

ALLENDALE

AND ITS

FIRE FIGHTERS

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Headquarters and Apparatus of the Allendale Fire Department

ALLENDALE
AND
ITS FIRE FIGHTERS

Sponsored By
VOLUNTEER FIRE DEPARTMENT
Allendale, New Jersey

COMPILED AND ILLUSTRATED BY THE
FEDERAL WRITERS' PROJECT
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FOREWORD

The history of the Allendale Volunteer Fire Department reflects the character of the community which it serves. Residents of the borough will read this booklet with great interest. Compiled and written by the Federal Writers' Project, it traces the growth and development of our fire-fighting organization from its earliest days.

Frequently the existence of a fire department in a municipality is taken for granted. We sometimes overlook the background for the almost automatic efficiency which protects our homes. The story of the Allendale Volunteers is not without its romantic trappings. Reading it, we recall forgotten incidents, strike chords of pleasant association.

The necessary work of the fire department has always been accompanied by highly developed social consciousness. As a center for civic affairs, the department has enriched the life of the community.

A short history of the borough has been added to the book in order to record the numerous other factors that have shaped the community which is our home.

KENNETH V. FISHER

Mayor of Allendale

HISTORY OF ALLENDALE

ALLENDALE, a typical American suburb, has tree-lined streets, modern residences and a compact business center. Ten miles of amicable roads facilitate local traffic links with through highways. The town's business section extends for a block on both sides of West Allendale Avenue to a large plaza in front of the railroad station. Practically the entire business area developed after a real estate boom in 1925-1929. Consequently, its stores and buildings are comparatively modern and new in appearance. The town plaza remains the hub of borough activities today, as in the decades when Allendale was known as a strawberry and produce terminal.

At the head of the plaza stands the Allendale Hotel, site of the Sherwood and Tallman Hotel which was frequented by summer vacationists, produce growers and berry pickers during the late 1890's. Opposite the hotel is the Fire Headquarters. A block east of West Allendale Avenue stands the First National Bank of Allendale, a modern structure erected in 1924. Nearby is the telephone building.

Twenty-five miles from New York, Allendale is on the main line of the Erie Railroad in the northwestern part of Bergen County. It is bounded on the north by Ramsey, on the east by Saddle River, on the south by Waldwick and Wyckoff, and on the west by Ho-Ho-Kus Township. The assessed valuation is \$2,317,298 and the tax rate, based on a nominal full valuation, is \$4.44. The present population is about 2,000. Commuters form the majority of the working population, and there is a sprinkling of farmers, tradesmen and merchants.

The first inhabitants were members of the Lenni Lenape or Delaware tribe of the Algonquin Indians. Indian relics unearthed in recent years attest that this section was popular with the

aborigines. In 1916 a large wampum factory was discovered near the southwestern limits at Arcola.

Allendale's history is not spectacular. No records exist of Revolutionary activities in this vicinity although at Paramus, a few miles south of the borough, several skirmishes took place between British and Continental troops. The nearest historic landmark is at Hohokus, where Aaron Burr wooed the Widow Provost at the famous Hermitage, still standing.

As part of New Netherland and under the later rule of English proprietors, Allendale remained an unknown wilderness until about 1740, when John Lauback, an Englishman, and Powles Van Houten, a Dutchman, established homes here and purchased from the Indians most of the area of the present borough. William H. Mallinson, one of the oldest residents in Allendale today, and the Yeomans and Van Houten families are descendants of Lauback. Sixty-five years ago the Lauback house was still standing at Crescent and Maple Avenues. Legend holds that a Frenchman preceded Lauback's and Powles Van Houten's arrival, but his name remains unknown. He is supposed to have erected a stone dwelling on Franklin Turnpike on the present property of Joseph Taylor. About 1860 Stephen Cable purchased the land and while in possession of it dug up a box of coins dated before 1700.

Among the present families who bear direct descent from other early settlers are the Powells, Zabriskies, Garrisons, Ackermans, Christophers, Anthonys and Quackenbushes.

The Allendale area had no local government until 1798, when it was included in Franklin Township, named for William Franklin, the last Royal Governor of New Jersey and the illegitimate son of the great Benjamin. In 1848 the Allendale locality was transferred to the jurisdiction of Hohokus Township, set off from Franklin. It was later included in Orvil Township, formed in 1885 from Hohokus and Washington Townships. It remained a part of Orvil until separate borough incorporation in 1894.

Townships were generally unwieldy, comprising many square miles of territory with little governmental control. Legislation tended to follow partisan and selfish interests. The result of widespread township misrule was a demand for incorporation of compact settlements.

The immediate cause for the separation of Allendale from Orvil Township was a school controversy that raged throughout northern New Jersey during the years 1890-95. In 1894 J. Willard De Yoe, Orvil Township attorney, advised the township committee that it could build a new school wherever it chose. The village of Waldwick, seat of the township government, was selected. Immediately a vigorous protest was made to the township committee. Previously the township had been divided into school districts, and each district claimed the new school.

Community spirit was especially strong in Allendale, largely because of the work of the Village Improvement Association, a civic body formed in 1887, whose first and only president was A. L. Zabriskie. The V.I.A. had waged a campaign for better school facilities in Allendale ever since its organization. When Waldwick won the new school and Allendale saw little chance of getting additional funds to improve its own school district, the V.I.A. began a campaign for a separate government. Petitions for borough incorporation circulated, and the proposal was approved at the next election. By an Act of the Legislature on November 10, 1894, Allendale was authorized to withdraw from Orvil Township, establish its own school district, and elect a mayor and council.

The same action was taken by Upper Saddle River, Lower Saddle River and Ramsey, leaving only Waldwick Village in Orvil Township. The demand for borough government spread to other communities, and the huge townships which formerly had comprised Bergen County were eventually cut up into 72 municipalities.

Among those active in fighting for Allendale's borough government were Peter D. Rapelje, who was elected first mayor; Charles W. Stocker, Albert L. Zabriskie, Peter Powell, William H. Mallinson, John Garrison and Charles L. Parigot.

One of the first acts of the new borough was the erection in 1895 of a new school on Franklin Turnpike near West Allendale Avenue. This two-story stucco building has been enlarged and renovated several times and now serves as the municipal hall. It replaced a one-room, crudely built frame district school which was moved to the Appert Farm, Cottage Place. The town's first school had been erected in 1824 at what is now the intersection of Franklin Turnpike and Chestnut Street.

Aside from the building of the new school, little of note occurred in the borough until after the turn of the century. The serenity of life in Allendale at this time is best reflected by the first ordinance passed by the borough council in 1896, which made it "unlawful for any person to ride upon a bicycle on any sidewalk within the borough of Allendale."

Still a rural hamlet, the borough at that time contained several farms, a general store, a few boarding houses, a blacksmith shop, a wheelwright and carriage-painting plant, a railroad station, and approximately 450 inhabitants. The residents were particularly proud of the railroad station, center of the borough's business life and a busy produce and berry terminal in summer. Erected in 1870 at a cost of \$3,000, the station originally stood on the east side of the tracks and was moved to its present site on the west side in 1903. It replaced a small station erected by the Erie shortly before the Civil War through the efforts of Joseph Mallinson.

The Paterson and Ramapo Railroad, a narrow gauge line connecting with the Erie at Suffern and with the Long Dock Railroad to Jersey City at Paterson, arrived in the 1850's. The route was surveyed about 1846 by Col. William C. Allen, after



West Allendale Avenue 25 Years Ago

whom Allendale was later named. Colonel Allen also supervised construction of the road and was instrumental in having two tracks laid. In 1900 four tracks were laid between Ridgewood Junction and Suffern.

For half a century the railroad was an advantage. Then it caused Allendale to lose renown as an apple and strawberry center, since it allowed the New York commission market to deal with produce sections farther north. The borough's agricultural status did not decline, however, until about 1900.

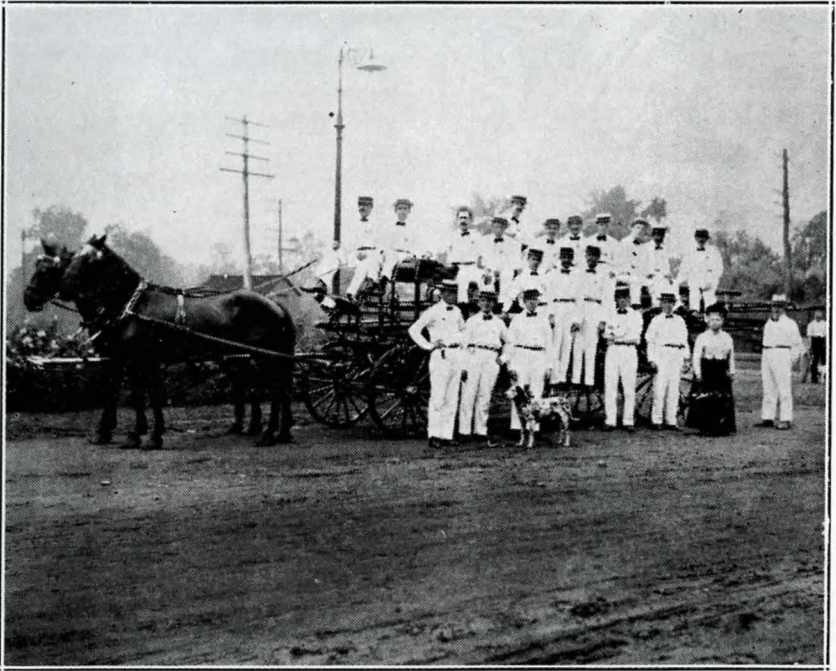
Before that the strawberry trade had reached such proportions that it was often called an industry. Old residents still recall when four to six carloads of berries daily rumbled out of town weekdays during the month of June, and when every farmhouse in the borough had its extra room or adjoining cottage for the itinerant berry picker or his family. Farmers planted from one to five acres of the berries and paid pickers one cent a basket. John Osborn, Saddle River resident, was fruit broker for New York markets. During the season Smith Roswell, first ticket agent, did a rushing business for the railroad, shipping hundreds of bushels of apples with the berries and other farm produce.

After the cars had left for Jersey City via Paterson, the berry sellers, pickers and commission agents usually retired to Sherwood and Tallman's Hotel next to the station, where good-natured revelry lasted until early morning. "Charlie" May's general store nearby, which was fitted out with a bar in one corner, was also frequented. Both places are torn down now, but the site of Sherwood and Tallman's is occupied by the Allendale Hotel, built in the early 1900's.

A town character of these times whose name has become legend was John "Griddlegreaser" Van Horn, famous locally for his inventive genius, and remembered as "Allendale's Henry Ford." Van Horn differed from his contemporaries in that his occupational interest was in devising mechanical gadgets rather than in farming for a livelihood. He conducted a blacksmith shop on Franklin Turnpike, and from his anvil and bellows many a worthy contraption is supposed to have taken shape. One old resident has a shotgun made by "Griddlegreaser" which he says is better than any ever turned out by an arms factory. Among his other attributes, Van Horn was qualified to act as lay

preacher. More than six feet tall, exceedingly thin, and with long hair falling about his neck, he was long a familiar figure on Allendale streets.

During this period Allendale was a noted summer colony. Nearly every farmhouse along Saddle River Road and Franklin Turnpike had a "Boarders" shingle tacked on its gateposts, and at the height of the season as many as 300 vacationists patron-



Fire Fighters of Another Era

ized the town. The borough was an ideal vacation spot, offering hiking, fishing, tennis and swimming.

Largely responsible for the summer trade was the Village Improvement Association, Allendale's official civic body until the borough was incorporated. It worked zealously for the town's development independent of the township government. Through its efforts in 1890 the first sidewalk and the first stretch of macadamized road were laid on West Allendale Avenue. About the same time 13 oil street lamps were installed. J. Morton Southwick was employed as lamplighter and he still

remembers with a chuckle the day he threatened to terminate the lighting system by collecting the lamps as payment for his services. He still has one of the lamps. The V.I.A. also worked for the building of ten miles of macadamized road in Orvil Township. In 1910-11 the borough issued bonds in the amount of \$25,000 to improve the streets. Most of the borough's roads are now cared for by the county.

The oldest road in Allendale is Franklin Turnpike, first chartered as a toll road in 1806, and once known as the Albany Post Road. Until a few years ago a toll gate stood at the southwest corner of the Turnpike and Crescent Avenue, a reminder of the the days when stagecoaches passed through Allendale to northern and New York points. In 1852 the pike was taken over by the State and its original width of 60 feet was cut to 50. A private enterprise attempted to sell five-foot lots to residents whose homes faced the highway, but met with little success.

Originally the pike followed a route slightly different from that of the present road and ran east across open country to a point near Archer Hall. It then turned west over the property of Joseph Taylor and met the present road beyond Mr. Taylor's barn. A favorite gathering place along the pike was the cider mill of Joseph Henry Mallinson built in 1890. The mill had a large screw press which each week during the season pressed hundreds of bushels of apples into juice for townsmen and nearby farmers.

Before the cider mill was established, its site was occupied jointly as a paint, wheelwright and blacksmith shop, run by Joseph Mallinson, Henry Mallinson and J. J. Pulis. This was also the village dentist parlor, and Henry Mallinson was often called from his bellows to yank out an aching molar.

Another favorite gathering place was Lydecker's gristmill, erected in 1880 on Hohokus Brook, near West Crescent Avenue. The pool formed by the mill dam is now owned by the San Jacinto Swimming Club. Nearby stood the sawmill of J. M. Christopher, whose sons now conduct a lumber business.

In 1900 began an era of development which continued sporadically until the recent depression. Culturally, the most important event that year was the establishment of a public library by Mrs. Walter Spring, assisted by Mrs. Stephen Van Houten,



The Plaza Today

Mrs. Wallace Carver, Mrs. Frank Merrill and Mrs. Frank Drummond. The library, on the second floor of the borough hall, was patronized largely by summer boarders and was open only during June, July and August. Later it was moved to the Braun Building, where it remained until the erection of its own building at Franklin Turnpike and West Allendale Avenue in 1926.

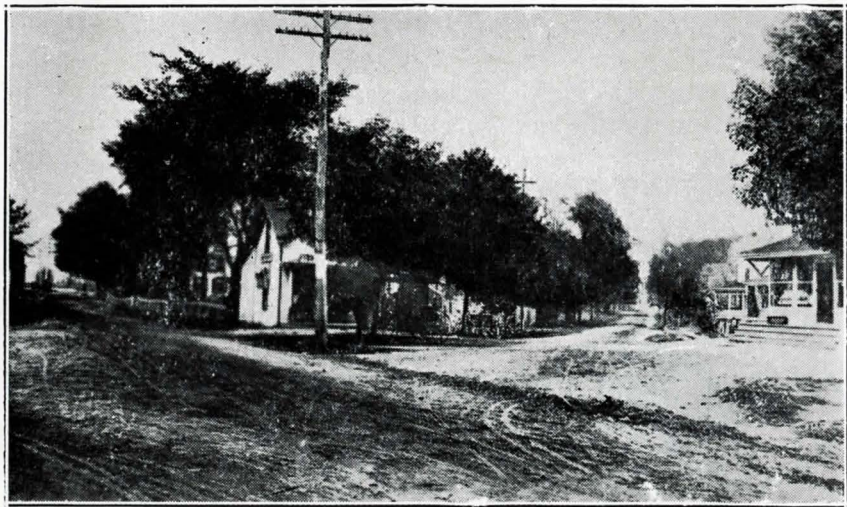
In addition to the four-track railroad laid by the Erie in 1900, the same year saw a contract made with the Rockland Electric Company of Hillburn, N. Y., "to erect and maintain a pole line in the streets." Until then the borough had been served by oil street lamps and arc lights.

The borough had long felt the need for an adequate water supply. The more conservative townspeople had been able, however, to overrule the demand on the ground that the taxpayers could not support the cost. A series of disastrous fires, culminating in the Christmas blaze of 1909 when the Kornhoff and Scholz Buildings on Myrtle Avenue were destroyed, brought a full realization of the borough's water needs. In 1914, during

the mayoralty of Gustave Nadler, a water system was installed through the Mount Prospect Water Company of New York. Pipes were laid and the water pumped from Ramsey. Today the borough has its own water supply plant in Allendale, built in 1930 during the mayoralty of J. Parnell Thomas, now Congressman for New Jersey's Seventh Congressional District, which includes Allendale.

A third general improvement was the widening of Allendale Avenue in the 1921-4 mayoralty term of Albert L. Zabriskie. Another general improvement was the laying of the Public Service gas mains in 1925, under the administration of William E. Kornhoff. This marked the end of a 10-year fight by northern New Jersey towns for Public Service recognition. Mayor Kornhoff recalls proudly the conference with Thomas McCarter, president of the Public Service, when he threatened to form a \$150,000 company of his own if the private utility continued to refuse the borough's demands.

The zoning ordinance of 1928 was another progressive step, and in the same year the police department was reorganized. A police committee, first appointed by the council in 1914, served without pay under a town marshal until 1919, when the marshal



The Plaza Yesterday

received payment. Increasing population and tax valuation led to the formation of the present department of a chief and five officers. The most spectacular crime with which the department has had to cope occurred on April 7, 1938, when five armed bandits committed a daylight holdup of the First National Bank and escaped with \$10,511.77. Succeeding weeks saw the borough visited by Department of Justice agents who arrested two men in New York City on April 17.

Allendale's parks and school system reflect its progressive spirit. The opening in 1925 of Recreation Park at West Allendale and West Crescent Avenues, the first of its kind in the State, was reported in the New York Times. Comprising 15½ acres, it offers facilities for swimming, tennis, baseball and children's amusement. Memorial Park, Brookside and Park Avenues, was also dedicated in 1925, in memory of Allendale's World War dead. The park has a 20-foot marble shaft decorated with bronze memorial tablets. Originally, the park development was purchased by Herman Tallman and Harvey Sherwood in 1871. Timber on the land was cut down and sold to the railroad for fuel, and a large part of the acreage divided into building plots. To attract homeowners, the park was assigned to the private use of residents in the vicinity. Since then the park has reverted to the borough through eminent domain.

The school system has 260 primary-grade pupils in a modern three-story brick building, built in 1928-9 on Brookside Avenue. This school has 11 rooms, a large auditorium with a combined stage and gym, boys' and girls' showers, a nurse's room, board room, rest rooms, manual training and home economics room. Character education is stressed and the usual semiannual examinations have been discarded. Students are graded and promoted according to the merit of their regular classroom work.

The system of student government encourages civic consciousness. All school policies are decided upon by a model administration which includes such boards and departments as health, law, council, police, fire, sanitation, welfare and safety. From time to time the students hold council and court meetings at which Willard Alling, school principal, presides. High school training is obtained at Ramsey High School; bus transportation is arranged by the borough. The school budget for 1936-7 totaled \$34,000.

Of the three churches in Allendale, the Protestant Episcopal Church of the Epiphany, Franklin Turnpike and Orchard Street, is the oldest. It was formed in 1872 when Mrs. Stephen Cable and her daughter organized a Sunday School in their home. The Archer Memorial Methodist Church, Franklin Turnpike and East Allendale Avenue, was founded in 1876. The Catholic Chapel of the Guardian Angel was established in 1913.

The Holiday Observers, a committee appointed by the mayor and council, supervise community sports and activities on holidays. Several years ago a group of citizens living near Memorial Park organized to purchase fireworks for a display on July 4. The plan was repeated each year until it was made official. Each Fourth of July this committee stages an all-day program of races and games, with a fireworks display in the evening. It also supervises the distribution of Christmas baskets to the needy.

The Bergen Guards, organized in 1910 by Harry L. Hand, were a group of boys drilled in marching, the manual of arms, and army tactics. They wore khaki uniforms for drilling and dress uniforms of blue, and took part in parades and celebrations throughout Bergen County. The organization broke up at the time America entered the World War, when many of its members enlisted.

In addition to the fire department, other civic organizations are the American Legion, the Allendale Athletic Club, the Allendale Players (a dramatic organization), the Woman's Club, the Junior Woman's Club, the Garden Club, Boy Scouts, Girl Scouts, Camp Fire Girls, an active boys' club and several church and school groups. The Allendale Building and Loan Association was formed in May 1889. The borough is served by one weekly newspaper, the Allendale Argus, established in 1924 by Allen Kistler and taken over by the Ridgewood News Publishing Company shortly afterward.



Members of the Allendale Fire Department

THE ALLENDALE FIRE DEPARTMENT

ALTHOUGH the Borough of Allendale was a residential community even before the Civil War, it had no organized fire department until 1910. A disastrous fire on Myrtle Avenue on Christmas morning of 1909 shocked the citizens into action. Starting from an upset Christmas tree, it destroyed the buildings of Max Scholz and William J. Kornhoff; the La Conte family in the latter barely escaped death.

Residents recalled other fires that could not be stopped, particularly the one that destroyed the property of Henry J. Appert on Cottage Place in 1893. His store was full of onions at the time, and neighbors insisted that the smell of onions flavored the air of the vicinity for weeks afterward. In those years not even an organized bucket brigade existed, and fire victims could rely only upon neighbors who fetched pails of water from artesian wells, or upon the benevolence of a company in a nearby community. Usually the fire assumed hopeless proportions before help arrived.

For these reasons 52 townsmen, determined to create a fire department, met at the Archer M. E. Hall on New Year's Eve in 1909. The Rev. H. B. Leech was chosen chairman and John Yeomans secretary, and a committee was named to consider a course of action. Other meetings were held during the next three weeks.

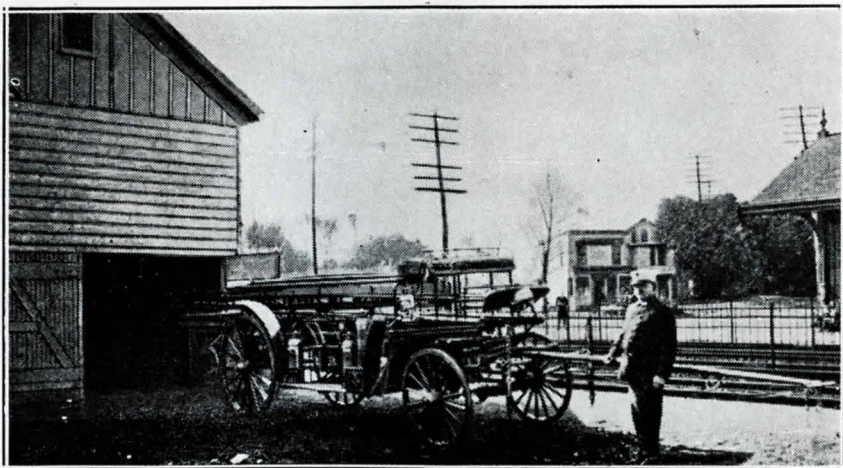
By January 24, 1910, a constitution had been adopted and papers of incorporation filed for the Allendale Fire Association. The first officers were William Dewsnap, president; R. W. Steele, chief; C. N. Elliot, secretary, and J. M. Christopher, treasurer. On January 27 the trustees appointed committees to find a site for

a building and to procure necessary equipment. Shortly afterward a public subscription drive for funds was launched.

During the next month the association bought three chemical extinguishers and ordered from the Erie Railroad eight iron tires to be installed as fire signals at various points in the borough. At the first quarterly meeting in March, \$588 in subscriptions was reported, whereupon a \$955 hook and ladder truck was ordered from the Combination Ladder Company. Unfortunately, the truck was not delivered in time for the \$25,000 fire which on March 15 razed the residence of Albert L. Zabriskie on East Allendale Avenue. This was the first fire to confront the newly formed association.

The volunteers continued their campaign. On July 4 they took part in patriotic exercises at Ridgewood. Naturally, the young association wanted to make an impression. When members appeared in the parade dressed in white duck trousers, white shirts, black belts, black shoes, black bow ties and white straw hats, gloves and canes, they created a sensation. As a result, the Allendale department was called "the silk stocking boys" for many years.

The new hook and ladder truck arrived on August 18, 1910, and was housed in V. J. Braun's barn behind the Allendale Hotel.



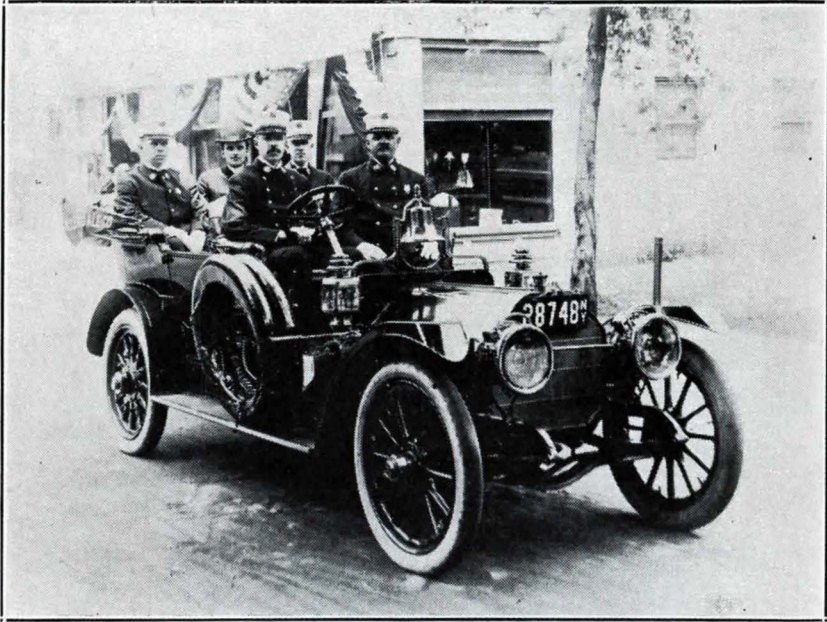
The First Apparatus and Headquarters of the
Allendale Fire Association—1910

Twenty

V. J. Braun
(Valentine)

Residents enthusiastically joined the volunteer members in welcoming the borough's first means of fire protection. The truck is in use today, but is looked upon as a relic and will soon be scrapped.

At first the men pulled the truck to fires with ropes. Later, town merchants agreed to lend their teams of horses to haul the trucks. A special harness, hung from the ceiling of the fire-house, could be lowered upon the horses as they backed into position. In this way the truck could be rushed to fires a few



**Dr. H. M. Archer of the New York Fire Department
and Early Allendale Fire Officers**

seconds after a team arrived. The harness was donated by Dr. Harry M. Archer, honorary medical officer of the New York City Fire Department, who took a keen interest in the young organization.

The association voted in 1912 to pay \$5 to the owner of the first team of horses reaching headquarters after an alarm. This produced considerable rivalry between a lumber company and two grocery stores, and it was common in those days to see the three teams run a close race in pursuit of the \$5 prize.

The association still lacked adequate quarters, but on October 12, 1912, Mrs. Margaret Yeomans, a civic leader in the borough, donated a lot on Park Avenue. The Erie Railroad granted entrance to the lot, which bordered its property along the railroad tracks opposite the station, and blueprints for a building were donated by William Dewsnap.

On April 5, 1913, the cornerstone was laid amid ceremonies attended by many borough dignitaries. Mayor John W. Winter officiated, assisted by John Yeomans, Margaret Yeomans and Dr. Archer. The list of speakers included the Rev. James W. Jackson, chaplain of the association; Dr. C. S. Woodruff, of the Archer Memorial M. E. Church, and Dr. Archer. Photographs of the event, on display in the firemen's present meeting room, are greatly prized.

The following month the association met for the first time in the new building. A short time later it held a fair which provided \$1,300 of the building costs.

Meanwhile the volunteers had been called upon early in 1913 to cope with a major fire in the mansion of Assemblyman George Cook. The blaze broke out in the early morning and is believed to have been caused by defective wiring. The whole house was destroyed, but the firemen were able to save nearby dwellings. An odd feature of the catastrophe was that it ignited a cellar full of coal which smoldered for weeks. Mr. Cook announced that anyone salvaging the coal could have it; a number of men made the attempt, but without success.

There was a lighter side to the association's activities in those days, just as there is today. Dances, minstrel shows, parties and games were frequent. That the volunteers were slightly conservative in their conviviality can be gathered from a resolution, passed in June 1913, forbidding "turkey trotting" in their hall.

In December 1913 the association was presented with the customary mascot of fire departments, a black and white spotted Dalmatian dog. The borough council exempted the dog from a license and expressed the hope that "it enjoy this privilege a great many years." A short time later, however, the dog was killed by a train, and the firemen since have been without a mascot.

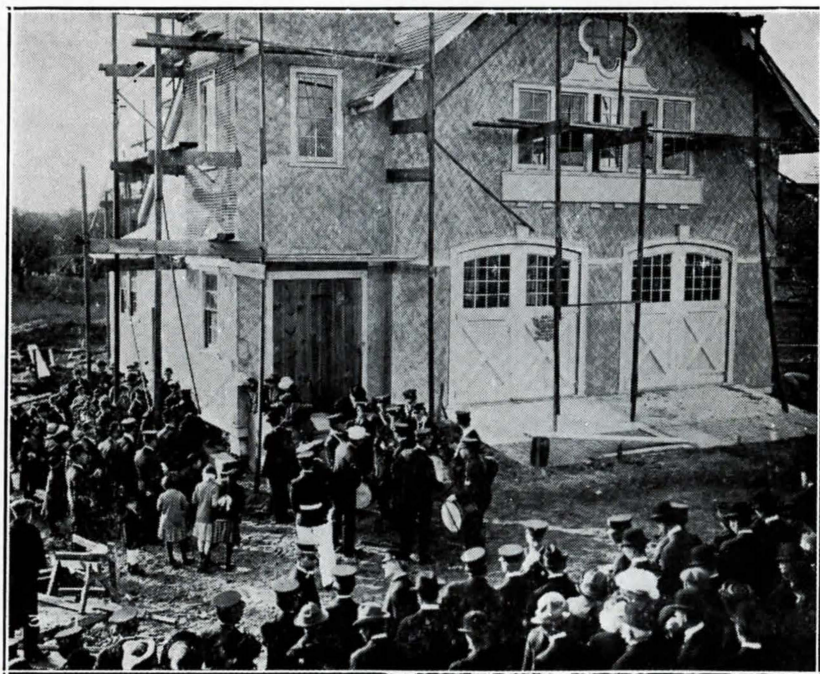
At a special meeting on September 23, 1914, the volunteers voted to place their organization under the control of the borough

council. A month later Mayor Gustave Nadler signed an ordinance creating the Allendale Fire Department.

The department adopted a new constitution and bylaws in May of the following year. William F. Kornhoff, the burning of whose building had led to the formation of the association, was elected president, and V. J. Braun remained chief. Monthly instead of quarterly meetings were scheduled, and a new rule required five blackballs for rejecting applicants instead of the previous two.

Since its inception the department has been noted for its excellent appearance. In 1915 the company won first prize in a parade competition and was praised for its display by the chief of the New York City Fire Department. The chief's letter to Dr. Archer was framed; it now hangs in the meeting room.

The department joined the New Jersey State Firemen's Relief Association in February 1916, and a month later formed the Allendale Relief Association. At the same time it affiliated



Dedication of the Allendale Fire Headquarters—1913

with the New Jersey and New York Volunteer Firemen's Association.

Attempts in 1913 and in 1917 to organize a Ladies' Auxiliary failed. The ladies however, have participated in many social activities of the department.

When the United States entered the World War the department swung into wartime activities. Large blocks of Liberty Bonds were purchased, the men were drilled as special police, and several joined the service. Members who went overseas were exempt from all dues for the duration of the war and received honorable mention on the rolls.

On November 1, 1918, Marshall J. Couch, a charter member, was killed in action in France. His comrades passed a memorial resolution, and the flag on the firehouse was flown at half mast for 30 days.

At the close of the war the usual membership requirements were suspended for former soldiers, and a committee was appointed to induce them to join. The end of the war also permitted the department to concentrate on greater efficiency and better organization. A campaign was begun for a new fire truck and for a room in the firehouse to be used exclusively by members. At a meeting in December 1919 the volunteers voted in favor of the room, but it was not granted until several years later.

The efficiency of the department is attested by its record and by numerous letters of commendation. Typical of many letters is one spread on the minutes of the meeting of January 14, 1921, referring to a fire on December 18, 1920. "It seems but a moment," the note read, "from the sound of the alarm to the arrival of the men with the apparatus. Without their splendid response, there might have been a different tale to tell."

The department has been just as prompt in responding to alarms in neighboring communities. The large Ramsey fire of January 1921 was an example of this cooperation. The fine work of the Allendale men brought a letter of thanks from Mayor F. W. Storer of Ramsey, in which he wrote, "your deed is recorded in our memories." He invited the Allendale volunteers to be the guests of the Ramsey department at an evening's entertainment.

Shortly later the Allendale company was summoned to help extinguish a blaze in a lumberyard at Waldwick. When the firemen arrived with their engine, they found that they did not have

enough hose. Waldwick had no fire hydrants, and it was necessary to hook up with the last one in Allendale. Several of the Allendale group immediately returned for the company's two-reel hose cart, but could find no means of transporting the reel. The men obtained a wrecker which dragged the reel to Waldwick. The department laid about one mile of hose and succeeded in saving two buildings.

Probably the largest and most stubborn local fire in recent years was the one at the Allendale Manor, a roadhouse, in 1926. It started early in the morning and had gained considerable headway before an alarm was sounded. The volunteers prevented the fire from spreading to adjoining property.

In the same year the department was called to two other big fires. Early in March a blaze in the Kornhoff buildings, which for a time threatened to assume large proportions, was checked with little damage. The Allendale Argus of March 11 was generous in its praise, declaring that "due to the quick response and heroic efforts of the department, what promised to be a very serious conflagration was fortunately averted."

The other fire, in the Ackerson house on Crescent Avenue, was successfully fought, but only after the outmoded apparatus of the company had almost failed to operate.

The Argus of October 8 reported: "The boys managed to get the old boat out the house only with a great deal of effort, and after wheeling along for about 100 feet, all hands had to get off the truck and push, in order to put some pep into this magnificent specimen of fire protection."

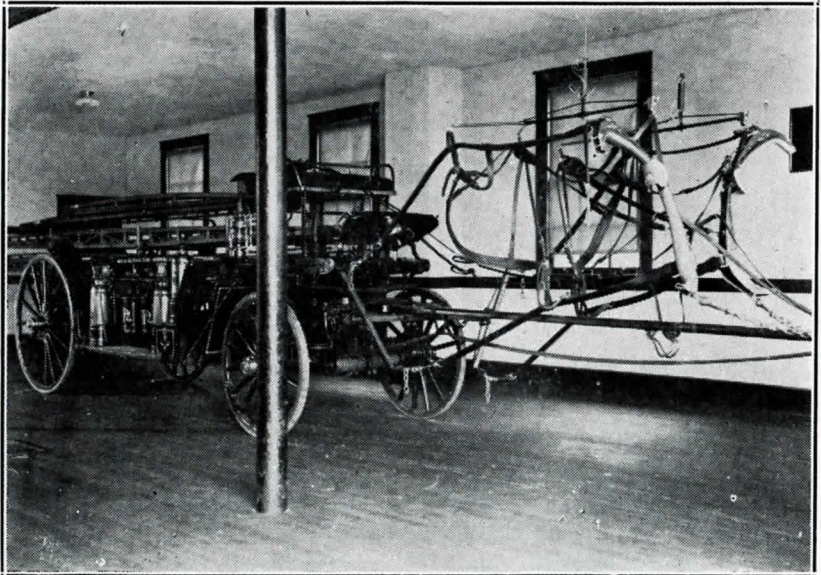
Realizing the need for more modern equipment, the department in October 1927 urged the mayor to buy "a new high grade apparatus with pumper." A year later the borough bought an American La France engine.

At present the department has three pieces of apparatus: the new 750-gallon pumper, the original hook and ladder truck attached to a Ford chassis, and a hose truck with chemical tanks. The first two are in the firehouse. The latter is kept in a barn behind the Allendale Hotel on the opposite side of the railroad tracks as a precaution should a train ever block the main equipment from reaching a fire. Complete auxiliary paraphernalia, including hose, gas masks, smoke masks and flashlights, was purchased in 1936.

Fire headquarters, a two-story stucco building, stands on Station Plaza. In addition to the engines, the ground floor also houses a pool table, shuffleboard and a small kitchen. The basement contains a boxball set, a game similar to bowling and extremely popular with the members, who have organized six teams. A large, attractive hall used frequently by civic organizations for social affairs comprises the second floor.

When the fire siren on the roof was installed in 1920, the borough was divided into five zones, placing fire fighting and prevention on a more systematic basis. The volunteers pride themselves on the fact that only a few minutes after an alarm sounds the big fire truck responds, manned by an efficient crew and driven by Chief George Megnin.

In the rear of the ground floor is the meeting room. Numerous photographs showing the development of the department decorate the walls. Here, too, is the large John Monroe Memorial Cabinet containing prize cups and trophies. The memorial was built with funds willed to the department by Mr. Monroe in 1917.



Ready To Roll—1914

The oldest trophy was won in 1914 in a parade competition of the New Jersey and New York Volunteer Firemen's Association at Spring Valley. The department received trophies on similar occasions in 1915, 1916 and 1917. The latest is dated 1937 and was won at the 24th annual convention of the New Jersey and New York volunteer firemen's organization at Montvale, Park Ridge and Pearl River. A large silver loving cup represents first prize in a bowling competition during the season 1931-32. The department has also had success in various athletic contests and in 1937 finished second in the Rockland and Bergen Firemen's Softball League.

From its beginning the department has been a center for social activities in the borough. In addition to the anniversary dinner in January and a card party in October it conducts other social affairs, while nearly all festive borough events take place at fire headquarters. Weekly movie shows were once provided by the department, but they have been discontinued. These were sponsored by the Allendale Firemen's Entertainment Association, a corporation formed in 1914. The association disbanded in 1929, disposed of its assets and donated all of its properties to the fire department.

The department's First Aid Squad has rendered valuable service. When the Borough Ambulance Corps was organized in August 1937 it was composed mainly of members of the First Aid Squad. Shortly after the organization of the Ambulance Corps, the mayor and council, at the request of the firemen, appointed as surgeon to the department Dr. F. R. Kanning, who had obtained the ambulance from Hackensack Hospital.

An incident will illustrate the cooperative spirit of the department, Fireman Kaplan's son fell ill in 1931 and was in desperate need of a blood transfusion. Fireman Gasparini immediately volunteered his blood and saved the boy's life.

Beneficiaries of the volunteers' work almost invariably send a letter of thanks to the department, together with some token of appreciation. Refreshments and cigars are the usual reward.

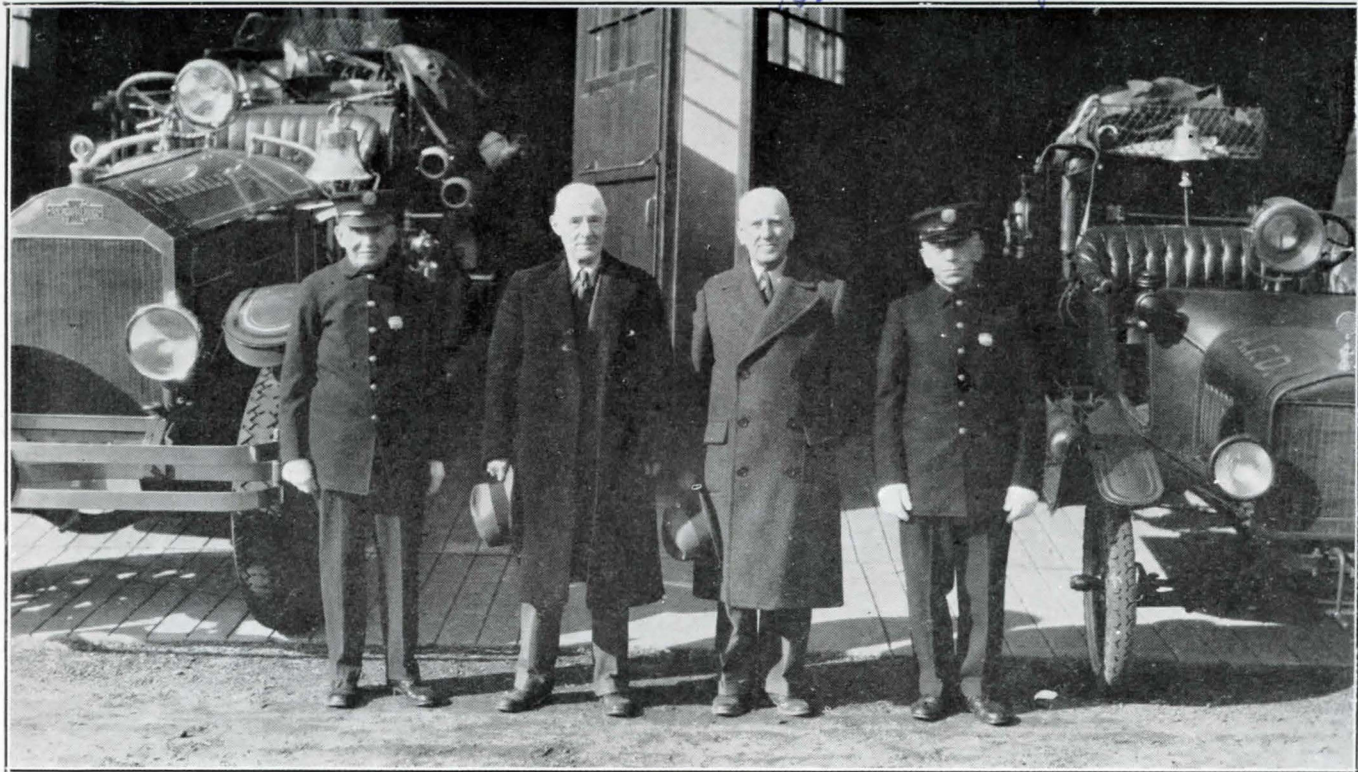
In September 1921 the department got in touch with officials of the State Exempt Firemen's Association. On November 18 of that year the Allendale Exempt Firemen's Association was formed, affiliated with the State group. William Dewsnap has served as president continuously.

Mort
Southwick

Henry C.
Anthony

Sam
Brower

John
Bijou



Charter Members of the Allendale Fire Department

The Allendale Firemen's Relief Association was organized on March 7, 1916 under the State law covering firemen's relief associations. The local unit functions under the jurisdiction of the New Jersey State Firemen's Association.

While credit for launching the Allendale Fire Department belongs to a group of men (among them William Dewsnap, R. W. Steele, the Rev. H. B. Leech, the Rev. J. W. Jackson, John W. Winter, Dr. R. W. Rodman, C. N. Elliott Jr., John Yeomans, V. J. Braun, J. M. Christopher and Max Scholz), Mr. Dewsnap stands out not only as the first president, but as one who has been active throughout. He remained president until 1914, was reelected in 1922, and has held that position ever since. The department has had only two other presidents: A. B. Sullivan, who served three years (1917-18-19), and William F. Kornhoff, who served four years (1915-16-20-21).

R. W. Steele, the first chief, served one year. V. J. Braun held the office until 1919, when E. R. Steele became chief. After two years he was followed by S. C. Brower, who was chief for one year. G. W. Megnin has been chief since 1922. Thus, while there have been five chiefs, only two have held office for any length of time: Mr. Braun for 7 years, and Chief Megnin, who has already served 16 years.

John Yeomans became treasurer in 1915. When he retired in December 1929, he was presented with a leather-bound resolution of appreciation signed by every member of the department. The present treasurer, George Wehner Jr., succeeded Mr. Yeomans.

W. G. Z. Critchley has been secretary since March 1924. In 1927 he also assumed the office of lieutenant and with the exception of 1932 held it until 1934, when he was elected captain. In 1938 he became assistant chief. During his many years of service Mr. Critchley has led in almost every phase of the department's activities, particularly in promoting athletics. He helped establish a bowling team which won the championship of the New Jersey and New York Volunteer Firemen's Association League in 1932, acquiring the James W. Mercer Cup.

E. E. Megnin, brother of the chief, was assistant chief from 1927 to 1938. Before that he served one year as lieutenant and four years as captain. Carl T. Wehner has been lieutenant since 1934.

Albert L. Zabriskie, former mayor of Allendale, became vice president of the department in 1927 and is still in office. Charles Billhardt was both secretary and vice president for several years.

The Rev. J. W. Jackson was appointed the first chaplain in 1910. Upon his death in 1918, he was succeeded by the Rev. J. D. Kennedy, who served until 1920. Dr. C. S. Woodruff then took the post but held it only a short time. The department has had no regularly appointed chaplain since.

At present the department provides for "associate" and "active" memberships. With a quota of only 20 active members, there is always a waiting list. Applicants, between 21 and 35 years old, must be approved by three members and must pass a physical test. Every active member buys his own uniform, and pays an initiation fee of \$1 and annual dues of \$1.50. Seven years of 60 percent or better active service provides exemption, including release from jury duty and eligibility for a vendor's license without charge. Active and exempt firemen are insured against death and injury in the performance of their duties. Many applicants become associate members, for which there is no quota, while waiting for a vacancy in the active list.

ROLL CALL

ROSTER OF THE ALLENDALE FIRE DEPARTMENT

- OFFICERS -

George W. Megnin, Chief	William Dewsnap, President
W. G. Z. Critchley, Asst. Chief	A. L. Zabriskie, Vice Pres.
E. E. Megnin, Captain	W. G. Z. Critchley, Secretary
C. T. Wehner, Lieutenant	George Wehner Jr., Treasurer

- ACTIVE MEMBERS -

Milton Ackerman	Vito Gasparini	Pierre Megnin
W. V. Ackerman	Alwyn Grossmann	Harold Osborne
John Alsdorf	Edwin Grosman	William Pownell 3rd
Werner Baarck	F. M. Grossman	W. J. Re'mer
Charles Bijou	Ralph Grossmann	E. A. Straut
J. C. Bijou	Louis Hoffman	Walter Temperlyn
S. C. Brower	Joseph Job	Robert Turner
Joseph Caputi	William Johnson	Fred Van Horn
E. T. Critchley	Henry Kahse	Edward Varick
N. G. Critchley	J. D. Kaplan	C. T. Wehner
W. G. Z. Critchley	J. H. Knack	George Wehner Jr.
J. O. Forshay	William Laverty	R. D. Wilson
Archibald Gamble	E. E. Megnin	John Winter Jr.
David Garrabrant	F. L. Megnin	J. L. Winters
George Gasparini	G. W. Megnin	G. N. White

- ASSOCIATE MEMBERS -

Wilbur Ackerman	Robert Hill	Max Scholz
Grant Alston	William Hill	J. M. Southwick
H. J. Appert	J. G. Hubbard	W. J. Spiegelberger
Harry Bogardus	Cyril Job	C. R. Sweet
Kenneth Booth	Fred Koster	Pasquale Taddeo
A. L. Capstaff	H. M. Lampa	J. P. Thomas
Lyman Ceely	Russell Mallinson	J. W. Vanderbeck
R. J. Christopher	E. P. Megnin	Robert Wasmer
William Dewsnap	R. C. Moore	J. W. Webb
Perry Dexter	William Osborne	L. J. Webster
J. P. Doehling	C. A. Quackenbush	Bruce Wellington
Thomas Farley	H. J. Rose	G. M. Wilson
F. A. Farrell	J. F. Rouault	H. J. Winter
K. V. Fisher	Walter Rumsey	W. L. Winter
M. E. Higgins	H. A. Ryan	

- LIFE MEMBERS -

John Yeomans

A. L. Zabriskie

- HONORARY CHIEFS -

Dr. H. M. Archer

William Dewsnap

S. C. Brower

CHARTER MEMBERS OF THE FIRE ASSOCIATION

- ACTIVE MEMBERS -

J. H. Ackerman	Charles Johnson	A. T. Ryerson
Milton Ackerson	William Johnson	William Schilling
H. C. Anthony	W. F. Kornhoff	Max Scholz
J. C. Bijou	Fred Koster	H. I. Simpson
H. C. Borger	William McGill	J. M. Southwick
V. J. Braun	A. J. Mowerson	E. R. Steele
S. C. Brower	John Mowerson	R. W. Steele
M. A. Couch	J. Y. Mowerson	Edward Thomas
William Dewsnap	W. D. Mowerson	G. R. Thomas
Vito Gasparini Sr.	C. H. Quackenbush	J. W. Winter
E. J. Hilbert	I. I. Roswell	John Yeomans
Charles Ivers	R. L. Roswell	

- ASSOCIATE MEMBERS -

C. R. Ackerson	H. B. Leech	William Robinson
L. D. Belnisky	J. A. Mallinson	R. W. Rodman
J. M. Christopher	W. H. Mallinson	C. D. Stueges
P. W. Critchley	L. G. Marsh	S. J. Van Blarcom
Arthur Dathe	George Menching Jr.	W. J. Walsh
C. N. Elliott Jr.	Rene Moellhausen	C. H. Weeks
J. W. Jackson	C. L. Parigot	C. L. Weyand
C. Le Barron	G. H. Quackenbush	F. E. Weygant
W. C. Lee		

EXEMPT FIREMEN'S ASSOCIATION

- OFFICERS -

C. T. Wehner, President	W. G. Z. Critchley, Secretary
John Bijou, Vice President	J. D. Kaplan, Treasurer

- MEMBERS -

J. H. Ackerman	E. J. Hilbert	A. T. Ryerson
Milton Ackerson	Charles Johnson	Max Scholz
H. C. Anthony	William Johnson	Stephen Simon
A. A. Appert	J. D. Kaplan	H. I. Simpson
H. J. Appert	Fred Koster	C. F. Smith
Charles Bijou	E. E. Megnin	J. M. Southwick
J. C. Bijou	F. L. Megnin	E. A. Straut
C. F. Billhardt	G. W. Megnin	A. B. Sullivan
S. C. Brower	Pierre Megnin	C. T. Wehner
W. G. Z. Critchley	J. Y. Mowerson	George Wehner Jr.
William Dewsnap	William Pownell 3rd	H. J. Winter
George Gasparini	C. A. Quackenbush	W. L. Winter
F. M. Grossman	W. J. Reimer	John Yeomans
	I. I. Roswell	

ALLENDALE FIREMEN'S RELIEF ASSOCIATION

- OFFICERS -

William Dewsnap, President
Carl T. Wehner, Vice Pres.

W. G. Z. Critchley, Secretary
George Wehner Jr., Treasurer

PAST OFFICERS OF THE ALLENDALE FIRE ASSOCIATION

PRESIDENT

William Dewsnap1910-1914

VICE-PRESIDENT

W. C. Talman1910-1911
W. C. Lee 1912
Fred Koster1913-1914

SECRETARY

C. N. Elliott Jr. 1910
John Mowerson1911-1914

TREASURER

J. M. Christopher 1910
Rene Moellhausen1911-1914

CHIEF

R. W. Steele1910-1911
V. J. Braun1912-1914

FOREMAN

V. J. Braun1910-1911
S. C. Brower1912-1914

1ST ASSISTANT FOREMAN

Max Scholz1910-1911
E. R. Steele1912-1914

2ND ASSISTANT FOREMAN

Arthur Dathe 1910
E. R. Steele 1911
H. I. Simpson1912-1914

PAST OFFICERS OF THE ALLENDALE FIRE DEPARTMENT

PRESIDENT

W. F. Kornhoff '15-'16; '20-'21
A. B. Sullivan1917-1919
William Dewsnap1922-1938

VICE PRESIDENT

E. J. Hilbert1915-1916
R. L. Roswell1917-1919
Charles Johnson1920-1921
C. F. Billhardt1922-1924
E. R. Steele1925-1926
A. L. Zabriskie 1927

SECRETARY

Charles Johnson1915-1917
E. J. Hilbert 1918
John Mowerson1919-1920
C. F. Billhardt1921-1924
W. G. Z. Critchley 1925

TREASURER

John Yeomans1915-1929
George Wehner Jr.1930-1933

CHIEF

V. J. Braun1915-1918
E. R. Steele1919-1920
S. C. Brower 1921
G. W. Megnin1922-1933

ASSISTANT CHIEF

S. C. Brower '15-'18; '20
A. A. Appert 1919
G. W. Megnin 1921
Stephen Simon1922-1926
E. E. Megnin1927-1937
W. G. Z. Critchley1938

CAPTAIN

E. R. Steele1915-1918
G. W. Megnin 1919
I. I. Roswell 1920
Stephen Simon 1921
E. J. Hilbert 1922
E. E. Megnin '23-'26; '38
Charles Ivers1927-1938
W. G. Z. Critchley1934-1937

LIEUTENANT

H. I. Simpson1915-1917
Charles Johnson1918;1920
E. J. Hilbert1919;1921
E. E. Megnin 1922
Charles Ivers1923-1926
W. G. Z. Critchley '27-'31; '33
C. T. Wehner1932; '34

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