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JOHN W. FORNEY,
Editor and Proprietor.

Publication Office of THE WEEKLY PRESS, No. 417 Chestnut Street, Philadelphia.

The Press.

VOL. I—NO. 57. PHILADELPHIA, TUESDAY, OCTOBER 6, 1857. TWO CENTS.

THE PRESS.

TUESDAY, OCTOBER 6, 1857.

DEMOCRATIC NOMINATIONS.

GOVERNOR.
WILLIAM F. PACKER,
OF LYCOMING COUNTY.

JUDGES OF THE SUPREME COURT.
WILLIAM STRONG, OF BERKS COUNTY.
JAMES THOMPSON, OF ERIE COUNTY.

CANAL COMMISSIONER.
NIMROD STRICKLAND, OF CHESTER COUNTY.

CITY NOMINATIONS.

SENATOR.
SAMUEL J. RANDALL.

ASSEMBLY.
J. C. KIRKPATRICK, | JOHN RAMBLY,
C. M. DONAVAN, | GEO. H. ARMSTRONG.

CITY AND COUNTY.

ASSOCIATE JUDGE COURT OF COMMON PLEAS,
JAMES R. LUDLOW.

SENATOR,
I. N. MARSELUS.

RECORDER OF DEEDS,
ALBERT D. BOILEAU.

PROTHONOTARY OF THE DISTRICT COURT,
JOHN P. M'FADDEN.

CLERK OF THE COURT OF QUARTER SESSIONS,
JOSEPH CROCKETT.

CORONER,
J. R. FERGUSON.

COUNTY.

ASSEMBLY.

JOHN WEAVER,	JOHN M. WELLS,
OLIVER EVANS,	HENRY DUNLAP,
JOS. ASKIN,	JOHN M. MELLOY,
JOSEPH H. DONNELLY,	A. ARTHUR,
DAVID R. M'CLANE,	JOHN H. DONNERY,
TOWNSEND YEARSLEY,	JAMES DONNELLY,
JOSHUA T. OWEN,	

FIREMEN—HERE AND THERE.

The Fire Department Parade, which took place yesterday, was a tasteful, and splendid, and brilliant affair. The weather was as fine as if it had been specially ordered for the occasion. Across the azure sky constantly passed light clouds of many hues, alternating with some of fleecy whiteness. There was enough of autumnal zephyr abroad to stir the gay banners which the various companies bore. Above all, there fell upon the assembled thousands a gentle sunshine, sufficient to cheer and brighten all that it touched, but giving no more heat than befits the soft temperature of this genial season. Through the principal streets, Company after Company passed on, each distinctively attired in new and regulated costume, escorting those beautiful engines, which have so often saved life and property, not only here but in other cities. For it is a peculiar feature of such a great Parade as this, that it really becomes as much national as local, from the ready zeal, brotherhood, and co-operation with which other cities volunteer to "share the triumph and partake the gale," on these occasions. Twenty-four companies from other cities joined in the ranks with our own. Washington and Baltimore, Reading and Lebanon, Harrisburg and Trenton, Paterson and New York, sent out their representative companies. Among them, and above them, in appearance, completeness, and general turn out, our own city-organization challenged all friendly competition.

The streets were crowded, not only with strangers, attracted by curiosity, but with many of our "fashionables," gally attired, who gave the charming sanction of their presence to the public transactions of the day. The *fair* are naturally critical upon the *manly* sex, and were gratified, we doubt not, at beholding such an array of stalwart strength, assembled for the purposes of peace only, but able, if occasion arose, to vindicate their country's honor; to fight for their altar and homes; to deserve the gratitude beaming from eyes as bright as ever bewildered the hearts of sensitive and brave men.

In sooth, it was a goodly sight, that of yesterday, such as, we make bold to say, no country but our own could now exhibit. In no part of Continental Europe would such an assemblage be permitted—from a dread lest the peaceful demonstration should suddenly be transformed into the overt act of a Revolution. For, without any exception, such passage through the streets of a great city, in any part of the continent of Europe, would be prohibited, by proclamation, by the police, and, if necessary, by the military. The bold front, the free step, the honest look, the manly speech of our firemen would have been held in awful dread over the greater part of Europe. Indeed, where could such a demonstration take place? Not in Paris, where the funeral of BÉRANGER took place under the overpowering escort of almost an army of cavalry and infantry, armed to the teeth. Not in Berlin, or Vienna, where Absolutism reigns—Absolutism, the enemy and persecutor of free action. Not in Naples or Rome, Milan nor Venice, where even Thought is not free. Not in St. Petersburgh nor Constantinople, Brussels nor Dresden, Madrid nor Lisbon, Copenhagen nor Stuttgart.

In England such an imposing array could not be prevented by the law, could not be put down by the Government; but the police would be about, in full strength, beating the bystanders on the head with their ashen batons, (and taking them to prison if they dared complain,) and the military would be under array within their barrack-yards, awaiting the order from Downing street or the Home guard, which would send them forth among the multitude, (miscalled *mob* on such occasions,) with orders to use their sabres, their muskets, and their revolvers, if the assembled people did not instantly separate and retire.

Such men as we saw yesterday are the bone and muscle, the nerve and life-blood of the country. With a ready alacrity to which no eulogy can do justice, these men may be said to devote themselves, with high chivalry, to protect the property and the lives of all their fellow-citizens. To these men, Difficulty presents no impediment, nor is the presence of actual Danger any obstacle. It is their pride, their delight, their duty to look Difficulty and Danger in the face, and to hold life itself at the service of the public. Such self-devotion as this is far above acknowledgment from all but the "still small voice" of approving conscience. These, foremost at the call of Humanity, ever braving deadly peril in obeying its behest, are the men who, were the occasion to require it, would take the field, at a moment's notice, if the freedom of their country were to be attacked or threatened. The Fire Department really is a powerful organization, which can readily be changed into military forces by means of a little discipline. Combined with the militia and volunteer force, it makes a whole such as this great Empire of the West alone can show.

Not alone, however, must the *appearance* of the firemen be regarded with satisfaction. It is not how they *look*, but what they *do*, that constitutes their real claim to public regard and gratitude. From the small boy who "runs with the en-*gine*," (anticipating the time when, with the thews and sinews of Manhood, he will be admitted into a Company,) to the grey-haired veteran, who will never admit that he is past service, the one feeling of zeal animates the whole corps. These men really are heroic in their purpose and their deeds. They are the actual guardians of our property—the true defence of our cities. History shows nothing like them, for they are peculiar to this soil.

In the great cities of Europe, there are various institutions for the protection of property from the casualty of fire. In France, the Fire-brigade, designated as *Pompiers*, are wholly under the command, and in the pay, of the military. In England, in addition to what is called a Fire-Police, each of the principal Insurance Companies has its own engines and its own firemen. In London, there is even a river fire-engine, stationed on the Thames, and often found of very great use, in the event of conflagrations occurring in the long line of richly-filled warehouses, which line the banks of the river, from Chelsea and Putney, at one end of the Modern Babylon, to Blackwall and Greenwich at the other. The fire-brigade proper, which aids in the protection of the metropolis, is so small in numerical force that it really is rather useful, as a police-force, in obtaining clear action for the Insurance Companies' men and engines, and in taking care of such property as may be saved, than in any other way. One good thing it does—namely, inquires into and faithfully reports upon, the causes and extent of each conflagration the amount of property lost and saved, and the extent of insurances upon the buildings and their contents. This is done, with the earliest practicable speed, is made public in the newspapers, and is brought under the special notice of the Government.

In Paris, from the remarkably massive manner in which all buildings, private as well as public, are constructed, anything like a great and *destructive conflagration seldom takes* place. Houses in that city are built as if they were intended to endure until "the crack of doom." Each house is complete in itself, with all the walls of an uniform and great thickness. The material almost invariably being solid blocks of stone cemented with a peculiar mortar, which hardens so intensely that, when a wall has to be pulled down, it is easier to break *the stone itself than the cement in which it has* been set.

One of these strong houses, if on fire, is really so isolated from the houses at either side, that the danger of communicating is comparatively small. Consequently, when the alarm of "Fire!" is given in Paris, (once or twice a month, perhaps,) the *Pompiers* take the matter very cooly, and use a very deliberate haste in proceeding to the spot. Each man dons a sort of Roman helmet, which gives him a very martial appearance—gets into an immense pair of boots, which reach nearly to his hips—has himself buckled up into a stout cuirass of polished steel, like those worn by the Knights of old, or the Caribineers of modern warfare—throws a bolt across his breast, from which hangs a sort of battle-axe, intended to be used in cutting timber and breaking down walls—puts on another belt, from which a huge sheathed knife is pensile—assumes a pair of stout leathern gauntlets—and then, having completed his *toilette*, and taken a last and lingering look of admiration in the mirror, slowly walks to the scene of operation.

There the *Pompier* makes a great pretence of being terribly active, but leaves the true work to be done by the men who work the engines, and chiefly employs himself in the recreation of shouting contradictory orders at the top of his voice, and casting amatory glances at the pretty *grisettes* who invariably hover around the scene, taking immense interest in the throwing of the mirrors and gilt *consoles* out of the windows—by way of ensuring their safety! The only use of the corps of *Pompiers*, in Paris, that ever we could learn, is for each man to receive about a dollar *per diem* as a member of the corps, (he may also work at his trade if he pleases) to wear his imposing uniform on the occasions referred to, to play at the "make-believe" of extinguishing fires, and to challenge the admiration of female lookers-on, in the manner already described.

Little of the chivalrous self-devotion which characterises our American firemen, exists among the fire-brigade of London or the *Pompiers* of Paris. They are paid servants, and do their duty—doggedly in England, puppyishly in France. The frequency and fierceness of our American conflagrations would astonish them. At times, indeed, when occasion called forth their energies and threw them into a sort of enthusiasm, the London firemen have shown a noble contempt of danger, and are worthy, then, of honorable confraternity with our own daring and energetic men. But, as a general rule, they want the alacrity which distinguishes our Fire Department, and seem to think that their national "slow but sure" should not be deviated from, under almost any circumstances.

Honor to the brave men, wherever they be, the true heroes of the time, who devote heart and soul, time and labor, exertion and daring, and even existence itself, if needs be, to rescue property from ruin and life from destruction. Foremost among them we may fairly place, our own admirable Fire Department, and say—ESTO PERPETUA!

A SIGN OF THE TIMES—PEERAGES DECLINED.

It was lately announced that Lord PALMERSTON intended to raise the Marquis of Lansdowne to the rank of Duke of Kerry, and to confer peerages on Mr. MACAULAY; Lord ROBERT GROSVENOR, M. P. for Middlesex, and brother of the Marquis of Westminster; Mr. C. C. CAVENDISH, M. P. for Buckinghamshire, brother of the Earl of Burlington, and cousin of the Duke of Devonshire; and Lord HARRY GEORGE VANE, M. P. for South Durham, and brother of the Duke of Cleveland.

The general desire to enter the British peerage, or to gain a step in it, is known to all who know any thing of England. But, of late years, the House of Lords has really so little shewn strong sympathy with the country, that an impression the reverse of friendly to it has been made. Mr. MACAULAY and Lord ROBERT GROSVENOR have accepted the proffered honors, and have been duly Gazetted as Peers of the Realm. Mr. CAVENDISH and Lord HARRY VANE, evidently considering it a doubtful honor, have resolved to follow the late Sir ROBERT PEEL's example, and refuse to be made Lords. The old Marquis of Lansdowne, now in his 77th year, has declined a Dukedom. There is something very suggestive in this—the British Peerage held so lightly, that public men refuse to belong to it!

Hon. Elisha Whittlesey is now resident in Canfield, Ohio, where he went from Connecticut to settle in 1806. He has been in New England, his native land, on a visit, and seems as young now as he was twenty years ago. We have also had a call from Col. Monroe, of Baltimore, ex-editor of the Baltimore *Patriot*, who is another Yankee, returning from an annual visit to his native land. He looks as fresh as ever, although he talks of having been married fifty years as if that were nothing extra.

ARREST OF A MAIL ROBBER.—T. Oscar Lewis was arrested on Friday last, in Joe Davies's county, Ill., by Col. Thos. P. Shallcross, Special Mail Agent of the Postoffice Department, on a charge of embezzling letters containing large sums of money from the postoffice at Melmore, Ohio.

Liverpool, it is said, is without a daily paper, and it is a city nearly as large as New York.

A GALA DAY IN PHILADELPHIA.

THE FIREMEN'S PARADE.

The Philadelphia Fire Department and the Companies from Abroad.

BRILLIANT DISPLAY.

RECEPTION AND APPEARANCE OF VISITING FIREMEN.

THE APPARATUS OF THE DIFFERENT COMPANIES.

Presentations of Horns, Flags, and Wreaths.

THE ROUTE AND THE OFFICERS.

SCENES AND INCIDENTS.

Philadelphia throw off its plain garb yesterday, and donned its "new equipments." The reserved expression of its countenance changed to the genial smile, while the usual sober voice was heard only in the most gladsome tones. The long-talked of, the anxiously-expected, the great parade of the Philadelphia Fire Department is over, and Monday, *October 5th, 1857, belongs to history.* For months past, the grand occurrence of yesterday was the all-absorbing and exciting theme of conversation in different circles. Around the family hearthstone, on the streets, at the theatres, and in the houses of the fire companies, this topic, day and night, was of all others the most interesting and the mostly warmly discussed. We remember how, weeks agone, with what delight the firemen spoke of their approaching jubilee, and thought of scarcely *anything else* than their new coats, capes, and hats, and the improvements and repairs to their treasured "machines." We attended their conventions, where the admirable arrangements of the parade were perfected, and have seen as much interest taken in the proceedings, as if a candidate for the Presidency of the United States was to be nominated, or some momentous event, on which hung the fate of the Republic, was about to be consummated. The firemen were enthusiastic on the subject of their *demonstration, each company vieing with the other* to render the most brilliant display, and the result of all this accumulated rivalry has been a display of the largest, best, and most attractive procession of noble-hearted firemen ever witnessed in this or any other State of the Union. At an early hour in the morning firemen were seen repairing to their different houses, with wreaths, bouquets, silver fire-horns, and the numerous et ceteras which constitute the great adornments of all parades of this description, were carried about in great profusion. There were great preparations in progress during Saturday to have everything prepared, and to fulfil to the letter the requirements of the programme. Every painter and gilder in the city, who had any claim to skill, was busy in imparting the finishing touches to the numerous apparatus which appeared yesterday in new attire. Engines and hose trucks, spiders, and all the paraphernalia appertaining to them, were being whisked about the streets, toward evening, on the way to their respective places of deposit.

Visiting companies from a distance were arriving, and being received and welcomed. Men in flannel shirts, and pantaloons stuck down into high boots, were shaking hands with those men whose brain new equipments and neat handbox appearance indicated that they were guests, who had donned their best apparel in honor of their entertainers. Around every engine-house were noisy groups of admiring urchins and shrewd hobbledehoys, peeping through the crevices of the doors to catch a glimpse of the newly furnished machines, and eyeing with mute admiration their sable custodians, much as a beggar would look at a keeper of the crown jewels of England, or as the denizens of St Giles might be supposed to look upon a millionaire.

The weather yesterday was all that could be desired. Rarely have we seen such a bright autumnal day. No untoward event occurred to mar the celebration, and an opportunity was thus afforded to view the most imposing procession of its kind ever gotten up in the United States. It was at least three miles in length, and passed over a route of eight miles in length. No less than ten new engines and hose trucks appeared in line. With regard to horns and banners, and other accoutrements, there never was such a brilliant display. Some of the companies provided horns of massive silver mounted with fine gold, and banners upon which very considerable sums of money have been expended—such banners as have not been seen since the memorable ones upon the Field of the Cloth of Gold.

One of them, the Good Intent Engine Company, has been presented with a banner of Genoa velvet, upon which an elaborate design has been emblazoned in minute rosy sea shells, with tassels of bullion and a pole of rosewood. This affair, we are assured, was purchased at a cost of more than three hundred dollars. The Good Will Company has also possessed itself of an article equally costly, and nearly all the companies displayed similar extravagancies. Niagara Engine Company had a fine member, by name Rolls, from Philadelphia Killjoy, and can do anything but speak. He attended the company on the parade, wearing a bran new silver collar and a profusion of artificial flowers. Thus adorned, Rolls took his customary position, with the engine rope in his mouth, at the head of the company.

In the way of silver horns, there never was such an abundance. One was presented yesterday morning to Jos. F. Gibson, the marshal of the parade. Two of the companies have come into possession of two others through a gift book store, which offered them as premiums. In fact, there are few companies now in the city who cannot boast of massive silver horns above, did not parade, a four hundred dollars. Many of them are now kept in such beautiful order, and are so beautiful in themselves, that a rustic person who had never seen one, would imagine it mythology else than an article whose sphere of action is among burning walls and clouds of dust and ashes.

THE ORDER OF ARRANGEMENTS—THE DIFFERENT DIVISIONS.

The order of arrangements, as perfected under the supervision of a very competent committee, and carried out yesterday, was as follows:

Alarm Bell on the Right.
Chief Marshal and Special Aids.
Chief Engineer and Assistant Engineers.
Chief Engineer of New York.
Board of Directors.

FIRST DIVISION.—Franklin Allen, Marshal.—Hibernia Engine, instituted Jan. 30, 1743; Philadelphia Hose, Dec 15, 1803; Monumental Hose of Baltimore; Empire Hook and Ladder, Feb. 6, 1851; Northern Liberty Engine, May 1, 1756.

SECOND DIVISION.—Thomas Dillon, Marshal.—Good Intent Hose, March 8, 1804; Dunpore Engine Co., Pittsburgh, Pa; Washinton Hose Co., Harrisburg; Protection Hook and Ladder, Feb. 6, 1852; Vigilant Engine, Jan. 2, 1760; Humane Hose, April 10, 1803.

THIRD DIVISION.—Wm J Hazel, Marshal.—Rescue Hook and Ladder, Jan. 7, 1853; Delaware Engine, March 21, 1761; Perseverance Hose, May, 27, 1805; Adriatic Engine Delegation, New York; Eagle Hose Delegation, Buffalo, N Y; Washington Engine Delegation, Charlestown, Mass.; Lady Washington Engine Company, New York.

FOURTH DIVISION.—Chas. B. Duncan, Marshal.—Excelsior Hook and Ladder, Jan. 28, 1853; Hand-in-Hand Engine, 1763; Hope Hose, Jan. 17, 1805; Mantua Hook and Ladder, March, 4, 1855; Reliance Engine, May 10, 1786.

FIFTH DIVISION.—Francis Kerbaugh, Marshal.—Washington Hose, Feb. 22, 1811; Franklin Engine, Dec. 28, 1789; Delaware Engine Company, Trenton, N J.; Passaic Engine Company, Paterson, N. J.; United States Hose, July 4, 1820; American Engine, April 10, 1790; Independent Engine Company of Baltimore.

SIXTH DIVISION.—Lewis S. Rush, Marshal.—Niagara Hose, March 28, 1827; Diligent Engine, July 4, 1791; Tivoli Hose Delegation, Albany, N. Y.; Empire Hook and Ladder Delegation, Jersey City, N. J.; Neptune Engine, Troy, N. Y.; Northern Liberty Hose, May 7, 1828; Northern Liberty Fire Company, Washington, D. C.

SEVENTH DIVISION.—John G. Clothier, Marshal.—Franklin Engine, Jan. 17, 1792; Vigilant Hose, Feb. 3, 1830; Washington Engine, Frankford, 1793; Robert Morris Hose, March 4, 1831.

EIGHTH DIVISION.—Benj. R. Miller, Marshal.—Humane Engine, March 1, 1794; Humane Engine, Norristown, Pa.; Independence Hose, July 4, 1831; Weccacoe Engine Company, Camden, N. J.; Washington Engine, Jan. 3, 1796; Pennsylvania Hose, Aug. 4, 1831.

NINTH DIVISION—Charles F. Crapp, Marshal.—Friendship Engine, Aug. 18, 1798; Lafayette Hose, Aug. 4, 1831; Columbia Engine, Sept, 16, 1796; Marion Hose, Aug. 19, 1833; Perseverance Hose, Lebanon, Pa.

TENTH DIVISION—Robert Smith, Marshal.—Hope Engine, Nov. 11, 1796; Schuylkill Hose, December 9, 1833; Fame Engine Co., West Chester, Pa.; Philadelphia Engine, Jan. 25, 1799; Good Will Hose, March 1, 1834.

ELEVENTH DIVISION—James McCaully, Marshal.—Weccacoe Engine, May 1, 1800; Franklin Engine Co., Washington, D. C.; Franklin Hose, Feb. 12, 1838; Good Will Engine, March 20, 1802; Warren Hose, March 5, 1838.

TWELFTH DIVISION,—John Curry, Marshal.—*Decatur Engine, Feb. 11, 1803; Kensington Hose,* Jan. 11, 1842; Columbia Engine, Germantown, March 6, 1809; Vigilant Hose, July 4, 1844; West Philadelphia Engine, November 29, 1818.

THIRTEENTH DIVISION.—John S. Sutton, Marshal.—Spring Garden Hose, May 12, 1845; Union Engine, March 19, 1819; Shiffler Hose, January 8, 1846; Good Intent Engine, April 26, 1819; Rainbow Fire Company, Reading, Pennsylvania; Fairmount Hose, February 10, 1847.

FOURTEENTH DIVISION.—Archibald Foster, Marshal.—Fairmount Engine, February 22, 1823; Fairmount Engine, Norristown, Pennsylvania; Independence Engine, Camden, New Jersey; Ringgold Hose, March 29, 1847; Monroe Engine, March 8, 1829.

FIFTEENTH DIVISION—George McGinnis, Marshal.—General Taylor Hose, May 1, 1847; Southwark Engine, February 5, 1827; Metropolitan Hook and Ladder Company, Washington, D. C.; Germantown Hose, May 11, 1848; Mechanic Engine, August 4, 1839.

SIXTEENTH DIVISION—John Galloway, Marshal.—Nicetown Hose, March 13, 1852; Western Engine, April 7, 1840; Junior Fire Company, Reading, Pa.; United Hose, June 5, 1826; Liberty Engine, Jan. 1, 1841, Union Hose, April, 1856.

SEVENTEENTH DIVISION.—Alex. R. Johnson, Marshal.—Independence Engine, February 1, 1847; West Philadelphia Hose, May 10, 1836; Franklin Engine, Frankford, January 10, 1848; Cohocksink Hose, Sept. 26, 1856; Spring Garden Engine, Dec. 6, 1850.

Alarm Bell on the Left.

ROUTE.

The following was the route passed over: Countermarch down, on the north side of Arch street to Third, and up on the south side to Eighteenth street; down Eighteenth to Pine; down Pine to Twelfth; down Twelfth to Christian; down Christian to Tenth; down Tenth to Federal; down Federal to Fourth; up Fourth to Brown; down Brown to Beach; up Beach, through Manderson, to Frankford Road; up Frankford Road to Master; up Master to Sixth; down Sixth to Coates; up Coates to Eleventh; down Eleventh to Callowhill; up Callowhill to Sixteenth; down Sixteenth to Chestnut; down Chestnut to the State House, and there dismissed.

OFFICERS OF THE PARADE.

Chief Marshal—JOHN F. GIBSON.

SPECIAL AIDS—1st, Edward J. Denny, Weccacoe Engine; 2d, Edwin F. Miller, Philadelphia Hose; 3d, A. C. Stevenson, Fairmount Engine; 4th, Jacob C. Hess, Hand-in-Hand Engine; 5th, Henry C. Pratt, Decatur Engine; 6th, John M. Freed, Nicetown Hose; 7th, Edward Lister, West Philadelphia Hose.

AT LARGE.—James Stewart, Northern Liberty Engine; William Rittenhouse, Cohocksink Hose.

ASSISTANT MARSHALS.

FIRST DISTRICT.—Charles F Crapp, Vigilant Hose; William J. Hazel, Hope Engine; Franklin Allen, Hope Hose; Robert Smith, Franklin Hose

SECOND DISTRICT.—George McGinnis, Hibernia Engine; Alexander R. Johnson, Good Intent Hose; Charles B Duncan, Philadelphia Engine.

THIRD DISTRICT.—Archibald Foster, Good Will Hose; James McCaully, Fairmount Engine; Thos. Dillon, Reliance Engine; John Galloway, Vigilant Engine.

FOURTH DISTRICT.—John G. Clothier, William Penn Hose; John Curry, Lafayettee Hose; Lewis S. Rush, Friendship Engine.

FIFTH DISTRICT.—Francis Kerbaugh, Union Engine.

SIXTH DISTRICT.—John J. Sutton, Columbia Engine.

SEVENTH DISTRICT.—Benjamin R. Miller, Union Hose.

The Moyamensing Hose Company, which was lately admitted into the Fire Department, did not participate in the parade Their house in Eighth street, is kept in the best possible order, while their apparatus is of very superior construction. The members have adopted a handsome silver badge, to be always worn when on duty In the centre is the letter "M," and on a handsome scroll above is the name of the company.

The Chief of Police made took preparatory steps during last week to make all the necessary arrangements for keeping the streets through which the procession was to pass free from obstructions of all kinds. He accordingly published a card in the Press of yesterday, cautioning the people against the hordes of *Chevaliers d'industrie* who, it was natural to suppose, would turn out in the exercise of their profession.

The effect of this caution was most beneficial, as the entire force of pickpockets were on these affairs, but were not so successful as they imagined they would be, *although we doubt not that many a gaping* verdant found his valuables abstracted during the course of the day. Twenty men in arched body and detective officers from the Central Station were, as usual, very vigilant, and kept keen eyes on all suspicious characters. The America, Southwark, Diligent, Western, and Phœnix Hose Companies, and the Moyamensing, marched above, did not parade. The United States Engine Company did not parade. The engine of this efficient organization is at Agnew's.

THE NEW APPARATUS.

The following is a list of the new apparatus belonging to the firemen of our city, which appeared in the line of the parade:

Engine—Franklin.

Hose Carriages—Humano, Humano, Perseverance, Hope, Washington, Lafayette, Schuylkill, Nicetown, Cohocksink.

Hook and Ladder Truck.—Empire.

The following named companies had their apparatus painted for the occasion:

Engines.—Hibernia, Northern Liberty, Vigilant, Delaware, Hand-in-Hand, Reliance, Assistance, America, Diligent, Washington, (of Frankford) Humane, Washington, Friendship, Columbia, Hope, Philadelphia, Weccacoe, Good Will, Decatur, Columbia, (of Germantown,) West Philadelphia, Union, Good Intent, Fairmount, Monroe, Southwark, Mechanic, Western, Liberty, Independence, Franklin, (of Germantown,) Spring Garden Hose.

Hose Carriages.—Philadelphia, Good Intent, Humane, Perseverance, Washington, United States, Niagara, Northern Liberty, William Penn, Diligent, Independence, Pennsylvania, Marion, Good Will, Franklin, Warren, Kensington, Vigilant, Spring Garden, Shiffler, Fairmount, Ringgold, General Taylor, Germantown, United, Union, West Philadelphia.

Hook and Ladder Trucks.—Protection, Rescue, Mantua.

Some of the companies from other cities also brought with them entirely new apparatus, and the display of machinery, of a superior description, exceeded anything of the kind ever seen on any similar occasion.

The arrival of the day of the great parade, at an early hour in the morning, was announced by the discharge of the alarm-bell on all the engine and hose houses in the city; equipped firemen were soon seen wending their way toward their respective rendezvous. Flags were flouting the fresh morning breeze in every direction, and strange faces mingled with those which were more familiar in the throng of pedestrians who were out "to see the fashions." There were but few work shops in the city which the parade had not deposited, and thousands of people had come into town from all directions to witness the display. The streets through which the procession was announced to pass, as early as nine o'clock, were thronged with people of every degree. At nine o'clock the line was formed on Arch street, the different companies having previously assembled on the streets north of that thoroughfare. Soon after, the whole procession of about eight miles in length, took up the line of march.

The police led the van of the parade, the High Constables, with their staffs of office, and a strong force of men cleared a passage through the crowd.

Then came an alarm-bell mounted on a platform and drawn by horses. This bell was tolled as it passed through the streets.

The Chief Marshal and his Assistants, the Chief Assistant Engineers and Board of Directors came next. These officials proceeded the

FIRST DIVISION,

which was headed by the

HIBERNIA ENGINE COMPANY,

which claims to be the oldest fire organization in the city, their date of institution dating back to 1752.

This company did credit to their position at the head of the line. They were out in great strength, and every man was well equipped. First came a party of six pioneers, armed with fire axes, then followed a military band, and then the members of the company, four abreast. The members were dressed in drab coats, with green hats and capes, and white gloves.

Their engine was drawn by four black horses, led by colored grooms. The apparatus, which was freshly done up in honor of the occasion, was surmounted with a gilt eagle, which was placed upon a silken pedestal. After the engine came the company's "crab," which was drawn by two horses. The Hibernia displayed two banners, and turned out one hundred and ten men.

THE PHILADELPHIA HOSE COMPANY followed the Hibernia. This old and respectable organization marched four abreast of their beautiful carriage. The members were equipped in black, and they wore the new silver badges which have been determined upon to enable the members to pass the cordon of police, when in citizens' dress, at a time of fire. The Philadelphia Hose, with their new carriage, attracted much attention. In the construction of the apparatus, the old colors of the company, black and gold, are still retained; *but the exquisite taste* with which the gold ornamentation is done, excels anything we have seen. The side badges are silver star, consisting of rays, and on the centre of it a gold I. On the middle support of the bell gallery, between two splendid bells, is a silver wreath, enclosing a gold halo, on which is the I. Above this, and standing on the top of the support, is a figure in armor, holding a banner, the work of Cornelius & Co. The frontispiece is a copy of the Magdalene, of one of the Italian masters, executed by Mr. Munday This company turned out over thirty men.

The guests of the Philadelphia Hose, the

MONUMENTAL HOSE COMPANY OF BALTIMORE

were next in line. The "Monumentals" had with them their handsome new hose carriage, and were accompanied by Feldman's cornet band. The company numbered about forty men, who were newly equipped, having fatigue caps, fine black cloth; fire hats on the New York plan, heavy rib bed, painted black, and ornamented in front with a fac simile of the Battle Monument, of pure silver. Their coats were of heavy black pilot cloth, with two rows of large pearl buttons in front.

THE EMPIRE HOOK AND LADDER COMPANY of Philadelphia, accompanied by the United States Cornet Band, came next in order. The members wore handsome and genteel drab suits and fire hats in the New York style. Their elegant apparatus was tastefully decorated in honor of the occasion. The Empire excited universal admiration. They turned out about seventy-five good-looking, and active firemen.

Next in line was the NORTHERN LIBERTY ENGINE Co., which closed the first division of the parade. They were preceded by a superb band of music, and stout, able-bodied pioneers, with axes. The members who were out in great strength, wore black coats, caps and hats. Their beautiful engine was ornamented with a very large number of handsome wreaths, the kind offerings of their lady friends.

SECOND DIVISION.

The head of the second division was the

GOOD INTENT HOSE COMPANY,

accompanied by a fine band of music. They turned out about fifty men and two horses. The members were clad in black equipments, and they dragged their new carriage, which was handsomely adorned with wreaths. "Nelly," a dog with a strong propensity for running to fires, wore the cape of the company, and took part in the display. Nelly seemed much elated with things generally. This canine has been trained as a successor to "Cash," a celebrated fire dog, which formerly ran with the Good Intent.

For some unexplained cause the Duquesne Hose Company, which should have been next in order, according to the programme, did not reach the city.

WASHINGTON HOSE COMPANY

of *Harrisburg came next. This organization* was represented by a delegation of members in citizens, dress and badges. They bore with them a handsome banner representing Washington Crossing the Delaware Next in order came the

PROTECTION HOOK AND LADDER COMPANY,

the members of which wore gray shirts, black pants, and New York fire hats. Their truck was drawn by four black horses.

THE VIGILANT ENGINE COMPANY followed the Protection. The members looked extremely well in their black equipments. Their handsome apparatus was drawn by four black horses, led by grooms. Next came the

HUMANE HOSE,

with a new and splendid carriage. The company was preceded by two pioneers. The members numbered thirty-eight. They wore black equipments. The carriage of the Humane is one of the finest specimens of workmanship we have seen for a long time, and reflects great credit upon those engaged in the manufacture. The carriage is handsomely painted with a frontispiece representing a scene in Roman history. The cost of the carriage was over $500.

THIRD DIVISION.

THE RESCUE HOOK AND LADDER COMPANY led the Third Division. The members wore red flannel shirts and blue fire hats. Their truck was enclosed and beautifully decorated and presented a very splendid appearance.

DELAWARE ENGINE.

This company was preceded by a band, a banner, and a pioneer. Their banner as well as their apparatus bore the motto; "Don't give up the ship."

The members wore black equipments, and their fine old engine was drawn by six gray horses. $762, the date of the institution of the company, *was conspicuously displayed.*

THE PERSEVERANCE HOSE COMPANY followed the Delaware. The members wore drab coats without capes, New York hats and silver badges on the left breast. The carriage was very handsome. It is entirely new, and was completed at an expense of over $1,000. The prevailing color is white, striped with gold. The carvings are carmine and gold, and the body is composed almost entirely of silver work. It is an exquisite thing, and we regret that our space will not permit us to give it a more extended notice.

Visiting Company No. 40, of New York, had 90 men. The Perseverance Hose, the Adriatic Engine delegation of New York, the Eagle Hose delegation of Buffalo, the Washington Engine delegation of Washington, and the Lady Washington Engine Company of New York, completed this division. The visitors all without exception looked extremely well. The Washington Engine Company of New York is a fine looking body of men. They were out in great strength, and they carried with them their little engine of the New York pattern.

The Fourth Division was led on by the

EXCELSIOR HOOK AND LADDER COMPANY,

numbering forty men. This company hails from Frankford. The members were clad in gray shirts, black pants and New York caps. A flag was carried in advance of the company. A row of old-fashioned leather fire-buckets were ranged upon the carriage, which looked quite

HAND-IN-HAND ENGINE,

which was drawn by four fine gray horses. The members were equipped in black, and they made quite a display of the figures 1741, which they *claim as the date of their organization. This old* company had a band of music. Jacob Gross, the engine was tastefully decorated, and they turned out in full strength.

Next in order of the procession was the

HOPE HOSE COMPANY.

The Hon. Thomas B. Florence appeared in line, and was kept constantly busy in saluting his numerous friends and acquaintances.

The members numbered one hundred and twenty-six. They were clothed in black equipments, but were not so successful as they imagined they would be, *although we doubt not that many a gaping* verdant found his valuables abstracted during the course of the day. Twenty men in arched body and detective officers from the Central Station were, as usual, very vigilant, and kept keen eyes on all suspicious characters. The America, Southwark, Diligent, Western, and Phœnix Hose Companies, and the Moyamensing, marched above, did not parade. The United States Engine Company did not parade. The engine of this efficient organization is at Agnew's.

THE NEW APPARATUS.

The following is a list of the new apparatus belonging to the firemen of our city, which appeared in the line of the parade:

Engine—Franklin.

Hose Carriages—Humano, Humano, Perseverance, Hope, Washington, Lafayette, Schuylkill, Nicetown, Cohocksink.

Hook and Ladder Truck.—Empire.

The following named companies had their apparatus painted for the occasion:

Engines.—Hibernia, Northern Liberty, Vigilant, Delaware, Hand-in-Hand, Reliance, Assistance, America, Diligent, Washington, (of Frankford) Humane, Washington, Friendship, Columbia, Hope, Philadelphia, Weccacoe, Good Will, Decatur, Columbia, (of Germantown,) West Philadelphia, Union, Good Intent, Fairmount, Monroe, Southwark, Mechanic, Western, Liberty, Independence, Franklin, (of Germantown,) Spring Garden Hose.

Hose Carriages.—Philadelphia, Good Intent, Humane, Perseverance, Washington, United States, Niagara, Northern Li