameron's was accepted and the committee was directed to close the contract with him. From the records it appears, however, that the contract was finally given to Messrs. Push and Paterson for \$15,500, which included pay for

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<sup>1</sup>K. V. R., May 19, 1862 to April 12, 1871, page 20.

the removal of engine house No. 2 and the hook and ladder house from the lot. The hall was completed later in the same year. This structure was two stories in height, built of brick with cut stone trimmings. The upper floors were occupied by the president, trustees, marshal, public library, and free reading room. The two rooms to the south were first occupied by the Ladies Library Association, which later constructed a building of its own on Park Street. The lower portion of the building formed the fire station.

On April 17, 1869, a fire broke out in the Stevens boarding house. The Kalamazoo Telegraph stated that within minutes the flame was ravaging a number of buildings and the fire was spending its full force unchecked so far as the efforts of the department were concerned, since there was no available water in the vicinity to supply the engines. This fire caused an estimated damage of \$40,000.<sup>1</sup>

At the next meeting of the Village Board, trustee Phelps made the following statement, "The late disastrous fire has clearly demonstrated the fact that expensive engine houses in the absence of a supply of water contributes little or nothing toward the security of the property of our citizens."<sup>2</sup>

In addition he proposed that a sufficient water supply be properly distributed throughout the village for the extinguishing of fires and that a steam fire engine be purchased. As a means of obtaining the necessary funds to accomplish this task, trustee Phelps recommended the sale of "Corporation Hall." This resolution was referred to the Committee on Fire and Water, who

<sup>1</sup>Kalamazoo Telegraph, April 18, 1869.

<sup>2</sup>K. V. R., May 19, 1862 to April 12, 1871, page 536.

were instructed to report at the earliest possible moment.

After much deliberation as to which of the three possible sources of water would be most feasible, to conduct water from Loring's Lake near Oshtemo to a large reservoir constructed at some point on Prospect Hill, to obtain water from the creeks within the corporation limits, or to install the "Holly System," which would pump water from a well within the corporation limits, the Committee on Fire and Water recommended the "Holly System." It was agreed that a contract should be entered into with the Holly Manufacturing Company, of Lockport, New York, for all the machinery and fixtures.<sup>1</sup>

The report of the committee was adopted and the President and Trustees proceeded to execute a contract with the agent of the Holly Manufacturing Company. The company agreed to furnish two Holly patent elliptical rotary pumps, one boiler, one double cylinder, one fourth crank piston engine, one hydrostatic pressure gauge and regulator, one blower, one heater valve, connections, gearing and shafting, and all the machinery necessary to complete the works.<sup>2</sup> They further guaranteed "a power sufficient to throw three one-inch streams simultaneously to the height of eight feet."<sup>3</sup>

The company agreed to furnish sixteen double fire hydrants at \$50.00 each and sixteen single hydrants at \$40.00 each. It also stipulated that the boiler should stand a pressure of "twenty-five pounds to the square inch and that steam from cold

<sup>1</sup>Annual Reports of Village of Kalamazoo, 1881, and History of the Fire and Water Departments, cited above, page 65.

<sup>2</sup>Ibid., page 60.

<sup>3</sup>Ibid.

water should be raised in ten minutes."<sup>1</sup> Upon the acceptance of this machinery, the village authorities were to pay \$10,000 on the 10th of September, 1869, at which time it was believed the water works would be in readiness for public test.

On November 6, 1869, the first contract test was made on Main Street. Fifty feet of hose were attached to each hydrant located as follows: Corner of Main and Portage Streets, one at the corner of Main and Burdick Streets, one at the corner of Main and Rose Streets, one at the corner of Main and Park Streets, one in front of the residence of J. W. Breese on Main Street, and one at the corner of Main and West Streets. This test was well sustained during a heavy wind from the southwest. Shortly after 2:00 P. M. a heavy, driving snow storm compelled the discontinuance, for the time, of the public test. Two days later the test was resumed at 1:00 P. M. From the hydrant at the corner of Cedar and West Streets water was thrown through 1,000 feet of hose from 70 to 80 feet high,<sup>2</sup> and through 1,500 feet of hose,<sup>3</sup> with nearly as favorable results. From the double hydrant at the corner of Lovell and Rose Streets, water was thrown 10 feet above the top of the Methodist Church tower - or 185 feet from the level of the street. The test of "six one inch streams 100 feet high"<sup>4</sup> was reported with complete success.

A vote was taken in the general committee, on the several contract tests and each was unanimously approved. It was agreed

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<sup>1</sup>Annual Reports of the Village of Kalamazoo, 1881, and History of the Fire and Water Departments, cited above, page 60.

<sup>2</sup>Ibid.

<sup>3</sup>Ibid.

<sup>4</sup>Ibid.

that the machinery had been fully and satisfactorily tested. Whereupon it was recommended that this same machinery be accepted.<sup>1</sup>

By the summer of this same year, however, it was apparent that the newly established water works was inadequate to cope with the needs of the village. The Committee on Fire and Water were ordered to correspond with the Holly Manufacturing Company and ascertain what the price would be for an engine and pumping machinery of a capacity double that now contracted for. Three days later the committee reported that the engine and pumps as proposed would cost \$25,000. No action was taken regarding this report.

As a result of the new conditions created by the erection of the Water Works, it was found necessary to reorganize the fire department. The Committee on Fire and Water had the following statement to make. "Formerly the fire department with a little water put out a fire; now the Water Works with a little department does the same, but it does it more certainly and more efficiently than before."<sup>2</sup>

In the fall of the year 1869, Chief Engineer Thomas O'Neill of the Fire Department submitted a report recommending a reorganization of the department. He proposed that the department consist of four hose companies of twenty men each; this was referred to the Committee on Fire and Water.<sup>3</sup> As a result trustees Cobb and Bishop were appointed a committee to

<sup>1</sup>Annual Reports of the Village of Kalamazoo, 1881, and History of the Fire and Water Departments, page 60.

<sup>2</sup>K. V. R., 1881, page 22-24.

<sup>3</sup>Ibid., May 19, 1862 to April 12, 1871, page 646.

draft an ordinance for the proposed reorganization. Messrs. J. Cornell, G. H. Gale, S. S. Cobb and Thomas O'Neill were appointed a committee of citizens to confer with the Committee on Fire and Water in respect to the same matter. In December the former committee reported in favor of the plan proposed by Chief O'Neill, which was accepted and adopted.

On March 7, 1870, this same committee recommended the following which was adopted. The organization was to consist of four hose companies of fifteen men each; including Foreman, Assistant Foreman, two Hydrantmen and not less than two Pipemen. Each company should be permitted to choose its own officers. Each foreman should be required to keep a record of the time each man of his company was on duty. Fifteen citizens were to be appointed special "Fire Police;" and the President of the village was to act as chief. There were to be a Chief and an Assistant Chief of the fire department.<sup>1</sup>

Nine days later trustees Metcalf, Baumann, and Bishop were appointed a committee to consider and report in more detail the complete reorganization of the department. On March 19, this committee made a report in which they recommended the purchase of one four-wheeled hose cart, to carry 1,200 to 1,500 feet of hose and one two-wheeled horse cart, both of which were to be kept at Corporation Hall. This equipment was to be manned by a company of 25 men, who were to be paid an annual sum of \$400. They further recommended additional hose carts and volunteer companies be located; one on or near Rose Street, between Vine

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<sup>1</sup>K. V. R., May 19, 1862 to April 12, 1871, page 675.

and Dutton Streets; and one on Burdick Street near the H. C. R. R. Depot. Old Fire Engine No. 2 was to be located over Portage near Merrill and McCourties Mill.<sup>1</sup>

On April 21, 1870, Chief O'Neill was presented with the resignations of several of the hose companies, which however, tendered their services until a permanent organization could be effected.

In May of this same year, a building belonging to Horace Phelps, located on Lovell Street, and a building belonging to John Dudgeon, located on Burdick Street, were ordered to be put into proper condition for use by hose carts and companies. May 28, Excelsior Hose Company, No. 2, occupied the hose house on Lovell Street. The following month Hose Company, No. 1, G. H. Gale, foreman, consisting of 27 men and Hose Company, No. 3, C. M. Hobbs, foreman, consisting of 29 men, tendered their services and were accepted.<sup>2</sup>

During the month of November, 1870, the fire department was ordered to purchase a horse and harness, not to exceed \$250 in cost, for the purpose of pulling the new hose cart which had been procured the previous summer. This horse remained in the service of the department for two years, at which time it was reported disabled and was authorized to be sold.

In December of the year 1870, the Committee on Fire and Water were authorized to hire two capable men to man the new horse-drawn hose cart; the salary of the two men combined was not to exceed the sum of \$60.00 per month. "This is the first step

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<sup>1</sup>K. V. R., May 19, 1862 to April 12, 1871, page 675.

<sup>2</sup>Ibid., page 706.

taken toward a paid fire department."<sup>1</sup>

Early the next year, Chief O'Neill reported that an offer had been received from Fort Smith, Arkansas, to buy hand engine No. 1, ("Burr Oak"), which had been replaced by a hose cart, for \$900. The engine was ordered sold. At this same time, it was ordered that two remaining hand engines should be put in good order and advertised for sale.

As a result of the large number of fires which were occurring in the village at this time, a petition was received from the Board of Underwriters, January 6, 1873, requesting relief from the extra hazard created by the continued construction of wooden buildings contiguous to the business blocks on Main Street. "This petition was laid over indefinitely."<sup>2</sup>

Two months later however, an extension of the fire limits was ordered. This was to include the blocks from Church Street to Park Street, north from Main Street to Eleanor Street. One year later "Ordinance No. 24," which related to the construction of buildings within the fire limits was amended and the Committee on Fire and Water were empowered to pass upon the construction of buildings within the said limits.

On May 21, 1873, the "Fire Alarm Telegraph" system had its meager beginning. The Committee on Fire and Water was instructed to erect a fire alarm telegraph line from Corporation Hall to the Water Works, costing \$684. In July, 1875, another line was built to the Michigan Central Railroad Depot at a cost of \$500. This alarm system "proved a valuable adjunct, not only

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<sup>1</sup>K. V. R., 1881, page 22.

<sup>2</sup>Ibid.

as a convenience but as an additional safety in the working of the department."<sup>1</sup>

During this same year a special committee consisting of trustees Williams, Coats, and Allen were appointed to investigate the failure of a water supply at several fires. After an extensive investigation, in which competent engineers were consulted, the committee reported that the defect resulted in consequence of the strain placed upon the obsolete "Holly Rotaries."<sup>2</sup> As a solution in removing this imminent danger, the committee recommended a change of pumps at the earliest possible moment.

On June 18, 1873, a contract was signed with the Holly Company for one pair of "piston pumps," capacity 1,000,000 gallons. The special committee in its final report had the following to say regarding the installation of these. "That they have been connected ("they" meaning the piston pumps) with the necessary machinery, and the tests made have been in every way satisfactory."<sup>3</sup>

During the years 1874-75, the village of Kalamazoo had an epidemic of devastating fires. On March 27, 1874, the passenger depot of the Grand Rapids and Indiana Railroad, on East Main Street, was totally destroyed by fire. In the same year, the building owned by Chase and Dewing, which was used as a tanning mill, was also destroyed. Two hundred feet of rubber hose was lost in this fire, which in a great measure explains the des-

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<sup>1</sup>History of the Kalamazoo Fire Department, published by the Kalamazoo Fire Department Relief Fund Association, Ihling Bros. & Everard, Kalamazoo, 1900, page 50.

<sup>2</sup>The reader is referred to the appendix of this paper for the complete report submitted by this special committee.

<sup>3</sup>K. V. R., 1873.

truction of so much property. Two months later a disastrous fire totally destroyed the Gates Morocco factory, consisting of three two-story frame buildings. It was impossible to cope with the fire because the water main was only four inches in diameter and did not deliver a sufficient flow. The loss was estimated at \$35,000. The following year a terrible fire started in the livery and feed barn of Henry First, located on Water Street. Eleven horses were burned and a large amount of property. The estimated loss in real property was \$3,500; the loss on horses, \$5,000.

As a result of these devastating fires, it was considered necessary that a hose house be constructed in the southeast portion of the village over the Portage Creek, but was not to exceed \$125.00 in cost. In January of 1876, a notice was received that a volunteer hose company had been organized south of Portage Creek, with a list of officers and members and that this company tendered their services to the village as firemen. They requested that they be known as Victor Hose Company, No. 2.<sup>1</sup> This organization was accepted but after five years of service, it was disbanded because the Board of Trustees voted down a proposal to make this a part-pay force.<sup>2</sup>

After 32 years of voluntary service, the members of the Kalamazoo Fire Department were no longer willing to render their services without some form of remuneration. Due to the increase in population and the growth of the village, the duties required

<sup>1</sup>K. V. R. and History of Fire Department, 1881, page 26.

<sup>2</sup>Annual Reports of the Village of Kalamazoo, 1891, page 9.

of these volunteers grew to such proportions that they frequently were absent from their occupations and professions and were subjected to numerous hazards.<sup>1</sup> At a meeting of the village board, held on January 3, 1876, the following report was presented by the Committee on Fire and Water. It was stated that a petition was received from the members of the volunteer fire departments, consisting of hose companies No's. 1 and 3 and Empire Hook and Ladder Company, also endorsed by H. O. Hitchcock and eight others. This petition requested that the three companies be limited to 25 men per company and each man receive \$25.00 annually. The Committee on Fire and Water agreed that the firemen should be paid for their services and recommended that this compensation be increased from \$50.00 now paid each company per year to an amount of \$250.00 per company annually.<sup>2</sup>

Eight days later the volunteers presented a resolution to the Board of Trustees, stating that if the Board did not see fit to reconsider their action of the last meeting and appropriate the sum of \$625.00 to each of the three companies above mentioned, to commence January 1, 1876 and to be paid quarterly to the Treasurer of each company, it would become necessary for the volunteer firemen to discontinue their services.<sup>3</sup>

On January 14, the Kalamazoo Gazette reported that the fire department had disbanded. It further stated that steps

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<sup>1</sup>Gaz., January 14, 1876.

<sup>2</sup>Ibid., January 7, 1876.

<sup>3</sup>Ibid., January 14, 1876.

had been taken by Chief O'Neill and trustee Burrell to form a new organization. The Board agreed to allow \$500.00 each to the three companies of 20 men each.

With this trend of events the citizens of Kalamazoo were to witness revolutionary changes in their fire department, the era of voluntary service was ended.

CHAPTER IITHE PAID FIRE DEPARTMENT - 1877-1900

After considerable discussion regarding the organization of a new fire department, the village trustees adopted a resolution accepting Eureka Hose Company, No. 1, Vigilant Hose Company, No. 3 and the Empire Hook and Ladder Company as reorganized.<sup>1</sup> Further organization of the department was left in the hands of the Committee on Fire and Water with the power to act. On October 27, 1878, after more than a year of deliberation, the Committee on Fire and Water submitted a report in which they recommended the dismissal of Eureka Hose Company, No. 1 and the employment of three more regular paid firemen besides those presently employed, (this is in reference to the chief and the two full pay firemen hired on December 5, 1870.) The paid men were to act as firemen and policemen and were to occupy that portion of Corporation Hall known as the Eureka Hose Company Division. The rate of wages was established at \$35.00 per month, except the captain, who was to receive \$40.00 per month.<sup>2</sup>

This step was approved and the Chairman of the Committee on Fire and Water with the Chief Engineer of the fire department were authorized to select the proposed men for the paid fire department; they were also authorized to draft such rules and regulations as were necessary for the guidance of the employees. The chief engineer was instructed to tender to Eureka Hose Company the thanks of the board for the valuable services

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<sup>1</sup>k. V. R., 1871-1878, page 437.

<sup>2</sup>Ibid., page 602.

the company had rendered the village.<sup>1</sup>

In this same year the Board of Trustees approved two contracts which greatly aided in the improvement of the newly organized fire department. A new high pressure duplex pumping engine with a capacity of 2,000,000 gallons was purchased from H. R. Worthington of New York, for the Water Works; and a hose house was leased on North Burdick Street for the use of Vigilant Hose Company, No. 3, at a rental of \$150.00 per year. The Worthington Duplex Pumping Engine was tested on November 5, 1877, with satisfactory results. The complete report of this test is included in the appendix of this paper.

In addition, the stall doors at Corporation Hall were fitted with spring hinges in order that they might be opened by "trips" which operated at the stroke of the gong. With the old appliances it took from forty to sixty seconds to get out of the station but with the new arrangement it was always under fifteen seconds.<sup>2</sup> It might be well to note here that the time of hitching was in most cases less than six seconds, and the time to be on the street less than twelve seconds.<sup>3</sup>

The training and drilling of horses for this quick action required unremitting care and patience. The horses were first of all carefully selected and then broken in by hard work. Regular drill periods were conducted every morning, except Sunday, at ten o'clock. At the tap of the gong the horses

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<sup>1</sup>Annual Reports of the Village of Kalamazoo, 1881, and History of Fire and Water Departments, page 30.

<sup>2</sup>Ibid., page 60.

<sup>3</sup>Ibid.

leaped from their stalls and would take their places under the swinging harness, suspended from the roof by a special apparatus, which dropped the harness on the backs of the horses when they took their positions at the pole. At the commands of "hitch" and "unhitch," they would go through all the details of the work, in part or whole, until a high degree of skill and efficiency was secured.<sup>1</sup> At the request of the chief, the teams were kept for fire purpose only and were not to be allowed to work on the streets since this was detrimental to their training and they were not on hand when needed.<sup>2</sup>

Due to the continuous growth of the village, it became necessary at this time to introduce several new fire ordinances. On November 5, 1877, it was ordered that fire extinguishers be placed in each of the school houses in the village, and the Chairman of the Committee on Fire and Water was instructed to consult with the Board of Education in reference to this. On October 7 of the following year a considerable addition was made to the territory within the fire limits. The laws governing the construction of new buildings and the repair of all old buildings were made more stringent. The Committee on Fire and Water were instructed that the new rules were to be duly enforced as contemplated by the ordinance.<sup>3</sup>

In 1879 the boundaries of the fire limits were again changed, this time to exclude the territory which had been added on October 7, 1877, because of the hardships imposed on

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<sup>1</sup>History of the Kalamazoo Fire Department, cited above, page 43.

<sup>2</sup>Annual Reports of the City of Kalamazoo, 1885, page 32.

<sup>3</sup>K. V. R., 1871-1876, page 624.

property owners in the outlying districts.<sup>1</sup> A special committee of three were appointed to examine the matter of fire limits in order to report any desirable changes which should be made.<sup>2</sup> This committee submitted a report October 23, 1879, in which they recommended the adoption of Ordinance No. 12, which was unanimously adopted.

By the end of the year 1881, the population of the village of Kalamazoo had reached 13,000 and occupied over 2,000 homes. The destructible and insurable property within the corporation limits was valued at \$3,500,000. The net average annual cost, for fire protection from 1869 to 1881 was "less than one-third (but a little over one-fourth) of one percent per annum on the value of our insurable property."<sup>3</sup>

The village fire force at this date consisted of a chief engineer, Hugh Beggs, who had replaced Chief O'Neill,<sup>4</sup> five full paid firemen and a volunteer force of fifteen men, the latter belonging to the Vigilant Hose Company, No. 3. The paid department had four horses, one hose cart, one hook and ladder truck, one hand engine, two Babcock extinguishers and all the required equipment. The volunteer force had one hand hose cart and equipment, also two hand hose carts which were not being used.

The year 1885 marked the transition of Kalamazoo from a village form of government to that of a city. This change was denoted by numerous innovations in the fire department.

<sup>1</sup>Annual Reports of the Village of Kalamazoo, 1881 and History of the Fire Department and Water Works, page 60.

<sup>2</sup>Ibid.

<sup>3</sup>Ibid, page 59.

<sup>4</sup>Ibid, page 8.

A fine new hook and ladder truck was purchased from the Fire Extinguisher Manufacturing Company of Chicago, at a cost of \$1,610.00.<sup>1</sup>

About this same time the hose house occupied by the Vigilant Hose Company was remodeled. A new four-wheel hose carriage, with one horse and two full paid firemen, were placed at this station. The fire department made it known that in the not too distant future "there will have to be a hose cart or chemical engine placed at or near the water works to protect a fast growing district south and east from this point."<sup>2</sup>

Two years later in 1886, a new chemical engine was purchased from the Fire Extinguisher Manufacturing Company, Chicago; it was equipped with two 80-gallon tanks and was drawn by a team of horses.<sup>3</sup> This undoubtedly was the most valuable piece of equipment procured in this early period. Several references have been noted as to the serviceability of this machine. For instance in 1891, it was stated that the chemical engine had done some splendid work in extinguishing many small roof fires, resulting from the disastrous Spring Factory fire.<sup>4</sup> In 1896, Chief Healy reported that this engine had discharged 2,400 gallons of chemical fluid to good effect in this same year. Again in 1900 it was reported that fifty percent of all fires in that year had been extinguished by the use of chemicals alone.

<sup>1</sup>Annual Reports of the Village of Kalamazoo, 1884, page 35.

<sup>2</sup>Annual Reports of the City of Kalamazoo, 1885, page 32.

<sup>3</sup>Ibid, 1887, page 31.

<sup>4</sup>Ibid, 1896, page 20.

one thousand nine hundred and forty-seven gallons of extinguisher fluid was used. In addition the chemical engine assisted at six other fires where water was used.<sup>1</sup>

It was during this period that the fire alarm telegraph system was added to. Several alarm boxes were placed on the street corners in the business district and a telephone was connected with the water works. The Committee on Fire and Water were not satisfied and recommended the establishment of at least four new boxes. In the placing of the new alarm boxes, recommended by the committee, it became necessary to change the line in several places, in order to shorten and avoid loops, insuring a more perfect working of the system. Some of the smaller alarm boxes were replaced by larger ones and an additional box was installed at the corner of Oak and Cedar Streets. One small gong was purchased for the assistant fire chief's residence.

At this time the property of the fire alarm system consisted of 15 alarm boxes, 3 engine house gongs, one engineer's gong, one call bell, 36 battery cells, 7 miles of wire, 110 poles, 300 insulators, one hydrometer, one galvanometer and one full set of line repairing tools.<sup>2</sup>

In consequence of the many duties placed upon the chief engineer, he was no longer able to manage both fire department and alarm telegraph. It was primarily because of this that a Mr. Harry Reed was elected Superintendent of the Alarm Telegraph in 1887. However, in the year 1892, Mr. Healy, who was then chief engineer of the fire department, was again placed in charge of the system.

<sup>1</sup>Annual Reports of the City of Kalamazoo, 1900, page 20.

<sup>2</sup>Ibid, 1885, page 34.

In 1890, a new Gamewell three circuit repeater was added which meant the lines were divided into three circuits, rather than one, a very important aid in locating and repairing the line. The property in possession of the system at this time consisted of "26 alarm boxes; 3 engine house gongs; 3 engineer's gongs; (one in use in the patrol station) 3 call bells; 96 cells of battery; 16 cells of La Blanche battery; 16 miles of wire; Gramwell three circuit repeater, complete; desk; 2 chairs; one hydrometer; and one set of line repairing tools."<sup>1</sup>

In 1892, the Committee on Fire and Water reported that a new mode of sounding a general alarm would have to be devised. The method then employed, of blowing a steam whistle at the pumping station reduced steam pressure at the instant when every unit of force should have been conserved for increasing the water pressure.<sup>2</sup> However, no indication is given in the records that the recommendation of the committee was accepted.

A good deal of trouble was experienced by the alarm system all through this period because of the careless and reckless manner in which the telephone companies were stringing their wire. In one instance an alarm was sounded at Corporation Hall and upon investigation it was found that one of the circuits had been burned out. The trouble was discovered to be a wire strung by the new telephone company from a pole on South West Street across the street, over the electric light, trolley, and fire alarm telegraph wires. The wind blew and stretched the wire, bringing it into contact with the other wires, resulting in the burning out of one gong, two boxes of

<sup>1</sup>Annual Reports of the City of Kalamazoo, 1890, page 43.

<sup>2</sup>Ibid, 1893, page 38.

the fire alarm system and several telephones.<sup>1</sup>

One of the first major problems to face the newly organized city of Kalamazoo was the inadequate water supply and hydrant pressure. The chief of the fire department reported that a fire of any great magnitude would be impossible to cope with, especially in the high building district.<sup>2</sup> This urgent problem was immensely alleviated by the installation of a new pumping engine at the water works.<sup>3</sup>

Shortly thereafter the property occupied by hose company, No. 3 (located at North Burdick Street) was sold to the Michigan Central Railroad Company and the department was ordered to vacate. It was proposed that the city should purchase a site somewhere north of the Michigan Central tracks and erect a suitable building for this company. There was also to be established one other company in the south side of the city.<sup>4</sup>

The Committee on Fire and Water decided that while "the city held a lease of the property, which did not expire until August, 1890, it did not seem wise to insist upon holding the same, to the hinderance of the improvements proposed by the railroad company in the erection of their new passenger house and the extension and beautifying of their grounds."<sup>5</sup>

Early in July of this same year, a contract was made for the purchase of a lot on the southeast corner of Burdick and

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<sup>1</sup>Annual Reports of the City of Kalamazoo, 1896, page 21.

<sup>2</sup>Ibid, 1885, page 31.

<sup>3</sup>Ibid, 1886, page 12.

<sup>4</sup>Ibid, 1887, page 31.

<sup>5</sup>Ibid, 1888, page 15.

Ransom Streets. On the 10th of August, the contract for the erection of the new hose house on this lot was awarded to Alexander Robbins. Work was commenced at once and pushed rapidly forward "so that on the 1st of December the hose company was enabled to occupy their new quarters."<sup>1</sup> This building is still in use by the department at the present time.

At this same time the Committee on Fire and Water recommended the removal of the three fire companies stationed at Corporation Hall because of the exceedingly unpleasant effect of stabling so many horses immediately beneath the city offices and council room. The condition of the air in these rooms was at times "almost nauseating."<sup>2</sup> No action was taken in regard to this matter until a number of years later.

One of the most devastating fires witnessed in the city of Kalamazoo occurred during the year 1891. This disastrous fire levelled the "Spring Shop" on "Mechanics Square." This being an oil fire, very little could be done except to protect adjoining property.<sup>3</sup> This factory was a frame structure located in the heart of the city, with large quantities of oil used in manufacturing springs. This was indeed a dangerous structure to have within the fire limits, unless surrounded by brick fire walls.<sup>4</sup>

The following year, Chief Healy reported, "the cause of fires average about the same as usual with the exception of oil fires, which have increased to a considerable extent, owing to

<sup>1</sup>Annual Reports of the City of Kalamazoo, 1888, page 15.

<sup>2</sup>Ibid. page 5.

<sup>3</sup>Ibid. 1891, page 44.

<sup>4</sup>Ibid. page 44.

the lowering of the fire test required by the government."<sup>1</sup>

An epidemic of incendiary fires ravaged the city in the year 1893, four occurring the same night. Much time was spent by the members of the department in an attempt to discover the guilty parties. Several individuals were suspected and strong circumstantial evidence was found in one case; no charges were pressed, however.<sup>2</sup>

On June 9, 1895, a fire broke out in the lumber yard owned by Dewing and Sons, situated in the southeast corner of the block north of Kalamazoo Avenue and west of Edwards Street. "The fire swept through the entire block west to Burdick and north to the Michigan Central Railroad, consuming everything before it with the exception of one store in the southwest corner of the square."<sup>3</sup> One hundred twenty-six thousand, five hundred and seventy-nine dollars and ninety nine cents worth of property was consumed by this blaze.

This period was a disastrous one throughout the country, many cities suffered great losses. This increased number of fires was due to the extreme dry weather during the summer months. Hard times also has its effects on fire losses for there is always an increase of incendiaries at such times.<sup>4</sup>

The ever increasing number of fires indicated the dire need for additional improvements in the city fire department, since it was no larger than it had been ten or twelve years ago

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<sup>1</sup>Annual Reports of the City of Kalamazoo, 1892, page 40.

<sup>2</sup>Ibid, 1893, page 38.

<sup>3</sup>Ibid, 1896, page 20.

<sup>4</sup>Ibid.

and the population had doubled. (13,000 in 1881)<sup>1</sup> The first step taken in alleviating this dangerous situation was the purchase of a steam fire engine from the American Fire Engine Company. This engine was of the third size but was an excellent piece of mechanism. This machine was kept warm by a heater attachment, and was thus ready for service at a moments notice. It was drawn by two horses and manned by three men.<sup>2</sup> After 1900 this steamer was seldom used because of the increased water pressure at fires due to the extensive use of water meters.

In consequence of the increased number of fires, a number of accidents were reported by the fire department. At the high school fire in 1897 a ladder broke and Fred Wildsmith of Hose Company No. 1 had a leg broken; "Fred Winslow of the Chemical Company, No. 1 was badly injured in the back, and may not entirely recover."<sup>3</sup> At another fire Captain Hiram Waite of Hose Company, No. 3 was badly burned. These three men are off duty yet and are being taken care of by the Firemens Relief Fund! Henry Popendeck, part-pay fireman was badly cut on the head at the spring works fire and was laid up ten days. G. W. Holliday (killed a few months later in the Hall Brothers fire) part-pay fireman, had one arm hurt and was laid up two days. There were other small accidents, where the men remained on duty.<sup>4</sup>

On February 26, 1898 at 10:15 P. M. an alarm was received at the department for a fire at the Hall Chemical Company. The

<sup>1</sup>Annual Reports of the City of Kalamazoo, 1894, page 43.

<sup>2</sup>Ibid, 1896, page 20.

<sup>3</sup>Ibid, 1897, page 40.

<sup>4</sup>Ibid.

fire was found to be in and around the elevator shaft on the north side and near the west end of the building. No. 3 Hose Company laid a line of hose and entered the building easily extinguishing the fire. Two ladders were raised against the building and firemen were then sent up to investigate if there were any fires in the top stories. In the meantime another line of hose was laid to be used if necessity should arise. At this stage of the fire there was considerable smoke in the building but no light was sighted until a small blaze was discovered in the basement. At this point Captain Healy ordered the men off of one of the ladders to take care of this blaze. "They were working to get an opening when I left them to go around the building to the south side he reported and had only got to the northeast corner when an explosion took place." This explosion was powerful enough to throw out the walls, which fell and killed four firemen and six citizens and seriously wounded several more.<sup>1</sup>

At a regular meeting of the city council held the following Monday evening, February 28, 1898, a resolution offered by Alderman Allen was unanimously adopted by a rising vote. It was resolved that as a mark of respect and sympathy the council should attend the funeral services of the deceased firemen. Wreaths were to be provided for each of the dead with cards attached, expressing the high esteem felt for them; the city clerk was requested to send each injured member of the department a bouquet of flowers as a token of gratitude for the

<sup>1</sup>Annual Reports of the City of Kalamazoo, 1898, page 35.

heroic service they had rendered the city. It was further resolved that the city council attend the memorial services to be held in Congregational Church, the following Wednesday.<sup>1</sup>

The following memorial was taken from the "Fire Department Records, 1881-1900."

"Kalamazoo Fire Department Memorial"

"Be it known that this Page in this Book is Dedicated to the Memory of these Noble Heroes Who Lost there (sic) Lives (sic) in the Great fire Known as the Hall Bro (sic) Labatory (sic) fire on Satturday (sic) Night Feb 26-1898 The Following are the Names of the Firemen

Patrick H. McHugh - Pipeman	Company No. 3
Eugene Dole - Pipeman	Company No. 3
William Wager - Pipeman	Company No. 1
George William Halladay - Pipeman	Company No. 1

The following are the Names of the Citizens who Lost Thare (sic) Lives (sic)

James Quigley	Frank Aumbis
John Hastings, Jr.	Joseph Clifford
Chas. Whiting	L. L. Holloway
	M. C. Linihan Secy.
	K. F. D." <sup>2</sup>

It required the tragedy of the Hall Brothers fire to convince the city of Kalamazoo that a real need existed for the addition of modern fire fighting equipment. In 1899 a new hook and ladder truck was purchased, replacing the old one,

<sup>1</sup>History of the Kalamazoo Fire Department, 1900, page 43.

<sup>2</sup>Fire Department Record, 1881-1900, page 37.

which had long since been out-dated. This piece of apparatus carried about the same number of feet of ladder as the old one, but weighed fifteen hundred pounds less and ran much easier. In addition, two new modern hose wagons with ball bearing axles were purchased, supplanting the old, worn out carts. Each wagon carried 1,400 feet of regulation hose, with a capacity for more, if necessary.<sup>1</sup>

The chemical engine was remodeled into a combination hose and chemical wagon. It now carried 700 feet of regulation hose, 200 feet of one-inch chemical hose, one 80-gallon tank of chemicals, instead of two as before, and one 3-gallon hand extinguisher.<sup>2</sup> The work on the chemical wagon was performed by the members of the fire department in their spare time.

By the year 1899, all the firemen injured the previous year at the Hall Brothers fire were returned to duty with the exception of John McAllister, a part-pay fireman, who suffered a badly broken leg which refused to knit. Mr. McAllister was kept on the payroll of the part-pay firemen and also received benefits from the Firemen's Relief Fund at the rate of \$26.00 per month; in addition the latter organization paid his doctor's bills. He also received \$250.00 from the Chamber of Commerce, an expression of gratitude for his gallant action in the line of duty.<sup>3</sup> Since he was unable to work at his previous occupation, Chief Healy requested that some other type of employment should be given him but no indication is given in the

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<sup>1</sup>Annual Reports of the City of Kalamazoo, 1899, page 39.

<sup>2</sup>Ibid.

<sup>3</sup>Ibid, pages 38-39.

records that Mr. Healy's suggestion was accepted.<sup>1</sup>

By the year 1900, the city of Kalamazoo was adequately equipped with modern fire fighting apparatus, a need which had existed for a number of years, as indicated by the reports of the various committees on fire and water and by the unrelenting pleas of Chief Healy. The department was now comparable in size with that of other large middle-western cities of this period.

The citizens proudly boasted of the following equipment; a combination hose and chemical wagon, purchased in 1886, remodeled in 1898; two four-wheeled hose wagons, purchased in 1898; one new ladder truck, purchased in 1898; a third-size steam fire engine plus an old hook and ladder truck; one four-wheeled hose cart; two two-wheeled hose carts and one horse wagon, which were no longer in active service.

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<sup>1</sup>Annual Reports of the City of Kalamazoo, 1899, page 39.

CHAPTER IIISOCIAL ACTIVITIES OF THE VOLUNTEER DEPARTMENT  
AND THE FIREMEN'S RELIEF FUND.

The history of the volunteer fire department was marked by a brilliant series of displays and festivals. One of these colorful festivals occurred when Alex J. Cameron gave the "Stars" permission to use the old Odd Fellows Hall, at the corner of Burdick and Main, third floor, as a meeting place, "and the night of organization they thought it proper to go up and wash down his residence by way of showing their appreciation."<sup>1</sup> In addition, crack companies of the department frequently visited other cities to engage in spirited contests of skill and endurance in the State Firemen's Tournament.

On August 27, 1874, the annual State Firemen's Tournament was held in Kalamazoo. A special meeting was called by Chief O'Neill, the object of which was to make arrangements for receiving all firemen attending the tournament. The following towns were active in this gala event, which undoubtedly highlighted the Kalamazoo social calendar for the year 1874: Port Huron, Coldwater, Jackson, Marshall, Battle Creek, Charlotte, Muskegon, Holland, Plainwell, Niles and Vicksburg.

After an exciting day of contests of every type, the judges awarded the "Champion Belt" (now on display at the Kalamazoo Museum) and the first prize of \$125.00 to the Eureka of Kalamazoo, the second prize of \$100.00 to the Unions of Battle Creek, and the third prize of \$75.00 to the Hope of Niles.

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<sup>1</sup>Don C. Cameron, op. cit., Volume I.

No less impressive were the annual balls sponsored by the volunteer fire department. They were the most important social functions of the city and were attended by leading citizens and celebrities. Individual companies gave dances and other forms of entertainment, the most outstanding of which were the annual Fourth of July celebrations.

The early history of the Kalamazoo Fire Department would not be complete without giving due recognition to the "Firemen's Relief Fund." The nucleus of this organization was the donation of \$100.00 made by Dewing and Sons for bravery and efficiency displayed by the firemen in extinguishing the blaze which devastated their business establishment in 1885. This amount was added to by donations and the proceeds of entertainment given by the department. By the year 1898 the treasury reached \$1,980.20, "but the disaster of the Hall Chemical Company has greatly depleted the treasury."<sup>1</sup> In the year 1900, the Firemen's Relief Fund published a short history of the fire department, which was sold to the citizens in an effort to replenish the treasury of this worthy organization. The reader will find the "By Laws" of the Firemen's Relief Fund included in the appendix of this paper.

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<sup>1</sup>History of the Kalamazoo Fire Department, 1900, page 52.

APPENDIX

TOTAL NUMBER OF FIRES AND LOSSES INVOLVED

YEAR	TOTAL NO. OF FIRES	LOSSES ABOVE INSURANCE	INSURANCE	LOSS	NET LOSS
1875	21	\$ 25,000	\$ 8,000	---	---
1876-77	---	14,000	-----	---	---
1878-79	24	212,25	-----	---	---
1880	---	-----	-----	---	---
1881	23	1,831	-----	---	---
1882	27	10,000	6,000	---	---
1883	20	15.00	-----	---	---
1884	25	-----	21,000	\$ 28,519	\$ 7,000
1885	26	-----	6,600	8,400	1,800
1886	35	-----	11,440	25,170	13,697
1887	48	-----	7,908	16,773	8,865
1888	41	-----	8,008	14,384	6,375
1889	59	405.00	5,397	5,802	---
1890	59	7,812	29,968	37,780	---
1891	59	-----	16,488	17,734	1,246
1892	90	10,810	13,757	24,567	---
1893	84	7,278	13,997	21,276	---
1894	81	8,048	19,025	27,073	---
1895	100	-----	67,985	157,930	---
1896	---	-----	-----	---	---
1897	---	-----	-----	---	---
1898	99	-----	41,090	42,900	---
1899	104	-----	32,898	36,307	---
1900	---	-----	-----	---	---

Compiled from the Annual Reports of the Village of Kalamazoo and City of Kalamazoo, 1875-1900.

\$200 REWARD

"Whereas there is reason to believe that the village of Kalamazoo is infested with a band of incendiaries, who have not only caused the destruction of a large amount of property, but have matured their plans for a systematic conflagration in this place - Therefore, by virtue of authority invested in me, I hereby offer the sum of \$200 for the discovery and conviction of the person or persons who have or who shall cause the destruction of any building by fire, or torpedoes, between the 30th day of April, ultimo, and the 31st day of December, 1851. And I enjoin upon all good citizens to lend their aid to the Police in the discovery of such offenders." <sup>1</sup>

Alex J. Sheldon, Marshal.

May 4, 1851.

<sup>1</sup>Gaz., May 23, 1851.

Losses By Fire From April 1, 1872 to March 31, 1881.

<u>Year</u>	<u>No. of Alarms</u>	<u>Gross Loss</u>	<u>Insurance Paid</u>	<u>Net Loss</u>
72-3	11	\$ 31,775.00	\$ 17,800.00	\$ 13,975.00
73-4	14	10,525.00	2,510.00	8,015.00
74-5	20	31,950.00	20,400.00	11,550.00
75-6	21	21,885.00	7,885.00	14,000.00
76-7	23	13,600.00	8,775.00	4,825.00
77-8*	17	8,892.00	8,742.00	150.00
78-9	16	6,555.00	6,342.75	212.25
79-80	33	8,374.00	1,684.00	6,690.00
81-82	<u>23</u>	<u>6,192.38</u>	<u>4,361.38</u>	<u>1,831.00</u>
	178	\$ 139,748.38	\$ 78,500.13	\$ 61,248.25

Average Annual Gross Loss \$15,527.60

Average Annual Net Loss - Not covered  
by Insurance \$ 6,805.36

\*Paid Fire Department Established October, 1877.

Annual Reports of the Village of Kalamazoo, 1881.

ANNUAL REPORT OF THE COMMITTEE ON FIRE AND WATER  
1881  
APPRAISEMENT

"Your committee have made, with great care, an appraisal-  
ment of the present value of the Water Works property, thus  
thus inventoried and report.

Real estate, Water Works buildings, coal and wood sheds, Engineers residence, barn, etc.	\$ 5,000
Machinery and foundations	25,000
Water Mains (83,793 feet); Hydrants (147); Gates (107); labor, lead, freight, incidentals; (first cost of which was \$107,437.79)	99,750
Water Works Well, (first cost \$10,343)	10,000
Fire Alarm Gong, tools and implements	250
<u>Total appraised value of Works</u>	<u>140,000</u>

The property belonging to The Fire Department, has been like-  
wise appraised, as follows.

Hose carts and hose; hooks, ladders and trucks;

Horses, harness and implements;

Fire Alarm Telegraph and instruments appraised

present value of Fire Department property. \$ 5,000

Table 3 shows that property of the Fire Department under the  
headings of "General Supplies" and "Telegraph Fire Alarm,"  
cost, for 12 years. \$ 14,154.73

Under the head of "Appraisement" this property, now in use,  
is valued at \$ 5,000

Total depreciation and loss in 12 years 9,154.73

To this add "Salaries," "Repairs" & "Incidentals" 32,858.97

Net average annual cost of department for 12 yrs. 42,013.70

Net average annual cost of Fire Department	\$	3,501.14
" " " " " running Water Works		3,932.87
" " " " " loss on Water Works		
	property	2,389.46
" " " " " fire protection	\$	<u>9,823.47</u>

The population of Kalamazoo is now about 13,000, occupying over two thousand homes; and is owned, within our corporate limits, an amount of destructible and insurable property equal in value to, at least \$3,500,000.00. (This estimate of property, destructible by fire, has been very carefully made.) The net average annual cost, for Fire Protection, for the last 12 years, is less, therefore, than 1/3 (but little over 1/4) of one per cent. per annum, on the value of our insurable property. (It should be borne in mind, that land, lots, money, bonds, stocks, mortgages and other uninsurable property, (nearly all taxable) are not taken into account, in this calculation of the percentage of annual cost of Fire Protection on our insurable property.)

Names of Officers and Number of Men For the Year Commencing  
April 1, 1881.

Chief Engineer, Hugh Beggs; Assistant Chief Engineer, M. F. Blaney; Secretary and Treasurer, Clarence Clark. Hose Company, No. 1, five men full pay; Hose Company, No. 3, twenty men, part pay; Hose Company, No. 4, fourteen men, volunteers.

Total number of men, 39.

Total amount of hose: cotton hose, first class 900 feet; rubber hose, first class, 650 feet; rubber hose, second class, 1,250 feet, total 2,800 feet.

Total number of carts, 5; nozzles, 12; coats, 13; wrenches, 12; axes, 6; bars, 5; lanterns, 8; extinguishers, 2; horses, 4; hook and ladder truck, 1.

Apparatus, hose, etc., at Corporation Hall: Hose Company, No. 1, Byron J. Healy, captain; Edward Cope, Clarence Clark, Edwin Smith; John Van Winkle, resigned; George Shannon, substitute. Hose carriages, 3; hook and ladder, 1; hand engine, 1; hand extinguishers, 2; horses, 4; harness, double, 2; hose, cotton, 250 feet, first class; hose, rubber, 700 feet, second class; fire hats, 5; rubber coats, 5; nozzles, plain, 5; Casewell shut-off, 1; lanterns, 5; side lamps, 4; axes, 4; iron bars, 3; hydrant wrenches, 6; monkey wrench, 1; spanners, 6; hose straps, 6; ladder straps, 10; ladders, 238 feet; pole braces, 10; pike poles, 3; hooks, large, 2; small, 1; rope, large, 140 feet; rope, small, 60 feet; pick hammers, 2; shovels, 2. Blankets, bedding, and fixtures: bedsteads, 6; mattresses, 6; straw ticks, 4; blankets, 16; comforters, 2; white spreads, 6; pillows, 6; pillow slips, 12; towels, 10; carpet Brussels,

60 yards; carpet, ingrain, 24 yards; chairs, 7; pictures, 3; clock, 1.

Apparatus, hose, etc., at Hose House, No. 3: Members, part pay, 20 men; James Doyle, Foreman; Jacob Ricktenwald, first assistant; Thomas Quigley, second assistant; J. T. McQueeney, Secretary; W. A. Doyle, Treasurer; J. A. Wheeler, Frank Labar, L. Gaffney, John Fry, Chas. Dorman, James Wynne, M. Ricktenwald, William O'Brien, Joe Bedwell, William Engleman, L. Engleman, William McQueeney, John Ruppert, James Butler, M. F. Blaney; two-wheel hand cart; rubber hose, first class, 400 feet; rubber coats, 4; lanterns, 1; hydrant wrenches, 1; hose wrenches, 2; ladder straps, 3; axes, 1; crowbars, 1; nozzles, 2; chairs, 20; carpet, old, 22 yards; pictures, 4; table, 1; uniform case, 1; water basin, 1; desk, 1; stove, wood, 1.

Apparatus, hose, etc., at Hose No. 4: Members, "Volunteers," 14 men. H. McAllister, Foreman; B. Barendrecht, Secretary and Treasurer; E. McCaffrey, F. McAllister, Daniel Harrigan, Wm. Dorne, C. Faushields, B. Patsinger, W. Sandon, J. Hampton, W. Myron, J. Daly, P. Bolkeloo, A. U. Weas. Two-wheel hand cart; rubber hose, second class, 400 feet; rubber coats, 4; lanterns, 2; oil can, four gallon, 1; lamps, 2; hydrant wrenches, 4; hose spanners, 3; axe, 1; bar, 1; trumpets, 3; stoves, wood, 1; caps and belts, 25; nozzles, 2.

Equipment, hose, etc., at Water Works: Rubber hose, second class, 150 feet; hydrant wrenches, 2; hose spanners, 2; nozzles, 2.

Fire Alarm Telegraph: There have been no improvements or additions to the fire alarm in the past year, with the exception

of the telephone which has been connected with water works, fire department, and central office, giving entire satisfaction and supplying a want long needed.

Running expenses of Fire Alarm Telegraph	\$ 55.98
" " " " Telephone	<u>30.00</u>
	\$ 85.98

Respectfully,

Byron J. Healy

TABLE NO. 3Statement of expenditures for the Kalamazoo  
Fire Department From the Year 1869 to 1881.

<u>Year</u> <u>Ending</u>	<u>Salaries</u>	<u>General</u> <u>Supplies</u>	<u>Hose Co's. &amp;</u> <u>Engineers Salaries</u>
April 1870	\$ 1,081.00	\$ 173.50	\$ 887.50
" 1871	695.00	1,066.60	150.00
" 1872	982.00	244.29	312.00
" 1873	1,127.00	1,618.10	205.00
" 1874	1,068.00	776.08	459.00
" 1875	1,087.25	1,312.25	607.06
" 1876	1,122.00	1,723.11	547.75
" 1877	1,480.00	1,511.25	1,300.00
" 1878	2,160.37	959.81	1,022.49
" 1879	2,098.50	767.70	835.00
" 1880	2,296.06	1,493.23	933.86
" 1881	<u>2,454.06</u>	<u>795.33</u>	<u>869.65</u>
	\$ 17,651.24	\$ 12,441.25	\$ 8,129.31

Annual Reports of the Village of Kalamazoo, 1881.

TABLE NO. 3

Statement of expenditures for the Kalamazoo  
Fire Department From the Year 1869 to 1881.

<u>Repairs</u>	<u>Telegraph and Alarm</u>	<u>Incidentals</u>	<u>Total</u>
\$ 76.92	\$ -----	\$ 127.62	\$ 2,346.54
-----	-----	400.00	2,291.60
-----	-----	603.13	2,141.92
183.00	-----	395.27	3,528.37
623.00	-----	276.42	3,202.50
507.25	-----	607.10	4,120.91
228.64	541.41	128.36	4,291.47
353.12	44.00	365.20	5,053.57
568.40	69.50	763.90	5,544.47
242.00	751.47	198.00	4,892.67
192.11	221.12	33.24	5,169.62
<u>114.68</u>	<u>85.98</u>	<u>109.80</u>	<u>4,430.06</u>
\$ 3,089.12	\$ 1,713.48	\$ 4,008.04	\$ 47,013.70

Inventory for the Fire Department for 1874

## "Total Aggregate, Number Men, etc."

Number of men, 93.  
Number of uniforms, 70.  
Number of hose carts, 5.  
Number of fire hose, 5,500 feet.  
Number of R. levels, 6.  
Number of nozzles, 10.  
Number of horses, 1.  
Number of harnesses, 2.  
Number of wagons, 1.  
Number of lanterns, large, 5.  
Number of lanterns, small, 3.  
Number of hooks, 8.  
Number of brace poles, 13.  
Number of axes, 4.  
Number of picks, 2.  
Number of bars, 1.  
Number of carriages, 1.

Fire Department, Kalamazoo, October 1, 1877

W. S. Dewing, Esq., Chairman of Committee  
on Fire and Water:

Sir - By your order I made a fire test of the Worthington Pumps, on Friday, September 28th, commencing at 9 o'clock A. M., and lasting forty five minutes. Gates were closed around the district where streams were thrown. Points from which streams were thrown are as follows.

Corner of Burdick - and South Streets	-	1-1/4	inch	nozzle		
" " " " Main	"	1-1/8	"	"	"	"
" " " " Lovell	"	1-1/8	"	"	"	"
" " " " Water	"	1-1/8	"	"	"	"
" " Lovell " Rose	"	1-1/8	"	"	"	"
" " Rose " Main	"	1-1/4	"	"	"	"
" " Main " Portage	"	1	"	"	"	"
" " " " Edwards	"	1	"	"	"	"
" " Kalamazoo " Edwards	"	1	"	"	"	"
Opposite Merril & McCourtie's Elevator	-	1-1/8	"	"	"	"

In all, ten first class fire streams were thrown at an average height of over one hundred feet, and I have no doubt more streams could have been thrown, still sustaining the same height of water.

The above report is respectfully submitted.

Thomas O'Neill, Chief Engineer





Report of the Superintendent of City Fire Alarm Telegraph,  
1886 - Location of Alarm Boxes.

Box No.	4	-	Corner Burdick and Eleanor Streets.
" "	5	-	No. 3 Hose House.
" "	6	-	" 1 " "
" "	7	-	Burdick and Walnut Streets.
" "	8	-	Water Works.
" "	12	-	Burdick and Frank Streets.
" "	13	-	North and Pitcher Streets.
" "	14	-	Kalamazoo Avenue and West Street.
" "	21	-	Vine and Portage Streets.
" "	26	-	G. R. & I. R. R. Depot.
" "	31	-	Lovell and Park Streets.
" "	32	-	South and West Streets.
" "	34	-	Main Street and Michigan Avenue.
" "	35	-	Kalamazoo and Woodward Avenues.
" "	41	-	Walnut and West Streets.
" "	42	-	West Street and Wheaton Avenue.
" "	43	-	Cedar and Oak Streets.

CITY REPORT

Chief's Annual Report - 1900

INVENTORY OF PROPERTY

## Apparatus at City Hall:

Combination Hose and Chemical Wagon: four-wheeled drawn by two horses; went into service in 1886, remodeled in 1898; carries 700 feet of two and one-half inch regulation fire hose and 200 feet of one-inch chemical hose, one 80-gallon tank of chemicals, and one 3-gallon hand extinguisher, weight 5,000 pounds.

Hose wagon No. 1: four-wheeled, drawn by two horses, carries 1,400 feet of regulation cotton hose, one 16-foot extension ladder, and two 3-gallon hand extinguishers; purchased in 1898, cost \$568.10, weighs 4,500 pounds.

Ladder Truck No. 1: weighs 3,800 pounds, drawn by two horses; equipped with one 60-foot extension ladder, one 40-foot extension ladder, two 30-foot extension ladders, one 20-foot ladder, one 16-foot roof ladder, one 12-foot roof ladder, two pompier ladders and belts, and two 3-gallon hand extinguishers; purchased in 1898, cost \$1,200.

## Other Property in House:

Hose, good, 3,100; poor, 500 feet.

Rubber coats, 21.

Helmets, 4.

Hydrant Wrenches, 9.

Nozzles, shut-off, 4; plain, 4.

Beds, 10.

Chairs, 10.

Horses, 7.  
 Blankets for horses, 7.  
 Writing Desk, 1.  
 Lanterns, 7.  
 Clock, 1.  
 Gong, 1.  
 Indicator, 1.  
 Alarm Box, 1.  
 Swinging harness, 3.

Property at No. 3 Hose House:

One 4-wheeled hose wagon, purchased in 1898; carries 1,400 feet of regulation hose, one 16-foot extension ladder, two 3-gallon hand extinguishers; weighs 4,200 pounds, drawn by two horses.

One Third-Size American Steam Fire Engine: went into service in 1896; carries 20 feet of suction hose, one two and one-half reducer, one Siamese connection, two nozzles, one hose wrench, and full equipment of tools.

Hose in house: Good, 2,400 feet, poor, 200 feet.

Rubber coats, 10.

Swinging harness, 2 sets.

One single harness.

Horse blankets, 4.

Gong, 1.

Indicator, 1.

Alarm Box, 1.

Hand extinguishers, 3.

Hydrant wrenches, 6.

Beds, 7.

Chairs, 19.

Horses, 5.

Writing desk, 1.

Stove, 1.

Old Apparatus not in use: Hook and ladder truck, 1; four-wheeled hose carts, 2; two-wheeled hose cart, 1; one-horse wagon, 1.

FIRE ALARM TELEGRAPH - 1900

Alarms during the fiscal year 1899-1900, 104.

FIRE ALARM PROPERTY

Alarm boxes, 34.  
Three-circuit repeater, 1.  
Engine house gongs, 3.  
Indicators, 2.  
Engineer's gongs, 2.  
Call bells, 3.  
Battery cells, 125.  
Open circuit cells, 15.  
Line wire, 18½ miles.  
Desks, 1.  
Chairs, 2.  
Line repeating tools, 1 set.

SUPPLIES ON HAND

Blue Vitriol, 175 lbs.  
Zincs, 25.  
Coppers, 25.  
Cross arms, 24.  
Pins, 40.

LOCATION OF ALARM BOXES

Box 4. Burdick and Eleanor Streets.  
Box 5. No. 3 Hose House.  
Box 6. No. 1 Hose House.  
Box 7. Burdick and Walnut Streets.  
Box 8. Water Works.  
Box 9. Burdick and Reed Streets.

- Box 12. North and Pitcher Streets.
- Box 13. Burdick and Frank Streets.
- Box 14. West Street and Kalamazoo Avenue.
- Box 15. Park and Ransom Streets.
- Box 16. Park and Water Streets.
- Box 17. Burdick and Paterson Streets.
- Box 21. Portage and Vine Streets.
- Box 23. Portage and Lovell Streets.
- Box 24. Pitcher and Paterson Streets.
- Box 25. Porter and Willard Streets.
- Box 26. G. R. & I. R. R. Depot.
- Box 27. Gilbert and Lincoln Avenues.
- Box 28. Main and Harrison Streets.
- Box 31. Lovell and Park Streets.
- Box 32. South and West Streets.
- Box 34. Main Street and Michigan Avenue.
- Box 35. Kalamazoo and Woodard Avenues.
- Box 36. North Street and Douglas Avenue.
- Box 41. Walnut and West Streets.
- Box 42. Cedar and Oak Streets.
- Box 43. Vine and Locust Streets.
- Box 45. West Street and Wheaton Avenue.
- Box 46. West and Howard Streets.
- Box 51. Vine and Park Streets.
- Box 61. Grace and G. R. & I. R. R.
- Box 62. Mill and Fourth Streets.
- Box 63. Mill Street and Washington Avenue.
- Box 64. Lake and March Streets.

RULES AND BY-LAWS GOVERNING KALAMAZOO FIREMEN  
RELIEF FUND ASSOCIATION.

Article 1st - Title

The Association Shall be Known and Styled as the Kalamazoo Firemens, - Relief Fund Association for the Relief of Disabled Firemen.

Article 2nd - Membership

Every able-bodied Member of the Fire Department of the City of Kalamazoo May become a Member of this Association by Producing to the Secretary Sufficient Evidence of Membership Subscribing to the By-Laws of this Association and Paying to the Secretary the Sum of Ten Dollars as an Initiation Fee.

Article 3rd - Relief, How Granted

Sec. 1. Any Member of this Association Who may Receive Any Injury to his Limbs or health or who may become Sick So as to Incapacitate him from Attending to his Business Shall have his Doctor Bill Paid out of the Relief Fund.

Sec. 2. Any Members Who may Receive an Injury While in the Discharge of his Duties as a Fireman So as to Incapacitate him from attending to his Business Shall Receive one (1) dollar per day for Each Working day While So Disabled but not to Continue More than Six (6) Months without a two-thirds (2/3's) Vote of all the Members.

Sec. 3. Full Payed Members of the Department while Drawing their Regular Salary Cannot Receive Relief as provided in Sec. 2.

Sec. 4. Members to become Entitled to the full Benefit of Relief as Laid Down by the Rules Must have all of his Initiation Fee Paid Otherwise he Will only Receive Relief in Proportion to What he has Paid.

Article 4th

Sec. 1. Any Member Who after Continual Service of ten years in the Department and a Member of the Relief Fund in good standing if Resigning or Honorable Discharge Shall be Entitled to a Benefit of Fifty Dollars (\$50.00).

Article 5th

Sec. 1. These Rules Adopted at this Meeting May 9th, 1899 are the only Rules Governing Relief Fund and Subject to Amendment at any time.

Sec. 2. Any member at this Association who May be Disabled by Disaption (sic) or any Kind of Inward Conduct - Shall Not be Intitled (sic) to Receive Relief.

Article 6th

Charges preferred against any Member of this Association Shall be Investigated by the Board of Officers at a Special Meeting Called for that Purpose. When if the Charges be fully Sustained he shall be Find (sic) - Suspended or Expelled as the Board May Determine.

G L O S S A R Y

- BRAKES** - The rods or bars by which the hand-pumped fire-engines were manually operated.
- BUNKER** - Fireman or runner who bunked or slept at or convenient to the fire-house.
- BUTT** - The end of the hose to which the pipe or nozzle was attached.
- CIDER MILL** - A fire-engine manually operated on the principle of a windlass or capstan.
- COFFEE MILL** - A fire-engine manually operated by a crank on each side of the machine.
- COMB** - The ridge of leather sewn into the crown of fire caps.
- CRAB** - A heavy and servicable type of four-wheeled hose reel.
- CRANE-NECK** - A manually operated fire-engine principally characterized by an arched or steel device to permit the front wheels to turn under the body.
- DRAG ROPE** - Rope for hauling the engine.
- FRONT** - The leather, and infrequently the metal badge appearing on the front of a fireman's hat.
- GALLERY** - A term used to designate an air compression chamber.
- GALLERY ENGINE** - A double-deck end-stroke type fire-engine with the air compression chamber in the center of the machine.
- GOOSE-NECK** - A fire-engine so called from the shape of the pipe that issued from the top of the condensing case or air chamber.
- HALF SPANNER** - A tool used for coupling hose.
- HAY WAGON** - A double-deck side-stroke hand-pumped fire-engine.

**JUMPER** - A two-wheeled hose cart.

**NIGGERING** - When pumping in line one engine would be said to "nigger" another by beginning eight or ten strokes ahead before the water from the butt of their hose was discharged into the box of the other engine.

**PIANO ENGINE OR PIANO BOX** - A machine with a flat or plain deck, thought to resemble a square piano in appearance.

**PIPE** - A nozzle.

**PLAY** - Guide the stream.

**RUNNER** - A boy or young man who attached himself to a fire company to help clean, haul or work the engine in the hope that he might later become a member.

**SALAMANDER** - Nickname for a fireman, popularly supposed to resist heat or fire, as a salamander.

**SHANGHAI** - An end-stroke fire-engine with alternating brake action.

**SLUSH** - A cheap or inefficient preservative for leather hose.

**SPANNER** - A tool used for coupling hose.

**SPIDER** - A light, racing four-wheeled hose carriage.

**SQUIRREL TAIL** - A large brass tube to hold the suction hose attached to some types of fire-engines.

**STAVE HER SIDES** - A popular phrase meaning that the rapidity of stroke in a hand-pumped fire-engine would cause suction so great that the sides might become drawn in. (Humorous.)

**SWAN NECK** - A light "factory" or so-called "side-walk" engine which could be pumped by one or two men.

**SWEEPINGS** - The brake handles or bars used in a windlass or capstan type fire-engine.

**TAIL HOOK** - A metal hook on the rear end of fire-engines to which two-wheeled hose reels or tenders could be attached.

**TENDER** - A term sometimes applied to a two-wheeled hose reel.

**TUB** - Fire-engine with no suction.

**TURN TONGUE IN** - When an old-time engine company was suspended for fighting or the infringement of some other department rule, it was said to be "turned tongue in" and was not permitted to answer alarms until the suspension was removed.

**UP TO THE BEND** - A phrase relating to the depth of the water in the well or feeder box of a fire-engine.

**VAMP** - Popular name for old-time fireman.

**\*VAST PLAYING** - A term meaning "stop pumping."

**WASHING** - A term used to describe the flooding of one engine by another when more than one engine was working in a line to carry water long distances.

**WASHING DOWN** - To drench with water so as to thoroughly put out fire that might be lingering in straw, cotton, etc.

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