

They believed that the city was to become one of great importance, and they acted accordingly. A Police Force was organized, and John Scott was elected Chief Engineer. There were two Engine Companies, and one Hook and Ladder Company—Empire Fire Company No. 1, Washington Fire Company No. 2, and Oakland Hook and Ladder Company. The cisterns still to be seen on Broadway, between First and Fourth streets, were then constructed. A Board of School Directors was organized, consisting of Professor Henry Durant, James Lentell, and C. T. Jacobus. As these steps were premature, it was the natural result that the several departments thus organized had but a brief existence, and the management of all local matters speedily returned to the Council, and was retained by that body until the commencement of our present era of prosperity. The Fire Department had but a short-lived existence, and to the present day Oakland has had no means of resisting the fiery element. The office of the City Engineer was then created.

The Council was seriously embarrassed by the defalcation of the City Marshal, who absconded, taking with him about \$10,000 belonging to the city. He was pursued, and eventually captured and brought to punishment. The succeeding Council, which was radically opposed in sentiment to the one first elected, more fully felt the trouble attendant upon this act of official dishonesty.

The Council of 1854 had passed an ordinance granting certain parties the right to build a wharf upon the water front of the city, and granting other privileges, which was vetoed by the Mayor, August 14th, 1854. From this message we take a short extract, as it is the principal one of the very few written, and public statements ever made by the individual chiefly interested:

“And in this connection permit me to ask your candid consideration of the fact that the franchise of wharfage and the land proposed to be granted do not belong to the city to grant or control.

“The land mentioned is a part of the Water Front of Oak-