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# Spirit of Emulation Inspires Portland's Fireman to Great Deeds

Best and Bravest Men of Portland Were Members of Old Volunteer Department

Trophies of Tire Depart-ment Date Back Many Decades

VOID PRECEDENT" has al-A these super-modern times when men pride themselves on origtnating, but emulation is an incalculable spur in the accomplishment of lasting deeds. In this respect Portland is extremely fortunate in having a fire department whose mem bers have a lasting history of few who have failed in time of need.

Examples innumerable exist in the annals of the city fire-fighters of battle wholeheartedly and have given their all in the service which is so Campbell down the list of men whose unsplotched escutcheons adorn the rolls of the "departed while on duty" list of the Portland department inspiration exists that cannot be igthe liberal leaven of old members who preserve vividly for newcomers the legends and duties of the service as handed down from one generation of men to the other.

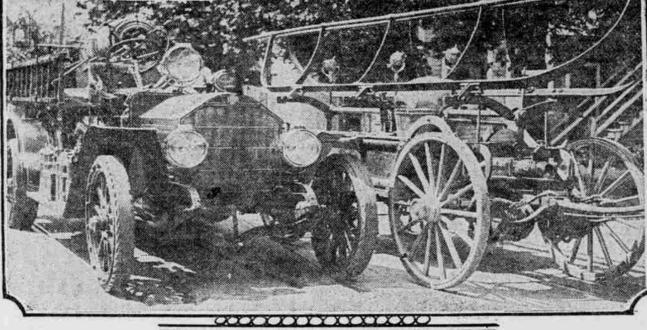
Priceless Relies Preserved.

Up on Portland Heights in station Jeffers hand pump that came through the Isthmus of Panama in 1860 and Threes at 246 Washington street is there. This engine, a masterpiece of the mechanical art of those days, is in a perfect state of preservation and been is lovingly guarded by Captain W. R. creas of continuous service in the department today and a member of old Pro-

would be if some of the old boys days and "manned the brakes and gave way with a will" on old Columbia could return to earth once more and just take the old pump out to answer an alarm, instead of Cap Carrington and his rose-festival prizewinners. What a sight it would be for the sedate residents of the heights the back of the engine house peal out the call and the red flannel shirted boys of old with their hip-boots and helmets scurry to answer, shouting echoing instructions through their brass and silver trumpets. Captain Alex Dodge was the first skipper of and Hamilton Boyd as assistants. They had 950 feet of hose and their Jeffers side stroke engine was the crack piece of machinery of its kind in the city. Of the old volunteers who first worked on the engine kept in the heights house none are alive today, though such men as Thomas G. Young, B. F. Goodwin, A. B. Brannan, Adam Zorn, Levi Knott and Charles Logus have left their mark in the city of today.

# First Engine Has History.

Cap. Carrington's house seems to All the souvenirs there have great dads hurt. historical value. For instance, the full story of the Jeffers engine would not be complete were it not stated lection. Also in this house is the first steamer to come to the city, a Silsby arrived in 1868, which was immediately put into service and which preteer departments, as the new apparatus became too unmanageable for them. It was all right for men to serve as draught animals when the machines only weighed some 1400 pounds, but when they began to get into several tons it was impossible to move them, and the next step was the partial volunteer system when a scattering of full-time paid men were stationed in each engine house, the engineer and drivers of each steamer company, and the rest of the crew composed of residents of the neighborhood who were on a partialpay plan, answering alarms and getting paid for that in addition to the sum allowed for their being ready at all times. Some of the hand engines were yet in service, but it was soon found that as Portland began to get ore than 30,000 population it was



Columbia No. Threes' Pump Now Rests With Engine 15 at Heights

priceless relics of the brave old days the installation of this grade of fireof the Portland force, some of them dating way back to the first times, was that the costly apparatus deorganization. The William teriorated rapidly when not getting the proper amount of care, and then

who tugged at the ropes in the old that of the olden days with a double Jefferson streets along the river and the building, now abandoned at better equipped department. Fourth and Yamhill streets, and after Charles H. Dodd, who now lives on that came a siren placed at the Inman-First street near Grant, is possibly could the old alarm bell that lies in Poulsen mill. The first town bell the oldest living fireman in the city. the Columbia crew with W. B. Clark today are familiar and that was in department.

The Oregonian Leads Fight.

As has been the history of Portland since its inception The Oregonian led in the campaign to obtain for the city an efficient fire department in 1853. At this time Thomas J. Dryer was editor of the paper and he came out and emphasized the need for adequate protection. As has been usual the paper echoed the sentiment of the city and the formation of the be the center of the city for the care department was but a matter of a of the significant mementoes that short time and it was placed on a remain to recall the tale of the de- firm basis. Tom Dryer showed how velopment of the city department. the niggardly policy of the city

The story of the famed fire o 1873 that swept most of the city of Portland as it then stood, is a thrillthat it went to Pendleton for duty ing one, much of the tale being in 1883 after serving its period of gleaned from information on file in usefulness here and after being forced the archives of the Oregon Historical to give way to one of the steamers society. This fire resulted in the inthat came at that time, and that its stallation of heavy steamers in most history was finally completed when of the engine companies of that day. it was repurchased by the city of The fire started in the early morning Portland a few years ago to be kept and soon reached the proportions of as a part of the civic souvenir col- a holocaust as it was fanned by a brisk wind and driven south from its place of start near the St. Charles rotary engine of the third class that hotel. Portland of that day was a city with many flimsy structures, many of the stores being of highly saged the passing out of the volun- inflammable construction with paper or cloth lined partitions. In previous years there had been a number of costly blazes, but the one of 1873 was mainly memorable for its great spread and the magnificent spirit of help that was shown by the sur rounding cities and towns. Vancouver was almost the first to respond and the little steamer Oneatta brought an engine company and 60 men from there in 72 minutes, some time and seldom duplicated by the same route even today.

Call Is Made for Help.

By noon of the day of the fire the the call went out to the surrounding cities for help. "Send fresh men. that met with such ready answer. A office, train went out on the Oregon and Old

ter grade of equipment with the re-sult that the most modern machinery Hubbard and Gervais sent every able-volunteers to the Portland volunteers. 15 are preserved a great number of was installed. The main reason for bodied man to aid their big sister belts worn by notables of the departfighting tools on a full-paid basis shut down and W. H. Callicott, a company, and the stuffed owl that remained until the memorable fire o was that the costly apparatus defearless young railroad engineer of belonged to No. 3, now, alas, with a 1873 destroyed their home. The com it was necessary to have trained the Willamette Falls metropolis here tains many of the membership rolls of horses for the engines and they ne- in 521/2 minutes, a record, and shame the old companies and presentation of long poles made from a tall sapling cessitated the attention of a full be it said for Portland, for, according books and other souvenirs and is al- split in two parts. With its primitive to the records of that day he was most hallowed ground for the boys apparatus this company did most The transition from then on has not even rewarded with a vote of of today, as Dave Campbell's picture effective crease in population and wealth of gon City of today in the late discus-

the city it has been necessary to add sion that arose over the sending of to the department and Portland has Portland apparatus there to fight always been one city in the country their last big fire. When the 1873 that has kept pace with the improve- fire here was finally stopped it was ments in this direction. The depart- found that it had completely dement of today is far removed from stroyed the district from Morrison to platoon system and full motorized ap- along Madison street as far west as paratus as well as the fast boats on Second street. It was a hard blow the river and the up-to-the-minute to the struggling little city of that alarm system. The old city alarm, or day, but it marked the real inception town bell, was installed in a tower of of rigid fire-inspection laws and of a

came here in 1858, and weighed 1040 He was a member of the department pounds. It cost the city \$518 and in the old volunteer days and knows freight and came into use with the what it means to bend his back over first start of the Portland depart- the brakes of the heavy pumps. Out ment in 1858, when it was really first at Tigard lives W. B. Spencer, also recognized. The big town bell with one of the old boys, and this couple which so many of the Portlanders of are the real old-timers of the city today are familiar and that was in department. Portland, in common the Fourth and Yambill-street tower with other cities in the old days of weighed 4067 pounds with the strik- the volunteers, recognized the fact ing apparatus and cost the city \$3000. that some little reward out of the ordinary was due these men who did so much for the protection of life and property, and the exempt firemen's list was early established here. This honor, when granted, excused the men from jury duty and from a certain proportion of their personal or poll tax. The first men to be so honored in Portland were given a vote of thanks by the city in 1864, and their certificates. On this list are found:

William Beck, William McMillan. Harry Seymour, J. C. Van Renselaer, D. W. Burnside, Asa Harker, F. Harbaugh, J. McLaughlin, E. J. Northrup Shubrick Norris, S. M. ("Pill") Smith S. D. Smith, S. S. Slater, C. M. Wiberg and J. O. Waterman of Willamette No. 1, and A. Davis, Joseph Tucker L. M. Starr, T. B. Trevett, L. C. Mil-Multnomah No. 2. William Baker, T. J. Holmes, Frank Dekum, C. A. Fitch, S. J. McCormick, Peter Taylor and Leopold Meyer of Vigilant hook and ladder company.

Ladies Honor Fighters Up in engine 15's house on Spring relics that will be cared for by the dethe stand of trophies are fully a dozen trumpets presented to members of the ognition of their bravery. One of the elaborately engraved silver megaphone inscribed "To Couch Engine Number 6 by Their Friends at Catholic Ladies' Fair, Dec. 5, 1887." What a proud bunch of boys they must have been when they regirls of the city, and what rivalry must have existed to be the fellow to men of Portland were exhausted and handle the trumpet when the company was in action, or perhaps the foreman insisted that he be given the use of ours are exhausted," was the appeal it as one of the prerogatives of his

Old helmets, including Jack W.

city. The Oregon City Woolen mills ment, the old tiger shield of No. 5 those days, sat at the throttle of a wicked and learning eye looming from pickup train that made the trip from a moth-eaten visage. The hall conmen who have lost their lives while

Boys have always found a fascination about an engine-house and the lure of the uniform exists even today, though possibly not to such a great extent as it did when each house was peopled by the well-trained horses The splendid spectacle of the welltrained and faithful animals in action, galloping to a fire, now exists merely in the memories of the past, but each engine-house in the city yet has its attendant crowd of hero worshipers who gaze longingly at the brass siiding pole leading down from the sleeping quarters and long to be given a chance to make the slide, feet hooked about the slender surface in a professional attitude.

The story of the earliest days of the department, of some of the pioneers who had a great deal to do with the protection of the little town of Portland over a century ago, is an interesting one, and, fortunately, a fairly comprehensive record exists in the files of The Oregonian and in the documents of the historical society. The first attempt to organize a fire company in Portland was made in the spring of 1851. On May 6 of that year the old Pioneer company was formed, Among the 37 charter members were: A. B. Hallock, J. M. Breck, George H. Flanders, A. Robert Thompson and Dr. R. B. Wilson. This company enjoyed but a transitory existence, for in the annals of this city no record of its existence after 1852 has ever been

# First Fire Occurs

In 1853 there occurred a small fire during midsummer which awoke the people to the necessity of making arrangements which would insure adequate protection. At that time lard, S. G. Skidmore and J. Seller of the mayor of Portland was Josiah Failing. Immediately after the fire referred to, Mr. Failing took prompt Haas, C. L. Kuhn, M. M. Lucas, A. D. steps to obtain, the protection which to him seemed necessary, and with the view of effecting a fire organization from which satisfactory results could be expected, he appointed Stephen Coffin, Thomas J. Dryer and I. B. Smith, to act as fire wardens. street today are to be found many of Nearly two years after the Pioneer the souvenirs of the old department, company was organized, a call was made to organize a hook-and-ladder partment for the ages to come. In company and to perfect a system which would provide for efficient work by the fire department. This department for their meritorious meeting took place on July 28, 1853. services in times of danger or in rec. A resolution was passed which declared the whole city a district for most chaste and showy of these is an the organization of the proposed hook-and-ladder company, and it was the sense of the meeting that Portland should be divided into two subdistricts, in each of which should be formed an efficient engine company. The dividing line between the two this boon from the fair hands of the sub-districts was Washington street.

The result of the meeting was the organization of Vigilance he ladder company No. 1. The first of ficers of this company were: L B. Smith, foreman; H. W. Davis, assistant; C. A. Poor, secretary, and S. J. McCormick, treasurer. The company adopted its constitution and bylaws

nembers included 36 names. The company was admitted for duty by the city council one day after its organization.

The first headquarters of this company were on Yamhill street between First and Second, where they remained until the memorable fire of pany's first truck consisted of a com mon wagon, with the original reach removed, and the ladder was formed many years it was one of the great companies of the volunteer fire

wo committees were appointed for the purpose of completing arrangements for the organization of two engine companies, one for the northern and one for the southern district of the city. The organization of the company for the northern district was effected on August 1 fol-Silver, foreman; B. Stark, first assistant foreman; D. C. Coleman, second assistant: Charles Hutchins, secretary and Justus Steinberger, treasurer. The first name proposed for the company was Protection. At the meeting held on August 8, there was some little discussion over the final selection of a permanent name. Mr. Failing suggested Cascade; Mr. Barnhart thought Pike would be suggestive; and Northerner was offered by Mr. Stark. This latter designation was finally adopted. At this meeting 24 men signed their names to the roll, which made them members of the The company, like its predecessors

had none of the elements of permanency in its make-up, and in less than two months after its formation it was disorganized, not in a formal way, but as an implied agreement on the part of its apathetic members.

# In the southern district, Willamette

engine company No. 1 was organized on August 6 of the same year, with the following officers: Neeson Ham, foreman; David Monastes, first assis tant; Asa Strong, second assistant; M. Berry, secretary, and C. E. Williams, treasurer. This company contained among its active members many men who have since become prominent in Portland's affairs. Among these may be mentioned C. H Lewis, William S. Ladd, Henry Failing, George H. Willimas, R. B. Knapp and M. S. Burrell. These gentlemen served in the department for many years, and the aid and support they rendered the old fire department was of incalculable benefit to the city The same interest these gentlemen always took in their private affairs company. was devoted unselfishly to the affairs of the fire department. Willamette engine company was admitted by an fire department. The first chief engiact of the city council passed July 7. neer of the department was H. W. 1854.

On June 30, 1855, the council au- Shubrick Norris was assistant. In fire-fighting as a profession in these thorized the purchase of one of Smith's 1855, at an election held for the chief days has a hard row to hoe. He has New York machines for the use of the and assistant of the Portland fire to pass the most rigid of physical and local department. The boys then department, the first officers were mental examinations, and there is aldubbed the primitive fire pumps pla- re-elected. In September, 1856, Davis ways the keenest of competition at no boxes." On August 2, 1856, the was again the successful candidate the trials when the new members of council passed a resolution which for the position of chief, and Orin the department are chosen. awarded this engine to Willamette Joyne was made assistant. At the land via Cape Horn, and it was un- successful contestants for the respect- are the members of the department loaded at the town wharf eight days ive offices of chief engineer and as- at this time, they did not have to cope after it had been awarded to the Wil- sistant were S. J. McCormick and with the difficulties that beset their lamettes by the council. This was Charles Hutchins. During Mr. McCor- successors. The huge buildings, the Portland's first fire engine owned by mick's incumbency he was absent in traffic-crowded streets, the heavy ap the city. Two engines had been the east for several monthes and dur- paratus, all call for a reat degree of brought here before this time, how- ing his absence the council declared training and professional skill. The ever, by W. B. Otway, on the bark his office vacant and A. M. Starr was 1920 department is the outgrowth Mary Melville, which sailed into Port- appointed to fill the vacancy. Mr. the volunteer department of 1851 and land's harbor July 28, 1852. For a Starr, however, had been elected may resulted from natural progression as California to Salem and that city Lyon's first white chief's headpiece, August 1, 1853, and the list of charter time after their arrival the machines or of the city and he failed to qualify the buildings multiplied.

Charles H. Dodd of The Oldest Fireman

Group Taken in Fifties Shows Prime

in the city. were in charge of P. A. Marquam, One of the engines was subsequently loaned to the Northern fire company on its organization. The other was Kelly, treasurer. The engine used by purchased by G. W. Vaughn and was this company was what was known loaned to the Willamette fire com- as a Jeffer's side-stroke. This is the work, however, and for pany. The vicissitudes of the Vaughn pump now at Spring street. In addiengine carried it to the temporary tion, the company owned a hose caruse of Multnomah engine company, afterward organized in Portland, and of an excellent quality of hose. The At the meeting referred to above, finally to the fire department of Eu- engine house and the headquarters of gene, where it did most efficient serv-

The next fire company organized in Portland was the Multnomah engine company No. 2. The first enrollment list of 56 names was closed August care. When the old department was lowing, with an enrollment of 52 26, 1856. Four days later the com- disbanded, Columbia had a considernames. The first officers were: C. S. pany's first meeting was held. B. F. Goodwin was made chairman of the With this money the company voted meeting and T. B. Trevett was ap- the endowment of a bed in each of pointed secretary. Twenty-nine men Portland's large enrolled their names as members of the company, and the following offiforeman; L. M. Starr, first assistant; David Monnastes, second assistant; of the Volunteer Firemen's burial plot A. M. Starr, president; A. C. Ripley, at Lone Fir cemetery. secretary, and Thomas A. Davis, treasurer. The city council passed an ordinance admitting this company on No- fire company, and on November vember 25 of the year of its organization. Multnomah No. 2 was an independent company, its equipment mitted to the department by the city having been purchased with money obtained by popular subscription.

The engine for this company arrived from New York in November, 1857. This company afterward owned heim, president; W. T. Patterson, the first steam fire engine placed in secretary and John B. Miller, treaservice on the coast. It was a Slisby rotary and was purchased at Seneca Falls, N. Y., and shipped to Portland by way of the Horn. It reached Portland in 1868, just in time to be made available for the big Stitzel mill fire. It was in constant service for an entire week at that time in the endeavor made by the fire department to extinguish the smoldering fire in the sawdust, which had started from the fire in the mill. This is the engine now at No. 15's house.

One of the early presidents of Multomah engine company No. 2 was Josiah Failing. Among the other prominent members were A. B. Halock, Thomas A. Davis, Archie Williams and T. B. Trevett. Mr. Trevett was the last of the charter members rolls when the paid department was of the firefighter of today a much months' continuous service with the

On May 22, 1854, the council passed an ordinance organizing the Portland Davis, who drew \$300 a year salary

Manhood of Portland's Firemen ment. On April 13, 1858, the assist-Charles Hutchins, was elected chief. When Mr. McCormick again returned to Portland he was elected to the office of assistant of the fire department. For many years this gentleman was a bookseller and publisher here, but he afterward removed to San Francisco, where he was editor of the Catholic Monitor.

In 1857 the local fire department was reorganized as the result of a special ordinance passed by the city council on September 24 of that year. Under the terms of this ordinance Willamette engine company No. 1, Multnomah engine company No. 2 and Vigilance hock-and-ladder company No. 1 were included in the department. The total number of men enrolled in the department at that time

In June, 1859, the department was strengthened by the organization of Columbia engine company No. 3. This company elected the following offi-cers: F. Carter, foreman; C. Devine, first assistant; William Cook, second assistant; George Porter, president; Thos. Neally, secretary, and E. E. riage, which carried nearly 1000 feet street, between Second and Third.

Columbia engine company No. 3 was the first of the Portland fire companies to use horses. These horses were purchased by the company, who also stood the entire expense of their able sum of money in the Samaritan and St. Vincents, and the remainder of the funds on hand were cers were elected: B. F. Goodwin, contributed to the Exempt Firemen's association, to provide for the care

The rapid growth of Portland soon demanded the formation of another 1862. Protection engine company No. 4 was organized and promptly adcouncil. The following were the first officers of this company: R. Hendry, foreman; H. Bullough, first assistant; J. Byrnes, second assistant; A. Rosensurer.

This was the last fire company organized in Portland until February 13, 1873, when Tiger company No. 5 was formed. The great fire of December 22, 1873, has awakened the people of Portland to the necessity of affording additional protection to the city and it was this which led to the organization of the above company. The first enrollment of Tiger company included 53 names. The last fire company organized under the old volunteer fire department was Couch engine company No. 6, which was formed in 1880, with a total member-

ship of 35. Today the Portland fire department is on a firm foundation and has the pick of the city's manhood. Double platoons, comfortable houses, moddifferent one from that of the boys who volunteered in the long ago. Especially is this so in the matter of training, though none of the oldtimers will admit that they were in any way inferior to the men who wear the city blue now.

The fully-trained man who takes up

Though the men of olden days were empany. It had been shipped to Port- election in the following year the skilled enough and just as daring as