

dollars in the Fund, it shall be appropriated to the liquidation of the bonds, at the lowest rates offered (not above par). If said bonds are not presented for payment and cancellation, after due notice and publication, interest thereon shall cease.

### FIRE DEPARTMENT.

The first attempt to establish a Fire Department in the City of Oakland was made in the early part of 1853, which resulted in the organization of two engine companies—the Empire and Washington—and the Oakland Hook and Ladder Company, and the election of John Scott as Chief Engineer. Three large cisterns, which still remain in use, were soon after constructed on Broadway, between First and Fourth streets, to supply the engines with water, and the necessary apparatus was obtained to give efficiency to the operations of the Department. The apparatus then used by the Empire Company, a small New York side-stroke engine, purchased originally at a cost of \$2,000, is now in the Santa Clara Fire Department, in good condition. This organization had but a short-lived existence. It was within a year disbanded, the property delivered over to the Council, and up to 1869 Oakland had little or no means of resisting the fiery element.

The Department was re-organized March 13, 1869, under the provisions of an ordinance approved February 4, 1869, by the election of John C. Halley as Chief Engineer, and Thomas McGuire, and George Taylor, assistants, who succeeded John Scott, Chief, and John C. Halley and W. W. Moore, assistants, acting under authority of a previous organization. The apparatus of the Department comprised a third-class Amoskeag fire engine, purchased by the city, and a hose carriage procured by funds temporarily advanced by Col. John Scott. The succeeding officers elected in 1870, were: Miles Doody, Chief Engineer; George Taylor and G. W. Scribner, assistants; who continued in office until January 16, 1872, when George Taylor was elected Chief Engineer, and R. E. Harmon and George Farwell, assistants, who in turn were succeeded by the following officers:

*Officers.*—Fire Commissioners, Q. A. Chase, President; Walter Smith, G. S. Brown, John Gieschen, Hiram Thorne, George Chase, W. K. Rowell, and C. W. Freeman; Secretary, Abraham Heyman, Chief Engineer, J. F. Steen; Assistant Engineers, R. E. Harmon and William Myles; Fire Wardens, J. F. Steen, R. E. Harmon, William Myles, and Perry Johnson.

The Department was again re-organized December, 1874, and made a paid institution (except Brooklyn Engine No. 3, which own their apparatus and engine house, and still remain a volunteer organization, doing duty only in East Oakland), it is at present composed of a Chief Engineer and two assistants. The apparatus consists of two steam engines, one hand engine, and one hook and ladder truck; each engine has a hose carriage, and there is one extra hose carriage kept in case of necessity. The steamers and two of the hose carriages and hook and ladder truck are drawn by horses.

Water for the use of the Department is obtained from seventy-three hydrants, supplied by the works of the Contra Costa Water Company, and five cisterns.

Under the new organization the following are the officers: Chief Engineer, Matthew De La Montanya, salary, \$900 per annum; assistant engineers, Alfred S. Baker, salary, \$240 per annum, and John Dolan, \$144 per annum.

PHENIX STEAM ENGINE COMPANY, No. 1.—Location, City Hall grounds.

For Oakland property go to E. J. KELLY & CO., 414 Seventh Street, Oakland.