

EARLY DEVELOPMENT OF NEWPORT

NEWPORT GREW UP OUT OF THE WILDERNESS! HUBBARD TAYLOR, ACTING AS ATTORNEY IN FACT FOR HIS FATHER JAMES TAYLOR THE ELDER OF CAROLINE COUNTY, VIRGINIA, HAD LAID OUT AND ON THE 14TH OF FEBRUARY 1792 RECORDED THE PLAT AND CONDITIONS FOR DISPOSING OF THE LOTS IN THE TOWN OF NEWPORT; SITUATED AT THE CONFLUX OF THE OHIO AND LICKING RIVERS ON THE UPPER SIDE OF THE LICKING.

NEWPORT CONTAINED 180 IN LOTS, WITH A 66 FOOT FRONTAGE AND A 214-1/2 FOOT DEPTH; 12 LOTS ALONG THE ESPLANADE; 24 OUT LOTS OF 3 ACRES EACH LAID OFF ON THE BACK OF THE TOWN UP THE LICKING RIVER, 18 OF WHICH WERE DISPOSED OF TO THE FIRST 18 ACTUAL SETTLERS IN TOWN. ONE HALF OF THE PURCHASE MONEY WAS PAID ON THE SALE BEING MADE OF A LOT OR LOTS TO THE PROPRIETOR OR HIS AGENT; THE RESIDUE IN TWELVE MONTHS, AFTER WHICH BOND AND SECURITY WAS REQUIRED.

ON EACH OF THE IN LOTS, THE PURCHASER WAS TO ERECT A HOUSE OF STONE, BRICK, FRAME OR LOGS, HUGHED INSIDE OR OUT, 16 FEET SQUARE IN THE CLEAR, WITH A STONE OR BRICK CHIMNEY IN THREE YEARS FROM THE DAY OF SALE; ON FAILURE, THE LOT REVERTED TO THE PROPRIETOR WITHOUT HIS BEING OBLIGED TO REFUND THE PURCHASE MONEY. THE PROPRIETOR RESERVED THE TITLE IN HIS OWN HANDS AS A SECURITY FOR THE PERFORMANCE OF THE CONDITIONS; ON THE COMPLETION OF WHICH, A DEED WAS EXECUTED TO THE PURCHASERS SEVERALLY ON DEMAND.

JANUARY OF 1794, THE MASON COUNTY COURT GRANTED JAMES TAYLOR A FERRY ACROSS THE OHIO RIVER IN FRONT OF THE TOWN OF NEWPORT TO THE OPPOSITE SHORE AND ALSO ACROSS THE LICKING RIVER FROM THE SAID LAND TO THE OPPOSITE SHORE. IN DECEMBER, THE KENTUCKY LEGISLATURE PASSED AN ACT TO TAKE EFFECT MAY 10, 1795 WHICH CREATED CAMPBELL COUNTY; LAND WAS TAKEN FROM HARRISON, SCOTT AND MASON COUNTIES. ON THE 1ST OF SEPTEMBER, JAMES TAYLOR THE ELDER DEEDED LOTS 79 TO 84 INCLUSIVE, KNOWN IN THE PLAN OF THE TOWN OF NEWPORT AS "PUBLIC SQUARE", TO THE JUSTICES OF THE COUNTY COURT AS THEY HAD, WITH THE JUSTICES OF THE COURT OF QUARTER SESSIONS, FIXED ON NEWPORT FOR THE SEAT OF JUSTICE FOR THE COUNTY.

THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF KENTUCKY PASSED, ON DECEMBER 14, 1795, "AN ACT TO ESTABLISH THE TOWN OF NEWPORT". AT THE APRIL COURT OF 1796, JAMES TAYLOR, ACTING AS ATTORNEY IN FACT FOR HIS FATHER JAMES TAYLOR THE ELDER, RECORDED A RESURVEY OF THE TOWN OF NEWPORT MADE THE 20TH OF AUGUST 1795 BY JOHN ROBERTS ESQR. AT THIS TIME, THE PROPRIETOR RELINQUISHED THAT PART OF THE CONDITION SUBJECTING THE LOTS TO FORFEITURE FOR NON COMPLIANCE OF BUILDING AND GAVE DEEDS FOR ALL THE LOTS ALREADY FORFEITED.

THE CENSUS OF 1800 LISTED THE POPULATION OF NEWPORT AT 106 PERSONS; THE GREATEST POPULATED TOWN IN KENTUCKY WAS LEXINGTON WITH 1795 PERSONS.

BY 1808, THE FIRST BRICK HOUSE WAS BUILT BY JOHN BROWN

LINDSEY NEAR THE CORNER OF FRONT AND COLUMBIA STREETS.

PHYSICAL GROWTH BEGAN WHEN JAMES TAYLOR LAID OUT TAYLOR ADDITION FROM COLUMBIA STREET TO THE LICKING RIVER; RESERVING THE FERRY RIGHT FOR THE TAYLOR FAMILY AS ORIGINALLY STIPULATED.

CHARLES SEALSFIELD, A EUROPEAN WHO TOURED KENTUCKY ABOUT 1824, HAD STAYED AT CINCINNATI SIX DAYS AND THEN CROSSED THE OHIO RIVER IN THE FERRY BOAT AND LANDED AT NEWPORT. HE FOUND A SMALL COUNTRY TOWN CONTAINING THE GOVERNMENT ARSONAL FOR THE WESTERN STATES, A COURT HOUSE AND ABOUT 100 BUILDINGS SCATTERED IRREGULARLY UPON THE EMINENCE.

BY 1840, A DIRECTORY WAS ISSUED WHICH CONTAINED THE TRADES-
MENT OF NEWPORT AND DESCRIBED IT AS "A PRETTY LITTLE TOWN LYING ON THE SOUTH BANK OF THE OHIO AND EAST BANK OF THE LICKING RIVER. IT HAS 1000 INHABITANTS AND IS THE COUNTY-SEAT OF CAMPBELL.¹ THE UNITED STATES ARSONEL IS LOCATED AT THE JUNCTION OF THE TWO RIVERS AND WAS ESTABLISHED ABOUT THE YEAR 1803-4. ITS PUBLIC BUILDINGS ARE A COURT HOUSE, ONE METHODIST CHURCH AND ONE PRESBYTERIAN CHURCH,² A COTTON FACTORY, A BALE-ROPE AND BAGGING FACTORY AND ONE WOOLEN FACTORY, WHICH, WHEN IN OPERATION, EMPLOY FROM 3 TO 400 HAND. "

THE STREETS PARALLEL WITH THE RIVER WERE FRONT; TAYLOR(3RD), BELLEVUE(4TH), MADISON(5TH), JEFFERSON(6TH) AND SHORT STREET WHICH WAS LOCATED BETWEEN MONMOUTH AND EAST ROW(NOW A PART OF THE FLOOD WALL). THE STREETS RUNNING FROM THE RIVER WERE: EAST ROW (WASHINGTON), SARATOGA, MONMOUTH, YORK, COLUMBIA AND CABOT (CENTRAL). FROM THIS, WE CAN SEE WHAT A SMALL PORTION OF NEWPORT WAS IN LOTS; THE BALANCE WAS IN FARMS AND WOODS.

RAPID GROWTH OF NEWPORT HAD ITS BEGINNING IN APRIL OF 1844 WHEN M. T. C. GOULD, LAND AGENTS LOCATED AT THE NORTH EAST CORNER OF MAIN AND 5TH STREETS IN CINCINNATI, OPENED UP THE SUBDIVISION FROM PATTERSON STREET TO THE LICKING RIVER AND FROM MADISON TO THE STREET ABOVE ELM.

ABOUT 1845, NEWPORT CONTAINED 5 CHURCHES OF DIFFERENT DENOMINATIONS, 1 SEMINARY OF LEARNING, 4 PRIVATE SCHOOLS, 5 LAWYERS, 5 PHYSICIANS, 6 STORES, 23 GROCERIES, 1 LODGE OF MASONS, 1 LODGE OF ODD FELLOWS, 1 DIVISION OF THE SONS OF TEMPERANCE, 1 ROLLING MILL, 1 COTTON FACTORY, 3 BLACKSMITH SHOPS, 12 CARPENTER AND JOINERS' SHOPS, 2 TAILOR AND 2 SADDLE SHOPS, 2 TAVERNS, 1 COURT HOUSE, 1 MARKET HOUSE, 250 BRICK AND 175 FRAME HOUSES AND A POPULATION OF 4000.

ANOTHER SUBDIVISION WAS ADDED ON MAY 4, 1847, WHEN JAMES TAYLOR LAID OUT THE BELLEVUE ADDITION WHICH WAS FROM MADISON TO RINGGOLD(8TH) AND FROM EAST ROW TO MONMOUTH.

¹ON MONDAY, THE 25TH OF MAY 1840, THE FIRST OFFICIAL MEETING OF THE COURT WAS HELD IN ALEXANDRIA, THE NEW COUNTY SEAT, AFTER BEING LOCATED IN NEWPORT FOR ABOUT 45 YEARS.

²IN FEBRUARY, THE TRUSTEES OF THE REGULAR BAPTIST CHURCH SECURED PERMISSION TO USE THE COURT HOUSE AS A PLACE OF PUBLIC WORSHIP.

EFFORTS MADE TO ORGANIZE A FIRE COMPANY

JAMES TAYLOR AND W. J. BERRY LAID OUT GENERAL TAYLOR BUENA VISTA ADDITION IN NOVEMBER OF 1848 WHICH WAS FROM RINGGOLD TO BEYOND WILLIAMSON(11TH) AND FROM MONMOUTH TO CABOT STREET WITH ONE ACRE LAID OFF AT RINGGOLD AND COLUMBIA WHICH WAS THE CEMETERY.

NEWPORT CONTINUED TO GROW WITH THE DEVELOPMENT OF THE NEW BELLEVUE SUBDIVISION LAID OUT FROM RINGGOLD TO HARRIS(9TH), SARATOGA TO MONMOUTH, IN APRIL OF 1850. LATER THIS YEAR, APPLICATION WAS MADE BY THE CITY FATHERS TO THE STATE LEGISLATURE TO ENLARGE THE CORPORATE LIMITS OF THE CITY OF NEWPORT SO AS TO EMBRACE THE LOW WATER MARK ON THE OHIO RIVER ____ RODS ABOVE THE MOUTH OF TAYLOR CREEK AND RUNNING IN A STRAIGHT LINE FROM THENCE PAST TAYLORS MILL TO A LINE RUNNING ALONG THE TOP OF GALLOWS GAP HILL TO THE LICKING RIVER. IN JULY OF 1851, AN ADDITION TO THE NEW BELLEVUE SUBDIVISION WAS LAID OUT FROM EAST ROW TO SARATOGA AND FROM RINGGOLD TO HARRIS.

STILL NEWPORT CONTINUED TO SPREAD OUT. IN APRIL OF 1854, W. G. TERRELL'S SUBDIVISION OF OUT LOTS VI AND ONE HALF OF V WAS ADDED WHICH RAN FROM TODD STREET TO BEYOND MCARTHUR AND CABBOT TO ISABELLA.

FROM THE FOREGOING, WE CAN READILY SEE THAT NEWPORT NEEDED A FIRE DEPARTMENT TO PROTECT ITS HOUSES AND FACTORIES.

EFFORTS MADE TO ORGANIZE A FIRE COMPANY

MARCH 9, 1836, THE PRESIDENT AND BOARD OF TRUSTEES OF NEWPORT APPOINTED WM. H. LACY, JOHN DOXON AND ISAAC STRICKER AS A COMMITTEE TO ORGANIZE A FIRE COMPANY AND ENQUIRE INTO THE COST OF AN ENGINE. AN ORDINANCE WAS PASSED TO ESTABLISH A FIRE ENGINE & HOSE COMPANY AND JOHN W. TIBBATTS, JOHN N. TALIAFERRO, FRANCIS T. HELM, HORATIO T. HARRIS, GEO. W. DOXON, D. D. MAYO AND ISAAC STRICKER AND THEIR ASSOCIATES WERE TO BE KNOWN AND DESIGNATED BY THE NAME AND STYLE OF THE NEWPORT FIRE ENGINE AND HOSE COMPANY. THEIR PURPOSE WAS TO ASSIST IN EXTINGUISHING FIRES. THEY WERE GIVEN THE POWER TO ELECT MEMBERS TO SUCH OFFICES AS REQUIRED AND MAKE ALL THE NECESSARY RULES AND REGULATIONS FOR THE GOVERNMENT OF THE COMPANY, ADMIT NEW MEMBERS OR EXPEL MEMBERS FOR GOOD CAUSE SHOWN AND THEY WERE NOT TO CONSIST OF MORE THAN 50 MEMBERS. THEY WERE TO CAREFULLY KEEP AND PRESERVE THE ENGINE, HOSE AND PROPERTY OF THE TOWN OR ANY EQUIPMENT THAT INDIVIDUALS MIGHT PLACE IN THEIR CARE. THE MEMBERS WERE TO BE ENTITLED TO ALL THE PRIVILEGES AND EXEMPTIONS WHICH THE TOWN CHARTER GAVE TO FIREMEN.

EVIDENTLY THE EFFORTS OF THESE MEN TO GET A FIRE DEPARTMENT STARTED--FAILED--FOR ABOUT APRIL OF 1841, ANOTHER ATTEMPT WAS MADE TO GET A FIRE DEPARTMENT GOING. MESSRS. GREENLEAF AND MCARTHUR WERE APPOINTED A COMMITTEE TO LEARN THE PRICE OF LADDERS, HOOKS &C, SUITABLE FOR THE PROTECTION OF THE TOWN FROM THE SPREAD OF FIRE. ON THE 21ST DAY OF MAY, MESSRS. DOUGHTY, STRICKER AND NICKELSON WERE APPOINTED TO DRAFT A CONSTITUTION FOR A FIRE COMPANY ABOUT TO BE ORGANIZED. THE FOLLOWING MONTH, JAMES WALLS, C. M. DOUGHTY AND IRA ROOT WERE APPOINTED A COMMITTEE TO DRAFT A CONSTITUTION AND BY LAWS FOR THE HOOK AND LADDER COMPANY ABOUT TO BE ORGANIZED, AND A TOWN MEETING WAS HELD AT 5 O'CLOCK PM ON THE 14TH TO ORGANIZE AND ADOPT A CONSTITUTION, BY LAWS AND ELECT OFFICERS.

EVERYTHING SEEMED TO BE GOING GOOD AS TIME WENT BY. C. M. DOUGHTY WAS ALLOWED \$50.00 TO PURCHASE FIRE HOOKS TO BE USED TO ARREST THE PROGRESS OF FIRE BY PULLING DOWN ANY BUILDING AND ALSO TO PURCHASE LADDERS. AN ORDINANCE WAS PASSED FOR THE SAFE KEEPING AND BETTER PRESERVATION OF THIS EQUIPMENT. BY THE 18TH OF MARCH 1842, MESSRS. MCARTHUR AND MILLER WERE APPOINTED TO EXAMINE A FIRE ENGINE IN CINCINNATI WITH REFERENCE TO PURCHASE; MR. BOWERS WAS ADDED TO THIS COMMITTEE AT A LATER DATE.

THE TOWN FATHERS SAW THAT LADDERS WERE BEING REMOVED FROM THE MARKET HOUSE AND FOUND IT NECESSARY TO PASS ORDINANCE 165 -

"BE IT ORDAINED BY THE PRESIDENT AND TRUSTEES OF THE TOWN OF NEWPORT THAT FROM AND AFTER THE PASSAGE OF THIS ORDINANCE THAT IT SHALL BE UNLAWFUL FOR ANY PERSON OR PERSONS TO TAKE REMOVE OR CARRY AWAY THE HOOKS AND LADDERS OR EITHER OR ANY OF THEM BELONGING TO THE TOWN OF NEWPORT FROM THE PLACE WHERE THEY MAY BE DEPOSITED FOR SAFE KEEPING - OR TO CUT DEFACE OR OTHERWISE INJURE EITHER OR ANY OF SAID HOOKS AND LADDERS AS AFORESAID EXCEPT IN CASE OF FIRE OR ALARM OF FIRE WHEN THEY MAY BE TAKEN - AND ANY PERSON OR PERSONS WHO SHALL BE GUILTY OF A VIOLATION OF THIS ORDINANCE SHALL UPON CONVICTION THEREOF BEFORE THE MAYOR

OF THIS TOWN BE FINED THE SUM OF FIVE DOLLARS & COSTS OF SUIT - AND FOR EVERY DAY HE OR THEY MAY REFUSE OR FAIL TO RETURN SAID HOOK & LADDERS OR EITHER OR ANY OF THEM AFTER THE FIRST CONVICTION BEFORE SAID MAYOR THE PERSON OR PERSONS SO REFUSING OR FAILING SHALL BE SUBJECT TO A FINE OF TWO DOLLARS EACH TO BE RECOVERED AS AFORESAID."

AGAIN, ALL THE EFFORTS MADE TO GET A FIRE ENGINE AND HOOK AND LADDER COMPANY STARTED WERE IN VAIN--NEITHER COMPANY BEING FORMED.

BY THE 14TH OF NOVEMBER 1845, MR. AIR REQUESTED THE PRESIDENT OF THE BOARD OF TRUSTEES TO CALL A MEETING OF THE CITIZENS OF THE TOWN TO TAKE INTO CONSIDERATION THE PROPRIETY OF ORGANIZING A HOOK AND LADDER COMPANY TO ACT IN CONCERT, IN CASE OF FIRE, WITH THE FIRE COMPANY AT THE NEWPORT BARRACKS. NO COMPANY WAS FORMED. A YEAR LATER, THE SUBJECT WAS AGAIN BROUGHT UP BY CAPT. N. C. MCCREA. MESSRS. ROSS AND AIR WERE APPOINTED TO ASCERTAIN THE COST OF THE NECESSARY APPARATUS AND BY THE 14TH OF DECEMBER, ORDINANCES WERE PASSED ESTABLISHING A FIRE ENGINE & HOSE COMPANY, A HOOK & LADDER COMPANY AND CREATING FIRE WARDENS -

ORDINANCE 173

SECTION 1 - BE IT ORDAINED BY THE PRESIDENT AND TRUSTEES OF THE TOWN OF NEWPORT THAT R. D. HAYMAN, F. A. MILLER, ROBT. AIR, ISAAC STRICKER, A. D. SMALLY, J. W. CLUTTER, JOHN F. BOYD, JOHN STUCKER, W. B. ROSS, JOHN R. MILLER AND THEIR ASSOCIATES BE AND THEY ARE HEREBY FORMED INTO A COMPANY TO BE KNOWN AND DESIGNATED BY THE NAME AND STYLE OF THE NEWPORT FIRE ENGINE AND HOSE COMPANY FOR THE PURPOSE OF ASSISTING IN EXTINGUISHING FIRES IN SAID TOWN AND TO DO AND PERFORM SUCH SERVICES AS ARE USUALLY PERFORMED BY SUCH COMPANIES.

SECTION 2 - BE IT FURTHER ORDAINED THAT SAID COMPANY SHALL HAVE THE POWER TO ELECT SUCH MEMBERS THEREOF TO SUCH OFFICES AS THEY MAY REQUIRE FOR THE CONTROL OF SAME, TO MAKE ALL NECESSARY RULES AND REGULATIONS FOR THE GOVERNMENT OF SAID COMPANY, TO ADMIT ANY NEW MEMBERS PROVIDED SAID COMPANY SHALL NOT CONSIST AT ANY TIME OF MORE THAN FIFTY MEMBERS.

SECTION 3 - BE IT FURTHER ORDAINED THAT THE SAID COMPANY SHALL CAREFULLY KEEP AND PRESERVE THE ENGINE, HOSE AND SUCH OTHER PROPERTY OF THE TOWN AS MAY BE PLACED IN THEIR CARE OR POSSESSION AND PREVENT DAMAGE ACCRUING TO THE SAME.

SECTION 4 - BE IT FURTHER ORDAINED THAT THE MEMBERS OF SAID COMPANY SHALL BE ENTITLED TO ALL THE PRIVILEGES AND EXEMPTIONS WHICH THE TOWN CHARTER GIVES TO FIREMEN.

ORDINANCE 174

BE IT ORDAINED BY THE PRESIDENT AND TRUSTEES OF THE TOWN OF NEWPORT THAT N. B. SHALER, H. H. MILLER, H. H. MAYO, JAMES STUCKER, HENRY K. LINDSEY, L. M. ECKERT, M. P. SMITH, FRANCIS MILLER, WILLIAM STUCKER, FRANK STEIN AND THEIR ASSOCIATES BE AND THEY ARE HEREBY FORMED INTO A COMPANY TO BE KNOWN AND DESIGNATED BY THE NAME OF THE NEWPORT HOOK AND LADDER COMPANY

FOR THE PURPOSE OF ASSISTING IN ARRESTING AND EXTINGUISHING FIRES IN SAID TOWN AND TO DO AND PERFORM SUCH SERVICES AS ARE USUALLY PERFORMED BY SUCH COMPANIES.

SECTION 2 - BE IT FURTHER ORDAINED THAT SAID COMPANY SHALL HAVE POWER TO ELECT SUCH MEMBERS THEREOF TO SUCH OFFICES AS THEY MAY REQUIRE FOR THE CONTROL OF THE SAME, TO MAKE ALL NECESSARY RULES AND REGULATIONS FOR THE GOVERNMENT OF SAID COMPANY, TO ADMIT ANY NEW MEMBERS OR FOR GOOD CAUSE SHOWN TO EXPEL ANY MEMBER, PROVIDED SUCH COMPANY SHALL NOT AT ANY TIME CONSIST OF MORE THAN TWENTY MEMBERS.

SECTION 3 - BE IT FURTHER ORDAINED THAT THE MEMBERS OF SAID COMPANY SHALL BE ENTITLED TO ALL THE PRIVILEGES AND EXEMPTIONS WHICH THE TOWN CHARTER GIVES TO FIREMEN.

ORDINANCE 175

SECTION 1 - BE IT ORDERED BY THE PRESIDENT AND TRUSTEES OF THE TOWN OF NEWPORT THAT IT SHALL BE THE DUTY OF THE PRESIDENT AND TRUSTEES OF THE TOWN OF NEWPORT TO APPOINT 4 FIRE WARDENS ONE FROM EACH WARD IN SAID TOWN ANNUALLY AND IN CASE OF VACANCIES THEY SHALL BE FILLED AS AFORESAID WHOSE DUTY SHALL BE TO EXAMINE IN THEIR RESPECTIVE WARD, CHIMNEYS, STOVE PIPES FOR THE PURPOSE OF BETTER SECURING THE PROPERTY FROM FIRE IN SAID TOWN AND IT SHALL BE THEIR DUTY WHEN INFORMATION IS GIVEN OF ANY CHIMNEY, STOVE OR STOVE PIPE BEING DANGEROUS TO GO IMMEDIATELY TO THE PLACE AND IF THEY FIND SUCH INFORMATION TRUE, THEY OR EITHER OF THEM MAY IMMEDIATELY GIVE THE OWNER OR OWNERS OR OCCUPIER ORDERS TO HAVE THE SAME MADE SAFE AND IF THE OWNER OR OCCUPIER NEGLECT TO REMEDY THE SAME WITHIN TWENTY-FOUR HOURS AFTER SUCH ORDER HE, SHE OR THEY SHALL BE FINED ON CONVICTION THEREOF BEFORE THE MAYOR IN ANY SUM NOT TO EXCEED \$5.00 FOR EVERY TWENTY-FOUR HOURS THE SAME SHALL REMAIN UNSAFE AFTERWARDS³

SECTION 2 - BE IT FURTHER ORDAINED THAT THE PRESIDENT AND DIRECTORS OF THE NEWPORT FIRE ENGINE AND HOSE COMPANY AND THE PRESIDENT AND THE DIRECTORS OF THE NEWPORT HOOK AND LADDER COMPANY TOGETHER WITH THE FIRE WARDENS SHALL HAVE POWER IN THE TIME OF FIRE TO ORDER AND DIRECT CITIZENS WHO MAY BE PRESENT AT SUCH FIRE AND TO ARRANGE THEM SO THAT THEY MAY WORK TO THE BEST ADVANTAGE IN EXTINGUISHING THE FIRE AND FOR THE PROTECTION OF PROPERTY, AND, IN CASE OF ANY PERSON OR PERSONS REFUSING OR FAILING TO COMPLY WITH THE PROVISIONS OF THIS ORDINANCE, HE OR THEY SO FAILING OR REFUSING ON CONVICTION THEREOF BEFORE THE MAYOR SHALL BE FINED IN ANY SUM NOT TO EXCEED FIVE DOLLARS WITH COST OF SUIT.

³THE FOLLOWING MEN WERE COMMISSIONED AND RECEIVED THE BADGE OF THE FIRE COMPANY IN MAY 1858 - P. H. WILSON AND C. P. BUCHANAN, ROBERT TODD AND JAMES EWAN, JAMES STRICKER AND ROBERT HOWATT, X. SINE AND EPHRAIM LADD, R. B. SNODGRASS AND GEO. B. HOLMES. THE ONLY OTHER FIRE WARDENS ON RECORD WERE ELECTED NOVEMBER 8, 1866. THESE WARDENS WERE THOS. WILLIAMS AND ADAM WEBER, E. MARRIANAX* AND JOHN WELSCH, J. B. LOCK AND B. F. TAYLOR, ED HAHN (HAM) AND FRED FEITH*, T. W. GIDEON AND G. B. HOLMES.
*DECLINED TO SERVE.

SECTION 3 - BE IT FURTHER ORDAINED THAT ALL FINES AND PENALTIES INCURRED BY AN FIREMAN OR FIREMEN OR ANY MEMBER OF THE HOOK AND LADDER COMPANY BY VIOLATING OR FOR THE NON-OBSERVANCE OF ANY OF THE BY-LAWS AND REGULATIONS OF THEIR RESPECTIVE COMPANYS, MAY BE SECURED BY PROSECUTION BEFORE THE MAYOR - AND ALL FINES OR FORFEITURES SO COLLECTED SHALL BE PAID TO THE TREASURER OF THE COMPANY TO WHICH THE DELINQUENT BELONGS - WHICH SHALL BE APPLIED TO THE BENEFIT OF THE COMPANY.

SECTION 4 - BE IT FURTHER ORDAINED THAT THE ORDER SHALL TAKE EFFECT AND BE IN FORCE FROM AND AFTER ITS PASSAGE.

NOW, IT APPEARS THAT AT LONG LAST NEWPORT WAS TO HAVE PROTECTION IN CASE OF FIRE. HOWEVER, IT WAS NOT UNTIL JUNE 1848, THAT MESSRS. GILMAN AND ROSS WERE APPOINTED TO ASCERTAIN ON WHAT TERMS A FIRE ENGINE COULD BE PROCURED AND TO RECOMMEND SOME METHOD BY WHICH IT COULD BE OBTAINED; HOWEVER, NONE WAS PURCHASED.

TIME PASSED, AND STILL A FIRE ENGINE HAD NOT BEEN OBTAINED. INDEPENDENT FIRE ENGINE AND HOSE COMPANY NO. 2 OF CINCINNATI COMMUNICATED THE FACT THAT THEY HAD A FIRE ENGINE FOR SALE. MESSRS. MCCracken, PERRY, BOYD, SOUARD AND HALL WERE APPOINTED TO LOOK INTO THE MATTER, BUT A MONTH LATER, THEY REPORTED THAT THEY CONSIDERED IT INEXPEDIENT AT THE PRESENT TIME. BY DECEMBER, A PETITION WAS RECEIVED FROM F. A. MILLER AND OTHERS PRAYING COUNCIL TO PROCURE A FIRE ENGINE TO PROTECT THE PROPERTY OF THE CITIZENS. NOW, MAYBE NEWPORT WOULD HAVE FIRE PROTECTION SINCE THE CITIZENS WERE BANDING TOGETHER TO HELP THEIR CITY FATHERS.

SO, ON THE 15TH OF APRIL 1851, ON MOTION OF MR. MAYO, IT WAS RESOLVED THAT THE QUALIFIED VOTERS OF THE CITY OF NEWPORT BE CALLED ON MONDAY NEXT TO VOTE FOR OR AGAINST THE LEVYING OF A SPECIAL TAX OF TEN CENTS ON THE ONE HUNDRED DOLLAR PER ANNUM, FOR THE PURPOSE OF PROCURING A FIRE ENGINE OR ENGINES, WITH OTHER SUITABLE FIRE APPARATUS AND FIXTURES, BUILDINGS, PUBLIC CISTERNs, &c.

THE MINUTES OF SEPTEMBER 17TH TELL OF A REPORT BEING RECEIVED FROM THE COMMISSIONERS TO WHOM WAS REFERRED THE PETITION IN RELATION TO A FIRE ENGINE &c, FAVORABLE TO THE SAME. THE APPOINTMENT OF COMMISSIONERS WAS RECOMMENDED TO ASCERTAIN THE PRICE OF FIRE APPARATUS AND THE TERMS UPON WHICH THE CITY MIGHT PROCURE THE SAME, WHICH WAS CONCURRED IN. MESSRS. FEARONS, SOUARD AND GIDEON WERE APPOINTED THE COMMITTEE. THEY LATER REPORTED SOME PROPOSITIONS WERE TENDERED THEM AND THEY WERE AUTHORIZED TO INVITE THE INDEPENDENT FIRE COMPANY NO. 2 OF CINCINNATI OVER AS SOON AS CONVENIENT WITH THEIR FIRE ENGINE, CALLED THE "CATARACT", FOR TRIAL AND THE INSPECTION OF THE CITIZENS. ALSO, THEY WERE TO INVITE ANY OTHERS TO NEWPORT WHO MIGHT WISH TO DISPOSE OF FIRE APPARATUS. A PROPOSITION WAS RECEIVED FROM MR. FARNHAM PROPOSING TO SELL A FIRE ENGINE AND HOSE CARRIAGE AND THE COMMITTEE WERE INSTRUCTED TO PURCHASE THE CARRIAGE PROVIDED IT FURNISHED FULL SATISFACTION TO THEM UPON TRIAL.

IN THE MEANTIME, PLANS WERE MADE FOR GETTING UP A CONCERT FOR THE PURPOSE OF RAISING FUNDS WITH WHICH TO PURCHASE HOSE AND

WASHINGTON FIRE CO. NO. 1 AND HOOK AND LADDER CO. ORGANIZED

THOUGH THE NEGOTIATIONS FOR THE PURCHASE OF THE FIRE APPARATUS HAD FAILED, MR. FEARONS, ON THE 4TH OF NOVEMBER 1851, REPORTED TO COUNCIL THE PROCEEDINGS OF MEETINGS HELD BY THE CITIZENS FOR THE PURPOSE OF ORGANIZING A FIRE COMPANY. A COMPANY HAD BEEN ORGANIZED AND GEO. D. ALLEN WAS ELECTED PRESIDENT PRO-TEM; F. A. MILLER, VICE PRESIDENT PRO-TEM AND G. R. FEARONS, SECRETARY. THE DIRECTORS OF A SUPPLY ENGINE, HOSE CARRIAGE AND DELIVERY ENGINE WERE ELECTED TO WIT - OF SUPPLY ENGINE, T. M. JUSTICE, J. BENNET AND H. J. GORMAN; OF HOSE CARRIAGE, J. G. COLLINS, J. F. MONDOR, J. MAPHIT; OF DELIVERY ENGINE, J. D. POLLARD, H. REIBOLT, S. MORLIGE. THE COMPANY WAS TO BE KNOWN AS THE WASHINGTON FIRE COMPANY NO. 1 OF THE CITY OF NEWPORT, KY.

AFTER THIS REPORT, A PETITION WAS PRESENTED BY R. B. MCCracken ASKING THE COUNCIL TO RECOGNIZE THEM AS A COMPANY. WHEREUPON, MR. FEARON PRESENTED THE FOLLOWING ORDINANCE (206) AMENDATORY TO ONE PASSED NOVEMBER 26, 1846.

BE IT ORDAINED BY THE PRESIDENT AND COMMON COUNCIL OF THE CITY OF NEWPORT, THAT SO MUCH OF AN ORDINANCE ENTITLED "AN ORDINANCE TO ESTABLISH, IN THE TOWN OF NEWPORT, A FIRE ENGINE AND HOSE COMPANY" AS PROVIDES THAT ROBT. AIR, ISAAC STRICKER, A. D. SMALLEY, J. W. CLUTTER, J. F. BOYD, JOHN STUCKER, WM. B. ROSS, JNO. R. MILLER AND THEIR ASSOCIATES SHALL CONSTITUTE SAID COMPANY IS HEREBY REPEALED.

AND THAT HEREAFTER GEO. D. ALLEN, F. A. MILLER, G. R. FEARONS, T. M. JUSTICE, J. BENNET, H. J. GORMAN, J. G. COLLINS, J. F. MONDOR, J. T. MAPHET, J. D. POLLARD, H. REIBOLD AND S. MORLIGE AND THEIR ASSOCIATES SHALL BE KNOWN AND CONSTITUTED SAID COMPANY - AND THAT SO MUCH OF SAID ORDINANCE AS LIMITS THE NUMBER OF SAID COMPANY TO 50 MEMBERS, SHALL BE SO AMENDED AS TO READ 150 AND THAT SAID COMPANY SHALL HEREAFTER BE KNOWN AS "WASHINGTON FIRE COMPANY NO. 1".

THE FOLLOWING WEEK, MR. FEARONS REPORTED A RESOLUTION OF WASHINGTON FIRE COMPANY NO. 1 IN RELATION TO CO-OPERATING WITH THE COMMITTEE FOR THE PURCHASE OF FIRE ENGINE "CATARACT" AND HOSE CARRIAGE "PIONEER" BELONGING TO THE INDEPENDENT FIRE COMPANY NO. 2 OF CINCINNATI. THIS APPARATUS WAS PURCHASED THE 25TH OF NOVEMBER 1851 FOR THE SUM OF \$500.00 PAYABLE IN CITY BONDS, BEARING 8% INTEREST PER ANNUM, \$300.00 PAID DOWN; THE REMAINING \$200.00 PAYABLE JULY 1ST 1853 BEARING INTEREST FROM DATE.

WITH THE PURCHASE OF THIS EQUIPMENT, A PLACE HAD TO BE FOUND TO HOUSE IT. TEMPORARY QUARTERS WERE BUILT IN THE REAR OF THE COURT HOUSE. EFFORTS WERE MADE TO SECURE A LOT AND BUILD A FIRE HOUSE, BUT THESE FAILED. THE OLD CLERK'S OFFICE BUILDING SEEMED A GOOD PLACE TO HOUSE THE FIRE DEPARTMENT IF ALTERATIONS WERE MADE, FOR IT HAD NOT BEEN USED BY THE COUNTY SINCE THEIR REMOVAL TO ALEXANDRIA. ON THE 2ND SEPTEMBER 1852, IT WAS RESOLVED THAT THE NECESSARY ALTERATIONS BE MADE, WHICH WERE COMPLETED BY THE 30TH; INCLUDING HAVING THE ENGINE HOUSE YELLOW WASHED.

A CONTRACT WAS LET TO J. & B. BRUSE & CO. FOR THE BUILDING

OF A HOSE CARRIAGE, WHICH WAS RECEIVED IN MARCH OF 1852. G. E. MINISTER SUPPLIED 300 FEET OF HOSE MADE BY HIM. SAMUEL CUMMINGS SUBMITTED A PROPOSAL TO BUILD A FIRE ENGINE WHICH WAS EVENTUALLY LET TO HIM, BUT NOT BEFORE AN EXAMINATION OF THE SINGLE BREAK ENGINE HAD BEEN MADE AND REPORTED ON AS UNFAVORABLE. THE STIPULATIONS OF THE CONTRACT WITH MR. CUMMINGS WAS THAT THE ENGINE BE COMPLETED "SEVEN MONTHS FROM THE 1ST OF MAY 1852" AND THE PRICE WAS TO BE \$1800.00; HE COMPLETED HIS CONTRACT BY THE 6TH OF JANUARY 1853 AND THE ENGINE WAS KNOWN AS THE "TORRENT".

WASHINGTON FIRE ENGINE AND HOSE CO. NO. 1 WAS NOW READY TO FIGHT FIRES!

ORDINANCE NO. 174 HAD BEEN PASSED THE 14TH OF DECEMBER 1846 CREATING A HOOK AND LADDER COMPANY, BUT IT APPEARS IT HAD AS MUCH DIFFICULTY IN GETTING STARTED AS THE ENGINE COMPANY. THIS IS ANOTHER STORY, BUT I REFER TO IT HERE AS IT WAS A PART OF THE ENGINE COMPANY UNTIL THEY FINALLY ORGANIZED.

ALL FIRE FIGHTING EQUIPMENT OWNED BY THE CITY WAS TURNED OVER TO THE ENGINE COMPANY. BY JUNE 10, 1852, DAVID BLINCU PRESENTED A BILL OF \$46.74 FOR LADDERS & C FURNISHED FOR THE USE OF THE FIRE DEPARTMENT, JAS. TEMPLE'S BILL OF \$2.00 WAS PRESENTED FOR HAULING THE LADDERS FROM CINCINNATI AND BY THE 16TH OF DECEMBER, F. A. MILLER HAD PAINTED THE HOOKS AND LADDERS AND PRESENTED HIS BILL FOR \$5.00.

A COMMITTEE WAS APPOINTED IN JANUARY OF 1853 TO PROCURE A HOOK AND LADDER WAGON AND THEY WERE TO HAVE THE SHED IN BACK OF THE COURT HOUSE EXTENDED TO ACCOMMODATE THE WAGON. BY THE 27TH, THE WAGON HAD BEEN COMPLETED BY MESSRS. EVAND AND HICKMAN AND ORDERS ON THE FIRE DEPARTMENT FUND WERE ISSUED IN THE AMOUNT OF \$110.00; FOUR GOOD AXES, A DRAG ROPE FOR THE WAGON AND RIGGING FOR THE HOOKS WERE PROCURED.

ALSO, JAS. E. PERRY AND 13 OTHERS APPEARED AT THE MEETING OF THE COUNCIL AND INFORMED THEM THAT THEY HAD ORGANIZED THEMSELVES INTO A HOOK AND LADDER COMPANY AND ASKED THAT PROPER MEASURES BE TAKEN TO PLACE THEM IN POSSESSION OF THE HOOKS, LADDERS AND WAGON BELONGING TO THE CITY. THE PETITIONERS WERE AUTHORIZED TO ORGANIZE UNDER THE OLD ORDINANCE.

NEXT MEETING (2 FEBRUARY), THEY WERE RECOGNIZED AS THE HOOK AND LADDER COMPANY OF THE CITY OF NEWPORT AND THEY WERE DULY AUTHORIZED TO TAKE INTO CHARGE ALL THE PROPERTY APPERTAINING TO THEIR BRANCH OF THE FIRE DEPARTMENT. ORDINANCE NO. 214 WAS THEN PASSED CONCERNING THE HOOK AND LADDER COMPANY -

BE IT ORDAINED BY THE PRESIDENT AND COMMON COUNCIL OF THE CITY OF NEWPORT THAT FROM AND AFTER THE PASSAGE OF THIS ORDINANCE THAT SO MUCH OF AN ORDINANCE PASSED NOVEMBER 26, 1846 PROVIDING THAT "SAID COMPANY SHALL NOT CONSIST AT ANY TIME OF MORE THAN TWENTY MEMBERS" BE AND IS HEREBY REPEALED AND THAT THE SAID HOSE AND LADDER COMPANY MAY INCREASE THEIR NUMBER TO FIFTY MEMBERS.⁴

⁴AUGUST 8, 1867 - THE CITY HAD THE HOOK AND LADDER WAGGON AND THE HOOKS AND LADDERS REPAIRED AND THE PROPERTY WAS PLACED IN CHARGE OF THE WASHINGTON FIRE COMPANY.

INCORPORATION, CHARTER, CONSTITUTION, BY LAWS AND MEMBERS
SUPPORT OF THE COMPANY

AN ACT TO INCORPORATE THE WASHINGTON FIRE ENGINE AND HOSE CO. NO. 1 OF THE CITY OF NEWPORT WAS APPROVED 6 MARCH 1854, AND THE COMPANY'S MEETINGS WERE FIRST RECORDED ON THE 10TH OF APRIL. THE INDEPENDENT FIRE COMPANY NO. 2 OF CINCINNATI HAD PRESENTED THE COMPANY WITH A BANNER⁵ AND \$226.00, AND A LETTER OF THANKS WAS WRITTEN -

10 APRIL 1854

"RESOLVED THAT THE THANKS OF THIS CO. BE AND THEY ARE HEREBY TENDERED TO INDEPENDENT FIRE CO. NO. 2 FOR THE VERY LIBERAL AND BEAUTIFUL PRESENT AND DONATION PRESENTED BY THE PRESIDENT AND MEMBERS OF SAID CO.

RESOLVED THAT THIS ACT OF GENEROSITY AND KINDNESS IS DULY APPRECIATED ON OUR PART AND WE ACCEPT THE GIFTS PRESENTED US AND WILL EVER CHERISH AND RESPECT THEM; A MEMENTOS OF GENEROUS AND LIBERAL DONORS.

RESOLVED THAT IN INDEPENDENT FIRE CO. NO. 1 WE RECOGNIZE THE TRUE TYPE OF THE AMERICAN VOLUNTEER FIREMAN AND IT SHALL EVER BE OUR AIM TO EMULATE THEIR EXAMPLE AND RENDER OURSELVES DESERVING OF THEIR RESPECT.

RESOLVED THAT THIS TOKEN OF FRIENDSHIP MANIFESTED FOR OUR COMPANY BY INDEPENDENT NO. 2 SINCE OUR ORGANIZATION HAS BEEN SUCH AS TO ENTITLE THEM TO OUR LASTING GRATITUDE AND THAT WE RECOGNIZE IN EACH MEMBER A BROTHER AND A FRIEND.

RESOLVED THAT A COPY OF THESE RESOLUTIONS BE FORWARDED TO INDEPENDENT FIRE CO. NO. 2.

G. R. FEARONS AND JOHN G. COLLINS
COMMITTEE"

THERE WAS A CLOSENESS AMONG THE FIRE COMPANIES OF THE SURROUNDING AREA, AS WELL AS A READINESS TO ASSIST AT FIRES, WHICH IN ONE INSTANCE, FRIENDSHIP WAS A HEARTACHE INSTEAD OF A BLESSING.

THE CHARTER, CONSTITUTION AND BY LAWS WERE ADOPTED IN MAY AND 300 BOOKLETS WERE PRINTED.

CHARTER CONSTITUTION AND BY-LAWS OF THE
WASHINGTON FIRE ENGINE & HOSE COMPANY, NO. 1
OF NEWPORT, KY., ADOPTED MAY 1854

AN ACT TO INCORPORATE THE WASHINGTON FIRE ENGINE & HOSE CO. NO. 1 OF THE CITY OF NEWPORT -

SECTION 1 - BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE COMMON-WEALTH OF KENTUCKY THAT G. D. ALLEN, JAMES LINDSEY, T. M. JUSTICE,
⁵THIS SAME BANNER WAS DESTROYED BY CUTTING, BELIEVED TO HAVE BEEN DONE BY AN EXPELLED MEMBER, AND WAS LATER GIVEN TO GEORGE D. ALLEN AND THE CASE GIVEN TO THE ODD FELLOWS LIBRARY ASSOCIATION.

WILLIAM DYE, JOHN G. COLLINS, JOHN WEANER, AND THEIR ASSOCIATES BE AND THEY ARE HEREBY CREATED AND DECLARED A BODY CORPORATION AND POLITIC BY THE NAME OF WASHINGTON FIRE ENGINE AND HOSE COMPANY NO. 1, AND AS SUCH, SHALL BE CAPABLE, IN LAW OF SUEING AND BEING SUED, PLEADING AND BEING IMPEADED, IN ANY ACTION OR SUIT, IN ANY COURT HAVING COMPETENT JURISDICTION. THEY SHALL HAVE POWER TO HOLD AND POSSESS PROPERTY, AS IS NECESSARY, WHETHER REAL OR OTHERWISE, AND SHALL BE COMPETENT TO CONTRACT, AND BE CONTRACTED WITH, TO ENACT BY-LAWS, AND TO ADOPT SUCH REGULATIONS, AS MAY BE DEEMED PROPER FOR THE GOOD ORDER OF SAID COMPANY. PROVIDED, SUCH BY-LAWS AND REGULATIONS ARE NOT CONTRARY TO THE ORDINANCES OF THE CITY OF NEWPORT, THE LAWS OF THIS STATE, OR THE UNITED STATES.

SECTION 2 - THE OFFICERS OF SAID COMPANY SHALL CONSIST OF A PRESIDENT, VICE PRESIDENT, SECRETARY, TREASURER, STANDING COMMITTEE OF FIVE MEMBERS, AND NINE DIRECTORS, WHO SHALL BE ELECTED BY THE QUALIFIED VOTERS OF SAID COMPANY, ON THE FIRST MONDAY OF APRIL OF EACH YEAR, AND SHALL HOLD THEIR OFFICES, UNTIL THEIR SUCCESSORS ARE CHOSEN. PROVIDED, THAT A FAILURE TO MAKE AN ELECTION ON THE DAY HEREIN APPOINTED SHALL NOT WORK A FORFEITURE OF THE PRIVILEGES OF THE CORP, BUT IN CASE OF SUCH FAILURE FROM ANY CAUSES, THE PRESIDENT SHALL HAVE POWER TO APPOINT SUCH OTHER DAY FOR AN ELECTION AS HE MAY THINK FIT.

SECTION 3 - THE ENGINES AND APPARATUS OF THIS COMPANY ARE HEREBY EXEMPT FROM THE EXECUTIONS OF ALL CLAIMS WHATSOEVER, AGAINST THE CITY OF NEWPORT.

SECTION 4 - THE MEMBERS OF SAID COMPANY ARE ALSO HEREBY EXEMPTED FROM SERVING ON ALL JURIES AND FROM THE PERFORMANCE OF MILITIA DUTY, IN TIME OF PEACE.

SECTION 5 - THAT SAID COMPANY SHALL HAVE POWER TO USE A COMMON SEAL WHICH THEY MAY BREAK, ALTER, OR RENEW AT PLEASURE.

SECTION 6 - THIS ACT SHALL BE TAKEN, RECEIVED AND CONSTRUED AS A PUBLIC ACT, PROVIDED THAT NOTHING HEREIN SHALL BE SO CONSTRUED AS TO GRANT THE SAID COMPANY THE PRIVILEGES OF BANKING, OR TO PREVENT THE LEGISLATURE OF THIS STATE FROM AMENDING, ALTERING OR ABOLISHING THIS ACT; WHENEVER THEY MAY THINK PROPER.

CHAS. G. WINTERSMITH
SPEAKER OF THE HOUSE OF REPRESENTATIVES
H. G. BIBB, SPEAKER OF THE SENATE
APPROVED MARCH 6, 1854

BY THE GOVERNOR, L. W. POWELL
J. P. METCALFE, SECRETARY OF STATE
COMMONWEALTH OF KENTUCKY

I, JAMES P. METCALFE, SECRETARY OF STATE FOR THE COMMONWEALTH AFORESAID HEREBY CERTIFY THAT THE FOREGOING ACT ENTITLED, AN ACT TO INCORPORATE THE WASHINGTON FIRE ENGINE AND HOSE CO., NO. 1, OF THE CITY OF NEWPORT IS A TRUE COPY OF AN ENROLLED BILL ON FILE IN MY OFFICE.

GIVEN UNDER MY HAND AND SEAL THIS 15TH DAY OF MARCH 1854 AND IN THE 62ND YEAR OF THE COMMONWEALTH.