

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.

The Department was again re-organized December, 1874, and made a paid institution. Its officers are a Chief Engineer and two assistants. The apparatus consists of four steam engines 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 ladder truck are drawn by horses.

*Officers of the Department.*—James Hill, Chief Engineer; John E. Bacon, First Assistant and Hydrant Inspector; Edward Campbell, Second Assistant.

#### COMPANIES AND APPARATUS.

**PHENIX, No. 1.**—Located on the south side of Fifteenth Street, between San Pablo Avenue and Clay. Apparatus, third-class Amoskeag engine.

*Officers.*—Cornelius Hooley, Foreman; Thomas Ennis, Engineer; Sterum Holley, Stoker; William Blackman, Driver; Stephenson Stanley, Nicholas O'Brien, Edward Clark, William Ballantyne, and John Fitzsimmons, Extramen.

**FELTON, No. 2.**—Located on the north side Sixth Street, between Broadway and Washington. Apparatus, a Silsby second-class steam engine.

*Officers.*—Edward Voorhies, Foreman; William T. Myles, Engineer; Cesario Briones, Stoker; Louis Hoffman, driver; Benjamin Edwards, John C. Orr, John Vogt, John Welch, and Alfred S. Baker, Extramen.

**OAKLAND, No. 3.**—Located on the south side Eighth Street, between Campbell and Willow. Apparatus, a Silsber second-class engine.

*Officers.*—M. M. Kelly, Foreman; George Demmainas, Engineer; William Ennis, Stoker; E. Rains, Driver; William Bullock, Alonzo W. Tate, John P. Tate, James Galivan, and Charles B. O'Garra extramen.

**BROOKLYN, No. 4.**—Located on East Fourteenth, between Twelfth and Thirteenth avenues. Apparatus, a second-class Amoskeag engine.

*Officers.*—Benjamin Neederman, Foreman; James Moffatt, Engineer; Daniel Cronin, Stoker; George Lewis, Driver; William C. White, Edward Robinson, West Hammond, Joseph Sales, and Joseph Ough, Extramen.

O. K. FREEMAN & CO., agents for Newport Coos Bay Coal, NW cor. Eighth and Franklin sts.