

SOUVENIR

California State Firemen's Association Convention

ISSUED BY

Sacramento Fire Department

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Sacramento, California, August 21st to September 2nd

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JAY W. STEVENS
State Fire Marshal

THE FIRE FIGHTER

HOW many of those who read this article have ever bestowed ten, or even five, consecutive minutes' thought on the life and calling of a fireman in the modern fire department of a great city? How many have looked on him in a light other than that which reveals him as the holder of a position for the pay that is in it, like other men? How many have weighed the cost of his risks and the exact amount of money that will compensate him for the snuffing out of his life in an instant, or that will sweeten the anguish of his widow and fatherless ones as they mourn over the home-coming that will never be?

"These are thoughts that might well be considered on behalf of the fireman, for it is safe to say that he, himself, has never given five consecutive minutes to them in his life. That is, the REAL fireman—the man who fights fire as a soldier fights the foe, and who reads only victory and promotion in the smoke clouds and devouring flames of the fire king.

"There is no room for the laggard, the shirker or the coward in a great modern fire department, just as there is no place for the man lacking in discipline, sobriety and whole-souled enthusiasm. If there is any place in the world's work where a perfunctory doer of things is most heartily abhorred, it is in the modern fire department of a large city.

"The man who does things in and out of season in the right way has one of the qualifications of a good fireman. Char-

acter, the mental attitude of a man towards the right measuring up of his full duty and the doing of it with all his might, is an asset without which no man can be a successful fireman. Then there must be a fine physique and robust health, so that courage and persistence, which must be his, may have the driving power and the staying quality that will bring them into full play.

"How many have estimated this magnificently equipped, human fighting machine at his true value? And how many have stopped to think that he never fights to destroy, but always to save?

"Precious human lives and less precious property are ever the objects for which he risks limb and life. Day and night in tempest or sunshine, in arctic cold or torrid heat, he is called upon to battle against the elemental force that is ever threatening death and destruction in our very midst. His strength is used to succor the weak, the wounded and the despairing. His courage, how often has it bridged the depths between life and death! And, just to think of it! His manful pride in doing his duty nobly has often led him into such agonizing straits, that it could be well and reverently said of him: 'He saved others; himself he cannot save.'

"Our Firemen! Have not they proved themselves worthy again and again among the world's bravest and best? Deeds of noble daring have been sealed by many of them in their life-blood. Heedless in Death's silence, these heroes seek no praise."

Foreword

ON the following pages the Sacramento Fire Department through word and pictures has endeavored to give you some of the reasons why the firefighters as a body are so generally accepted as an outward symbol of the spirit of Sacramento.

To a certain extent this is possible to do by calling attention to the modern, efficient equipment, the attractive and carefully planned buildings and the body of capable, enthusiastic men.

But the real, underlying cause is one of those intangible things that can only be sensed but whose results are very real—confidence. Confidence of men in their leaders, confidence of leaders in the men has earned and begotten the confidence of the public who thoroughly believe that their lives and their property are under the protection of a body of men second to none in their chosen line.

This book itself is an expression of that confidence of Sacramento's business, industrial and professional public who, almost without exception, have aided in its publication. It is the sincere hope of those concerned with this Review that this confidence may never be misplaced and that this volume may prove to be not only a matter of passing interest but a book worth keeping for its intrinsic merit.

The Rapid Development of Sacramento City

A RESUME of the development that has taken place in this city during the past three years is equivalent to that of a combined period of the previous fifteen years. The expenditures for improvements during the period July 1, 1921, to December 31, 1924, represents an amount in excess of \$44,000,000.00. This amount is made up largely by the city's program of development which includes new streets, items included in the recent bond issues, contemplated improvements that are under way or will be under way within the near future and building permits.

It is interesting to note that building permits represent the following amounts for the three and one-half year period:

1921 (last six months).....	\$ 2,856,052.00
1922	9,401,753.00
1923	9,699,638.00
1924	7,666,669.00
Total.....	\$29,622,112.00

This expenditure of money represents 11,200 permits. The above figures do not include school buildings or municipal buildings that have been constructed since July 1, 1921.

During the year 1923 Sacramento's building program ranked second in the United States per capita. When it is taken into consideration that there was no building boom but a normal, substantial growth, we feel that this is a showing that every citizen should be proud of.

In the matter of improvements carried through to completion by the city government: The bond issue of 1923 provided \$1,772,000.00 for the following:

New incinerator; subway at Sixteenth Street; pedestrian lane, Twelfth Street subway; Auditorium; extension of police and fire alarm systems; extension of sewers; extension of water mains; two new fire houses and equipment; removal of Y Street levee; paving of main arteries



H. C. BOTTORFF
City Manager

leading into the city; paving of streets fronting city property; revetment of Sacramento River levee.

In addition to this program, the City has finished the major portion of the new wharf, and through the approval of the War Department was able to straighten the pier-head line, thereby gaining additional area for the city's wharves which has added at least \$500,000.00 to the value of the city's property. The last unit of the wharf construction was started June 15th of this year.

The filtration plant was completed and has been functioning for more than a year. This, we believe, is one of the biggest steps forward that Sacramento has taken.

In the matter of street work—There is no city in the entire west that has carried through as large a street paving program as the City of Sacramento. The value of new street improvement from July 1, 1921, to December 31, 1924, plus the contemplated program for 1925, will reach the grand total for new street work alone of more than \$4,400,000.00 This is exclusive of street maintenance work carried on by the City of Sacramento from budgeted funds. This program is equivalent to 97 miles of new pavement.

In the matter of street maintenance: During the period from July 1, 1921, to December 31, 1924, more than 350,000 square feet of patches have been made in the streets of the City of Sacramento. In addition to this, 90 blocks of oiled macadam pavement have been repaired. In some cases these streets were practically resurfaced with asphaltic screenings. The Engineering Department built approximately 60,000 square feet of asphalt macadam in the parks of Sacramento.

The development program under the city government has not been confined solely to streets and new buildings, but has extended to all other departments of the municipal government.

Members of the City Council



HAROLD KIERNAN
JOHN H. MILLER
CHAS. ANDERSON

ROYAL MILLER
ALBERT ELKUS
Mayor
C. H. S. BIDWELL

A. E. GODDARD
E. S. BROWN
C. W. FRAZIER



M. J. DUNPHY
Chief Engineer

Chief Engineer Dunphy Increases Efficiency

M. J. DUNPHY, Chief Engineer of the Sacramento Fire Department, under whose guidance the Department has made such notable advances, is a product of the ranks. Aside from being a trained fire fighter with long experience in the various steps leading up to his present position, he has also proved himself to be a natural leader of men and a capable executive. Not only has he built up the department to its present high state of efficiency, but, being a strong believer in fire prevention measures, he has contributed largely to reduction of losses by well directed campaigns looking toward the removal of hazardous conditions. By his unwavering enthusiasm in his work, his unflagging zeal in the activities in the Department as a whole, and his untiring efforts on behalf of the community in general, he has won a high place in the regard of all thoughtful and appreciative citizens.

Chief Dunphy first became a fireman twenty-six years ago, his service with the department dating from June, 1899. He served in the ranks for nearly fourteen years, gaining an experience that has been of great help to him in later years. He became Captain of Engine Company No. 2 on February 1, 1913, and four years later, February 1, 1917, he became Assistant Chief Engineer. On July 1, 1921, with twenty-two years of experience on his shoulders, he was appointed to the position of Chief Engineer, which he has since so capably filled.

During the four years in which Dunphy has been Chief, the department has experienced a natural and healthy growth, keeping full pace with the rapid and steady advancement of the city. To meet the needs of the growing city upon recommendation of Dunphy, two new companies have been organized and made units of the department. These are a new engine company and a new truck company. Seven new pieces of modern fire fighting apparatus have been purchased, including three new pumpers

and two new chemicals. Two new and up-to-date fire houses have been built and equipped and ten thousand feet of hose has been purchased and put into use. A further step of advancement has been the installation of new perforator and tape system fire alarm indicators, replacing the old type.

In all matters concerning the purchase of additional equipment and in all measures for the betterment of the department, Chief Dunphy has had the unqualified support of City Manager Bottorff, who has given his full support to the Chief's recommendations.

A Second Assistant Chief has been added to the department to meet the demands of an efficient department.

By far more impressive than any words of praise that could be said in favor of Chief Dunphy is the reduction in fire insurance rates in Sacramento, effective during the past year, upon recommendation of the National Board of Fire Underwriters. This reduction amounts to about ten per cent and affects practically all classes of property. Only a reduction of fire losses, brought about by efficiency in the department, could accomplish this important result, which owners of property fully appreciate.

Aside from the stern duty of preventing and fighting fires, the department under Chief Dunphy has found time for expression of other talents possessed by individual members. Under Dunphy's leadership the Fireman's Band was organized, he being the first President. This is an organization of thirty pieces and the best tribute to its ability is the fact that it is in constant demand for concerts, parades and various entertainments, not only in Sacramento, but in the surrounding territory as well. The Firemen's Band is a source of real pride to all members of the department, who are now watching with interest the development of the Fireman's Orchestra, for which they predict as successful a career as the band has and is enjoying.



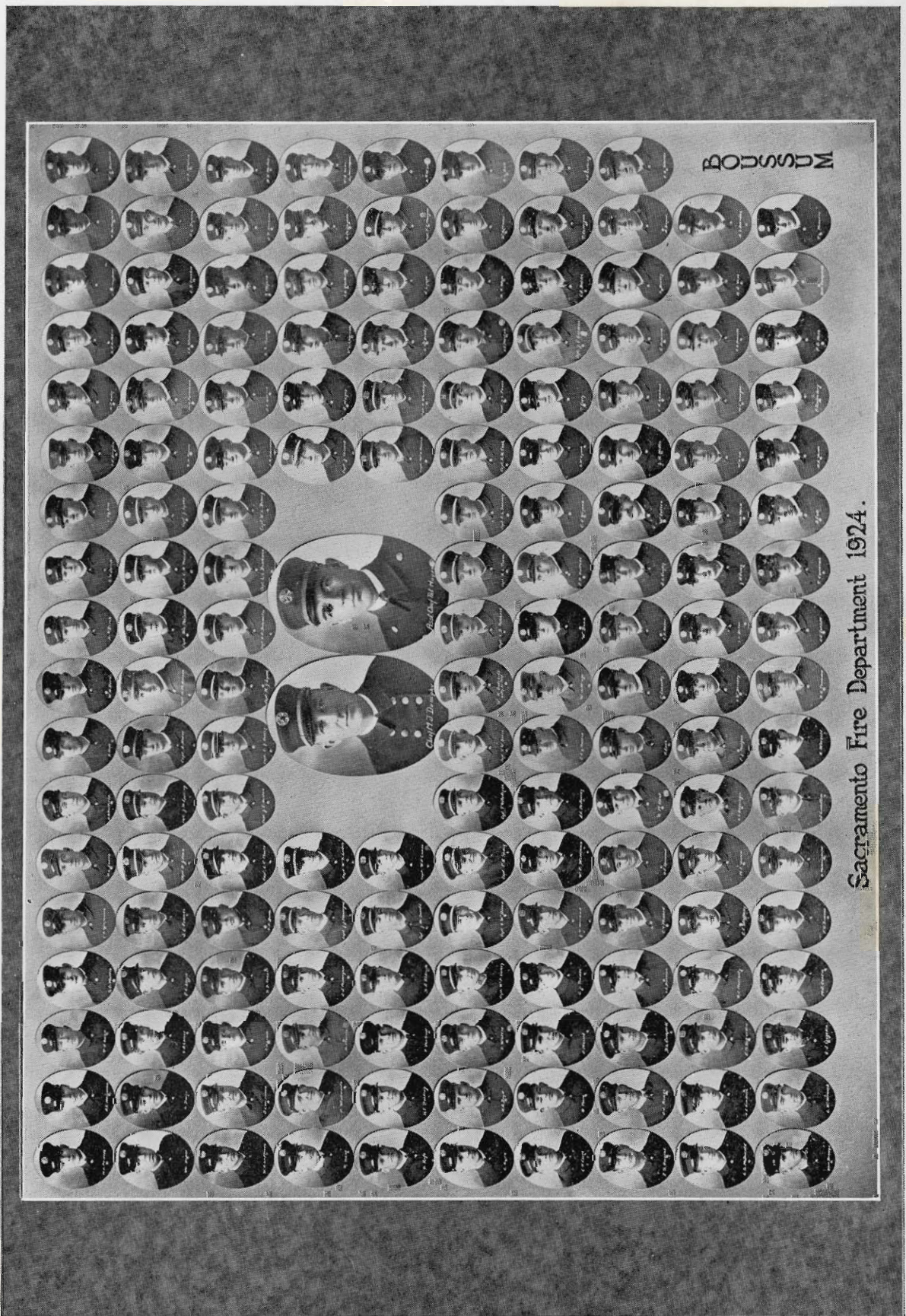


TERENCE MULLIGAN
Second Assistant Chief

Terence Mulligan, Second Assistant Chief of the Sacramento Fire Department, has been a member of the fire-fighting force for the past thirteen years.

From June 26, 1912, until May 1, 1913, he served as Callman on Truck One when he was appointed to Chemical Three as a regular. He became Captain of Chemical Four on January 7, 1915. In October, 1921, he was given charge of the Fire Prevention activities of the city and on January 1, 1925, he was appointed Second Assistant Chief of the Department.

Always taking an active interest and part in the various demands and activities of the organization and of the firemen he has been chosen President of the Sacramento Fire Department Relief and Protective Association.



ROUSSEM

Sacramento Fire Department 1924.

Members of the Sacramento Fire Department

Reading from Left to Right

First Row

M. K. Powell
A. E. Marjoram
T. J. Quinn
S. G. Morris
C. A. Wentworth
T. L. Evans
H. A. Saterlee
A. Huss
W. H. Dunn
H. Birch
R. V. Jones
O. Solen
C. J. Berglin
M. P. Kelly
D. J. Kelleher
G. Mayberry
A. DeMartini
W. H. Britton

Third Row

W. O. LaFleure
J. Lauerma
C. H. Lewis
D. D. Frazer
E. J. Burch
L. C. Moore
J. E. Horton
C. J. Cooley
M. J. Lynch
O. R. Delameter
L. L. Brockman
W. L. Brosig
F. R. Johansen
J. K. Harris
R. R. France
R. Meyers
J. P. Hendricks
B. S. Phelan

Center

M. J. Dunphy
Patrick Hayes

Fifth Row

G. Rufe
H. I. Darling
A. Van Sant
S. J. Aldrich
Jas. McDonald
W. F. Lower
W. A. Peters
F. Weinhoef
J. W. Brady
Jas. Lynch
P. F. Mangan
D. W. Lee

Sixth Row

C. Kunz

Seventh Row

C. H. Clark
A. Faure
J. M. Masiel
C. J. Trumbo
J. H. Holland
U. F. Williams
A. C. McMurray
E. C. Morton
Wm. Hellinge
Wm. Dunn
F. M. Hultado
E. T. Weyand
G. W. Lynch
T. Fealy
J. E. Gorman
C. E. Butler
T. Corrigan
S. J. Cocking

Ninth Row

G. S. McDonald
A. C. Kendrick
E. N. Schardin
R. C. Moriarty
E. C. Steffany
M. I. Vierra
H. A. Dahringer
F. J. Mangan
A. W. Boothby
L. L. Belke
J. H. Greer
C. Vaira
W. H. Lee
M. C. Vaughn
G. A. Merritt
M. J. Vero
J. I. Schrunck

Eighth Row

J. S. Amaral
J. J. Runge
D. L. Campbell
C. E. Bauman
C. V. Minard
G. C. Sherwood
R. M. Gaut
F. Kunz
E. Connolly
C. J. Huber
J. L. Cooley
Wm. Cotter
J. H. Miller
C. A. Lambert
E. Heinrich
G. Beatty
A. Soper
E. J. Storrer

Tenth Row

Dan Browne
G. W. Strauch
G. J. Coughlin
M. J. Costa
F. G. Simmons
G. Polkinghorn
A. J. Cecchetti
O. Worrell
R. R. Thomma
K. C. Catlett
T. Corcoran
O. Cole
H. K. Vance
F. Reifenberg
F. G. Hess
Dan Campbell
T. L. Measure

Fourth Row

R. Hawk
F. Wentworth
H. Morris
J. J. Pendergast
J. J. Flanagan
W. S. Lewis
Jas. Calvert
J. F. Hayes
W. L. Lawrence
C. A. Wonderly
J. Callaghan
W. B. Howe

Second Row

Wm. Dodds
G. Dains
G. A. Loeser
E. C. Lloyd
J. C. France
D. J. Finn
J. M. Epling
R. Noone
H. M. Heiser
Wm. McGraw
C. A. Perret
Jas. Lyons
R. N. France
H. M. Farncomb
C. G. Winters
G. B. Granless
J. L. Duncan
H. S. Winters

Officers of the Relief and Protective Association



J. E. HORTON
C. D. PRITCHARD

TERENCE MULLIGAN
H. A. DAHRINGER
W. P. LARACY

A. W. BOOTHBY
F. G. SIMMONS

Department Relief and Protective Association

For the past eleven years the Sacramento Fire Department Relief and Protective Association has been exerting a real and vital influence not only on the Department as a whole but on the individual members this voluntary association has been the chief means of welding the spirit of fraternalism and goodfellowship that is so characteristic of this city's department.

The purpose of the Association, as stated at the time of formation, "is to bind the members together in a closer bond of fraternity, for mutual protection to each other in sickness and death; also, to promote and improve social intercourse and welfare between the members." Needless to say the officers and members have never lost sight of these aims and have consis-

tently and persistently striven to unite the interests of Firemen, to elevate their standing as such, and to render aid and pecuniary assistance to the sick or injured members and to care for the widows and orphans of the deceased members of the Association.

Through the co-operation of the merchants and citizens of Sacramento who have contributed so generously towards our Annual Ball we have been able to carry on this humane and necessary work successfully. This Association has paid to the sick and disabled Firemen and to the widows and orphans of deceased Firemen the sum of \$17,179.04. It is with sincere pride that the members point to the fact that not one orphan has become a public charge since the organization of this Association.

The officers of the Association are as follows:

President—Second Assistant Chief T. Muligan.

Vice President—Captain J. E. Horton.

Secretary—Captain A. W. Boothby.

Treasurer—Engineer H. A. Dahringer.

Trustees—Captain C. D. Pritchard, Captain W. P. Laracy and Captain Frank Simmons.





A. W. BOOTHBY
Captain

Captain A. W. Boothby has been the Secretary of the Sacramento Fire Department Relief and Protective Association since 1921 and since entering the Department in 1906 has been a faithful and enthusiastic member of the force.

Captain Boothby, known as "Gus" by his friends, is one man who has followed his boyhood ideal through manhood because his earliest remembered ambition was to be a fire-fighter. They were his heroes and as early as possible he joined their numbers.

Time and experience has not dimmed his ardor but instead has served to increase his sympathetic understanding of the problems of the firemen. And so it is that we find him an active member of the Relief and Protective Association since its formation and also one of the prime movers in the formation of the California State Firemen's Association.

He served on the advisory committee for the first convention of this body which was held in Oakland; since then he has served as a vice president and it was largely due to his efforts that the 1925 convention of the California State Firemen was brought to Sacramento.

The objects of the State organization are just the ones that would make the strongest appeal to a man like Captain Boothby for in whatever words they may be expressed the purpose is the betterment of the conditions of the firemen throughout the State and the better protection of life and property and fire prevention.

History of the Sacramento Fire Department

By Mrs. J. J. McGrath

IT IS sometimes difficult for us to remember that the Sacramento Fire Department in its present state of high efficiency both as to personnel and to equipment is a comparatively recent development. The fire department has been a growth and, like every other of our institutions, is a reflection of the growth of the public mind.

This article aims to be historical and history is concerned with the truth. Those events and those trends which affected and shaped the department and the significance of which are apparent are the ones which have been selected and we hope that they will be accepted in the same spirit. If there are events in the past of the department that seem to be infantile and trivial and which grown men blush to recall, please to remember that no one connected with the Sacramento Fire Department need blush with shame for the past because the department is and has been singularly free from the taint of fraud, of incompetence and of other corrupting influence.

Its mistakes, if they may be termed such, were due almost in entirety to over-enthusiasm and a too ardent spirit of misguided loyalty. For these things neither the department nor the men of the past should be censored.

Fashions in thinking change even as fashions in dress or methods of locomotion change. A few years back the aim of the fire department and the individuals of the department was the fighting of fires. Now it is the prevention of fires without sacrificing the efficiency of the actual fighting equipment or spirit.

The former fashion naturally led to quite intense individuality and company loyalty whereas the present fashion leads to co-operation and teamwork, the submersion of the individual for the good of the whole. Each fashion has its merits and it is not the scope of this brief history to probe their relative values.

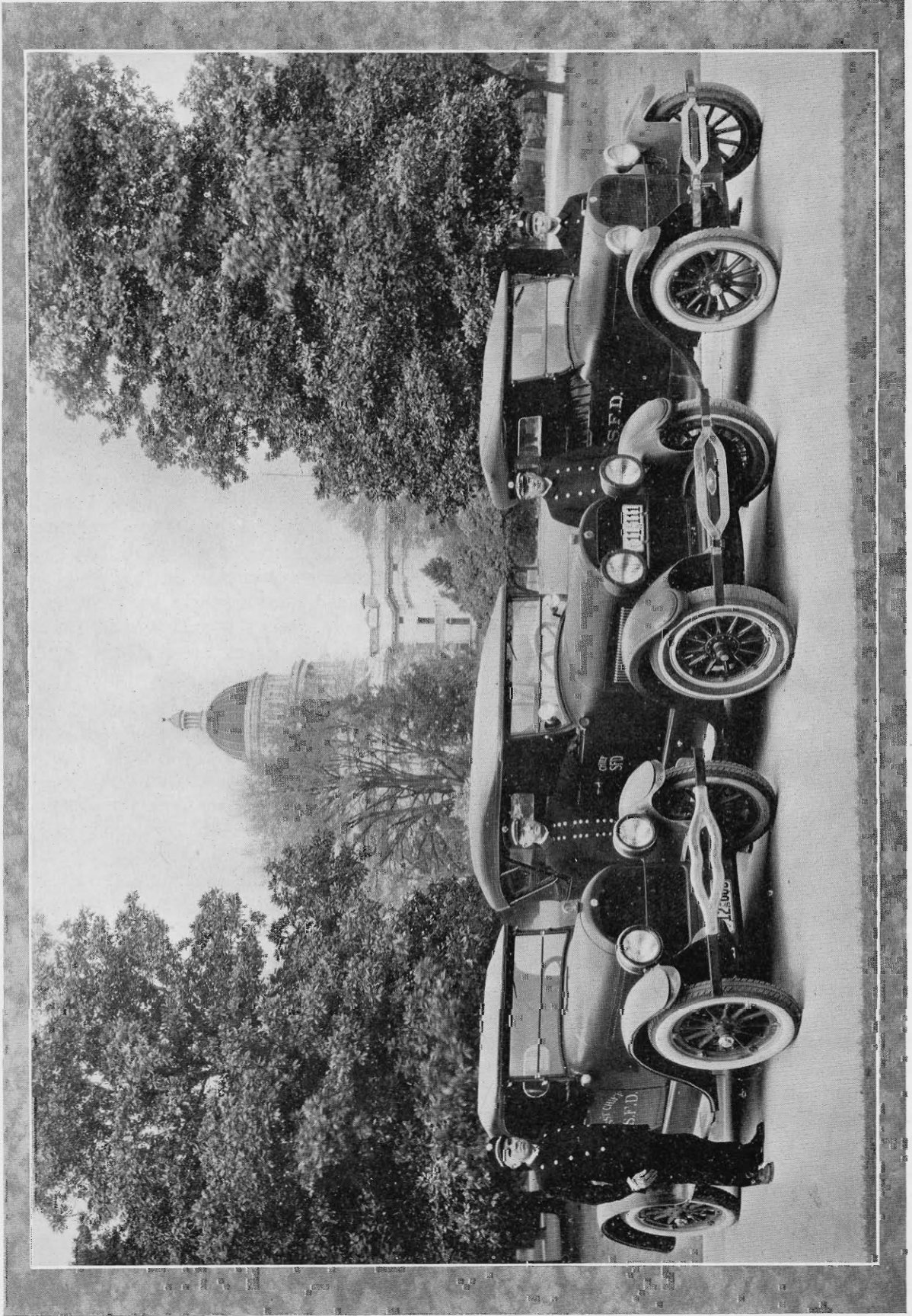
As a people we are so adaptable that, once becoming accustomed to a thing or a condition, we are prone to forget that it was not always so. It is only in recent years that this department, highly efficient one that it is, was completely motorized; that systematic inspections to remove the causes of fires became as routine a duty as responding to an alarm; that the

character and efficiency of each company and of each individual is a reflection of the organization as a whole and not of its units; that it has been recognized that the Fire Department in addition to its routine side has the equally important one of being in itself a slice of "big business" requiring capable management in the procuring and conserving of many thousands of dollars in property and equipment.

The Department, we repeat, is a growth and must continue to meet and to solve its problems as they develop. These are of various kinds and will call for different solutions. The fostering of the spirit of department loyalty is being materially helped by the development of the organization's well trained band and orchestra. Just a few years back it would have been impossible for these bodies to have been conceived, let alone exist. The Department's Relief and Protective Association has helped very materially in bringing the individual members to regard themselves as parts of a very worthy whole. Just this year it has been found necessary to create a new executive office, that of Second Assistant Chief Engineer.

On April 4, 1850, within thirty minutes of the time the fire started, eight or ten buildings on Front Street between J and K with their contents were completely destroyed. The loss was placed at \$100,000. A fire department was immediately organized. On November 9 that same year another fire occurred which destroyed the New York, the Eagle, the St. Francis and the Galena Hotels, Rowe's Provision Store, the Home of the Badger, and several other buildings. On August 13, 1851, the Te-hama Theater was burned.

These fires, serious as they were, were trivial when compared with the great fire of November 2, 1852, when fully seven-eighths of the city was destroyed and several lives were supposed to have been lost. This was the most widespread and disastrous fire in the history of the city. The total loss was estimated at ten million dollars—a considerable sum even in these days. In spite of the fact that there was a strong wind blowing the united efforts of the citizens kept the conflagration from extending east of Ninth Street and north of I Street. Of the city's many churches, the only



PATRICK HAYES
1st Assistant Chief

M. J. DUNPHY
Chief Engineer

TERENCE MULLIGAN
2nd Assistant Chief

DAN BROWNE

one saved was the Congregational Church on Sixth Street, itself a frame building.

The second general conflagration in the city's history occurred on the afternoon of July 13, 1854. The fire was caused by the upsetting of a spirit lamp used for heating a glue-pot. It started in a small frame building in the rear of Newcome's furniture store, near the center of the block between J and K, Third and Fourth Streets and reached the Sacramento Hotel almost immediately. In a very short time the blaze was tremendous. The day was very hot, the mercury registering one hundred degrees in the shade. The firemen turned out in force and were aided by the citizens, but in spite of their combined heroic efforts the fire spread and destroyed successfully the Oriental Hotel, the American House, the old court house, the New England House, the State House, the Congregational Church, the Sewanee House, the Crescent City Hotel, and No ?'s Engine House. Fortunately, the waterworks had just been put into operation and but for this added efficiency the losses would certainly have been much greater.

When the State Capitol was threatened, Governor Bigler, who had been working from the beginning of the conflagration wherever help had been needed, asked a number of bystanders to aid him in saving the furniture. They refused on the ground that the state could better afford to lose its property than private individuals could. Pointing to a full-length portrait of Washington that hung on the southern wall, Governor Bigler said: "See. There is the portrait of the father of your country; will you permit it to be destroyed?" His appeal was successful; they made a general rush and saved the picture.

The Golden Eagle Hotel, a substantial brick building, finally checked the fire until it could be controlled. The news of the fire having reached San Francisco, the Monumental Engine Company of that city made an earnest effort to reach Sacramento in time to be of assistance, but was unable to arrive until the next morning when they were cordially thanked by the citizens for their generous attempt.

The next important fire occurred on July 3, 1855, and burned over the whole triangle between the levee, I, and Sixth Streets, but as the buildings were mainly old shacks occupied by Chinese, the loss was not heavy. Several fires,

each occasioning a loss of from \$10,000 to \$20,000, occurred in the following nineteen years.

On September 15, 1874, at about five-thirty in the morning, the Capital Woolen Mills caught fire and were destroyed, causing a loss of from \$75,000 to \$100,000. The mills were promptly rebuilt. November 21, 1886, they were burned again and this time were not rebuilt.

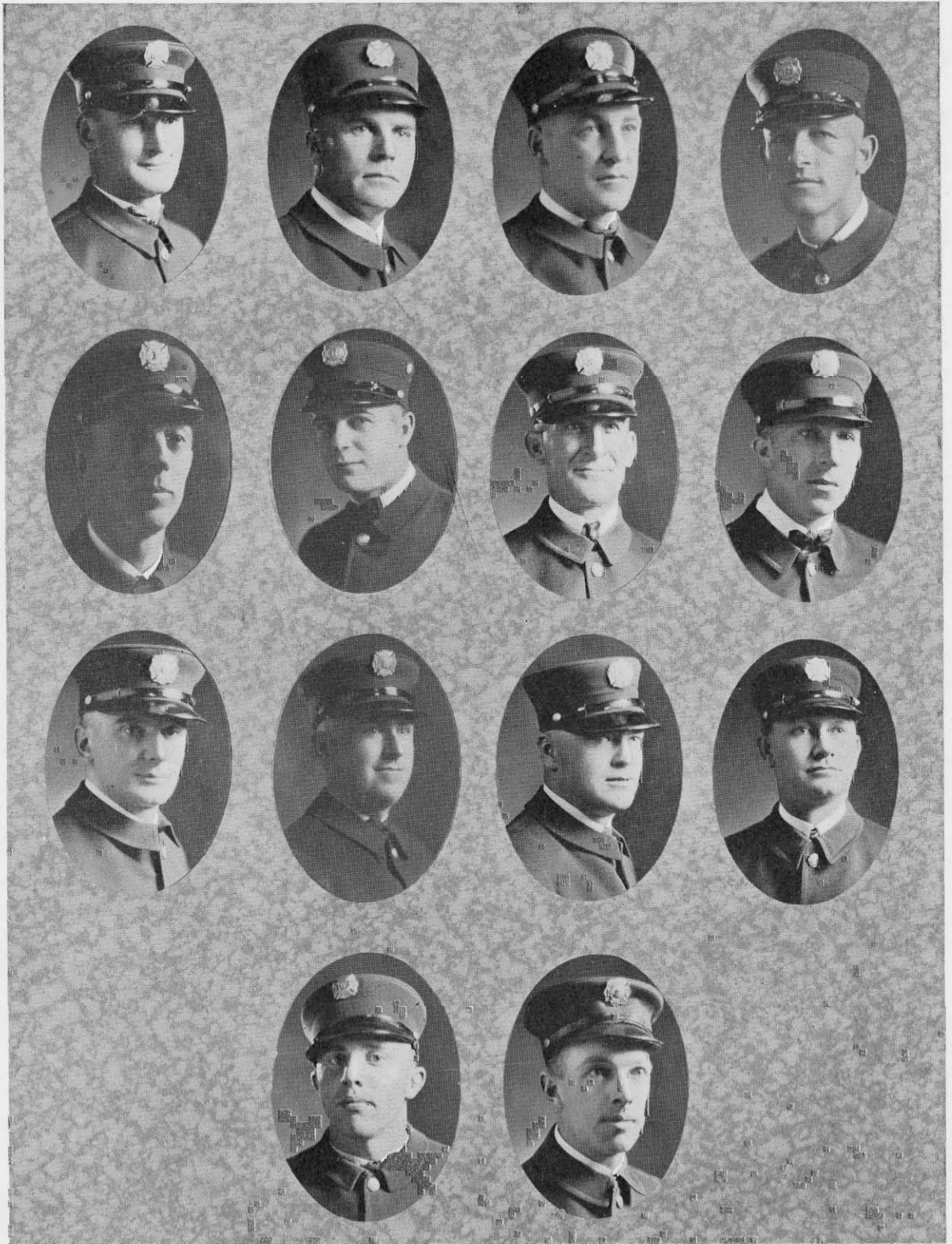
On the afternoon of January 9, 1875, a fire started in the lamp room of the Western Hotel and spread rapidly to the whole building. By desperate efforts the fire department, which was promptly on hand, managed to confine it to the hotel building, which was totally destroyed. Three lives were lost, two of them being compositors in the "Union" office. The financial loss was estimated at about \$100,000.

One of the most disastrous conflagrations of later years occurred on Saturday morning, January 31, 1903, when the fine department store of Weinstock, Lubin & Company at Fourth and K Streets, running through to L Street, was discovered on fire. The iron doors in the rear of the K Street part were locked and could not be opened by the firemen until after the flames had gained such headway that they could not be controlled. They swept across the bridge connecting the annex and the inflammable contents soon made the whole store a seething furnace. At daybreak only the walls were left standing, the loss being over \$750,000. The firm moved to the old pavilion on M Street and in twenty-four hours was doing business again with a limited stock.

Other serious fires of recent years have occurred at Charles Nathan & Sons' Department Store, Sixth and J Streets, with a loss of \$458,000; the Sacramento Lumber Company's plant, when the west end of their yard burned with a loss of \$58,000; the Valley Seed Company's store, 1319 Front Street, with a loss of \$174,000, and the California Packing Company's cannery with a loss of \$400,000.

On October 30, 1921, at twelve-forty in the morning, a fire, which begun in the kitchen of the Sutter Candy Company and spread to the surrounding stores and the Hippodrome Theater, cost the lives of two of the members of the department. Jack Henry from Engine Company No. 2 and M. I. Peters of Truck Company No. 1 were asphyxiated by the smoke and fumes. At one-thirty of the afternoon of that

New Members *of the* Department—1925



H. L. DUNHAM
W. B. HOWE
P. C. COURTER

A. C. YOUNG
L. W. BRADLEY
E. W. REHM
P. F. MANGAN, JR.

L. J. WEIST
GEO. DICKEY
J. F. HEALY
J. Q. ADAMS

G. A. AMBROSE
E. E. VINSON
E. E. GIBSON

same day there occurred another fire which originated in the Ryan Candy Shop and which for a time threatened to destroy the Hotel Worth.

May 7, 1924, witnessed one of the hottest and fiercest blazes which the veterans of the department ever experienced, when the wharves of the Southern Pacific Company along the Sacramento River caught fire with mysterious suddenness and spread with lightning-like rapidity, causing a loss of a million and a half dollars.

The honor of having organized the first fire company in the state belongs to Sacramento. February 5, 1850, the first step was taken toward the organization of Mutual Hook and Ladder Company No. 1. The following officers were elected: Demas Strong, foreman; J. S. Fowler, first assistant; M. D. Eyre, second assistant; T. A. Warbass, treasurer; H. G. Langley, secretary; J. C. Derby, steward. The company turned out to the fire of April 4, 1850, using a fire engine belonging to Lewis & Bailey. They continued in active service until October 30, 1859, when they disbanded by mutual consent, turning over their apparatus to the fire department. They had twenty-six members when they disbanded, and had occupied the same building with Confidence Engine Company No. 1.

Alert Hook and Ladder Company No. 2 was organized September 27, 1852, electing Thomas W. Noyes, foreman; Charles W. Cooj, assistant foreman; Alexander C. Fogler, secretary; W. B. H. Dodson, trustee; John L. Polhemus and Joseph F. Cloutman, delegates. Their building was a two-story brick, located on Eighth Street between J and K. Both this company and the Mutual received an outfit of hooks and ladders in 1853. In 1860 the Alert had twenty-nine members and M. McManus was their foreman.

On March 6, 1851, Confidence Engine Company No. 1 was organized with W. S. Eakins, foreman; William D. Hunt, first assistant; John J. Balantine, second assistant; H. E. Urner, secretary; Leander Culver, treasurer. It was housed in a two-story building on the east side of Third Street between I and J. It maintained its organization until the introduction of the paid fire department, when it numbered sixty-five members.

Protection Engine Company No. 2 was organized March 22, 1851, electing William Ar-

ents, foreman; Francis R. Folger, assistant; H. Burdick, secretary. It had sixty-five members and its house was erected on the west side of Eighth Street between J and K, and was afterwards for many years known as Exempt Firemen's Hall. It was torn down in 1911 to give place to a new building.

Sacramento Engine Company No. 3 was organized March 27, 1851, by electing J. R. Beard, foreman; H. J. Beams, assistant foreman; F. McGilvery, secretary; J. C. Freeman, assistant secretary. It had erected for it two years later a fine house on the west side of Second Street between K and L, and in 1860 the company numbered fifty-nine members. The building was later occupied by No. 1 of the paid fire department.

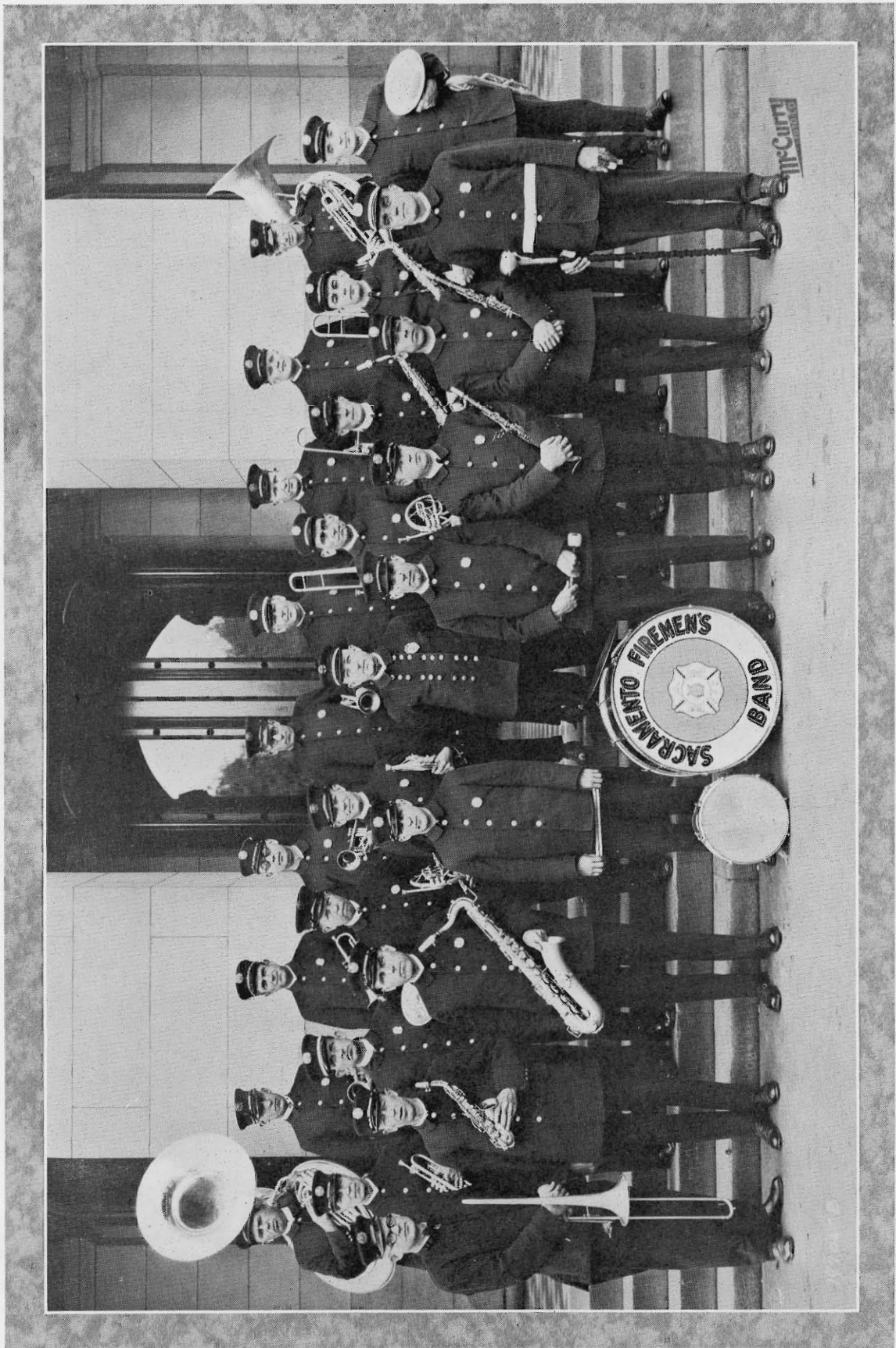
Eureka Engine Company No. 4 was organized August 15, 1853, electing W. H. Jones, foreman; John H. Burgess, assistant; Jacob Greenbaum, secretary; H. P. Osborn, treasurer. They occupied a two-story brick building, the present Corporation House, on Fifth Street between J and K, and numbered sixty-five members in 1860.

Knickerbocker Engine Company No. 5 organized July 21, 1854, the officers being as follows: H. Polley, foreman; James Calwyn, first assistant; P. Holland, second assistant; John F. Hall, secretary; John C. Keenan, treasurer. The company numbered fifty-eight members and its building was a two-story brick on the east side of Fourth Street between K and L.

Young America No. 6 was organized by the residents of the Third Ward, June 21, 1855. The following officers were elected: Robert Robinson, foreman; E. Kimball, first assistant; Sylvester Marshall, second assistant; Anson Perry, secretary; Charles S. White, treasurer. Its house was a two-story brick located on Tenth Street between I and J, and is at present used by a company of the paid fire department No. 2.

Tehama Hose Company No. 1 was the first hose company in this city. It was organized April 21, 1853, but disbanded November 24, 1855.

Neptune Hose Company was an independent company organized October 6, 1856, with C. T. Ingham, president; P. Holland, foreman; Thomas Bartlett, assistant foreman; A. P. Norton, treasurer; Alexander Badlam, secretary. The company had considerable trouble in gain-



Left to Right—First Row—R. Hawk, M. I. Vierra, O. R. Delameter, J. S. Amara, Geo. Mayberry, O. W. Brown, C. J. Huber, C. H. Lewis, G. W. Lynch
 Second Row—A. E. Marjoram, H. M. Heiser, A. G. Kendrick, F. R. Johansen, M. J. Dunphy, M. C. Vaughn, E. Connolly, D. A. Allen, J. H. Greer.
 Third Row—R. W. Powers, W. B. Howe, D. D. Frazer, K. C. Catlett, Geo. Polkinghorn, S. J. Aldrich, J. P. Hendrix, J. L. Faure

ing admission into the department. The building was erected for it on the north side of I Street, fronting on Fourth Street. It had a membership of twenty-five.

Broderick Engine Company No. 7 was organized June 1st, 1860, electing Matthias Ault, foreman; R. B. Bishop, first assistant; Bernard Riley, second assistant; D. O. Brown, secretary; W. S. Higgins, treasurer. Its membership was sixty-five. The company was named after United States Senator David Broderick, and was faithful in its attendance at fires, but was not admitted into the department, and was disbanded immediately after the flood of 1861. It occupied a one-and-a-half-story building at the corner of Third and R streets. This building was removed a number of years ago and converted into a residence, and the engine, hose, etc., reverted to the department.

Several other companies of less note and various continuance were organized during the period of the volunteer department, and did good work when necessity required, but their names have passed from recollection. The fire-fighters of the old volunteer days were men of daring, men who were in the ranks for the love of the work as well as for the protection of their own property and that of others. Many of them had been members of similar organizations in the East, and brought to their work here the experience gained in former fields.

Chief Engineers of Volunteer Fire Department.

The following were chief engineers of the volunteer fire department during its continuance from January 25, 1851, to August, 1872, their terms of office being one year: Hiram Arents, David McDowell, R. M. Folger, I. M. Hubbard, J. H. Houseman, J. B. Blanchard, Henry Polley, Joseph S. Friend, George H. Brickman, R. J. Graham, Hugh Kelly, George Schmeizer, David C. Wilson, John Donellan, W. Gillam, Frank Johnson, A. H. Hapeman, William D. Farrell. Houseman and Kelly resigned, Blanchard, first assistant, succeeding the former, and Schmeizer succeeding the latter.

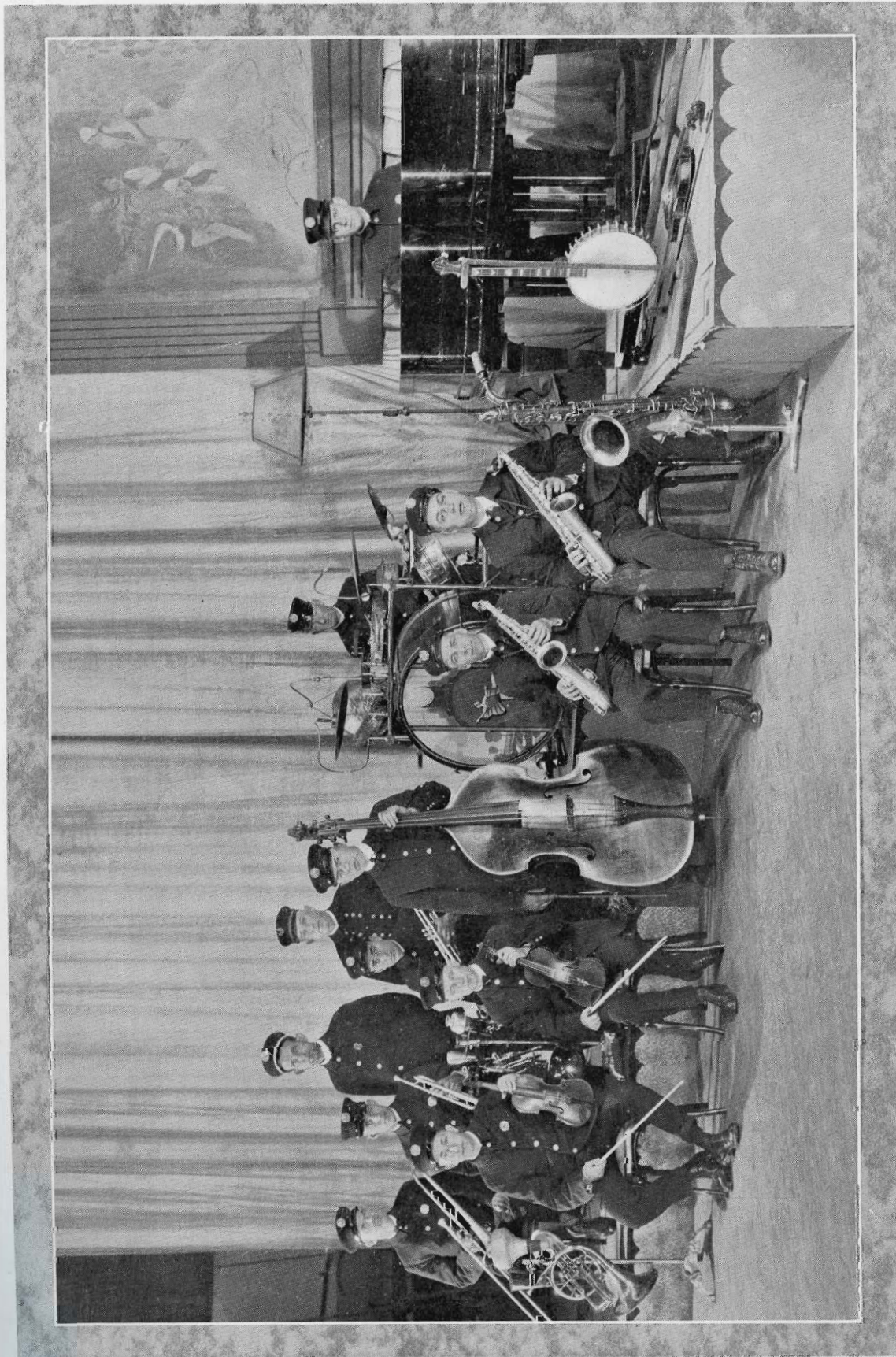
Rivalry of the Companies.

As was usual in the days of volunteer fire departments, there was great rivalry between the different companies, and many incidents occurred, humorous and otherwise, that would make interesting reading if their history had been preserved. There were tournaments, races, balls, presentation of banners and prizes, and various other features. At one time much

complaint was made against the companies in the papers on account of these rivalries. It was charged that some of their members laid plans for getting ahead of the members of other companies by ringing false alarms, having warned enough members of their own companies to enable them to have their own apparatus ready and get to the scene of the supposed fire before their rivals could do so, thereby gaining credit through the papers for being the most active in the performance of their duties. The rivalry between the volunteer companies often became so keen that bad blood was engendered and fights were common. Spanners, wrenches, and any available weapon was used and sanguinary encounters occurred on many occasions. One of the fiercest and most notable of these occurred at the burning of the first building erected for the Jefferson Primary School. Two of the companies, between which there existed a strong feeling of antagonism, met at a wooden bridge that spanned a little slough near the school. Each was determined to beat the other, and they arrived simultaneously at the bridge. It was too narrow for both to cross at the same time, and in consequence one engine struck the railing, smashing it, and was precipitated into the slough. In a moment the fray was started, spanners and other weapons being used freely, and the bitterest fight in the history of the department was on, the combatants paying no more attention to the fire, which was burning fiercely. Several were seriously injured, and carried the marks of the combat to their graves. The men who comprised the volunteer department were fearless and aggressive, energetic and ready to court opposition, all of which qualities were valuable in fighting fire, even though they found a vent in other less worthy directions.

Exempt Firemen.

The first Exempt Firemen's Association was organized on August 14, 1865. Twenty-two members were present at the meeting on that day, and the following were chosen as officers: George Rowland, president; J. H. Houseman, vice-president; J. J. Smith, secretary; J. F. Crawford, treasurer. In 1871, when this association was abolished, it had only sixty-five members. It was a charitable association, but its charities were neither compulsory nor systematic. The fund was under the control of the board of delegates, which had been incor-



Reading from the left, standing in back row, Capt. H. M. Heiser and M. J. Dunphy, Chief Engineer. Next row, seated, from the left, R. Powers, Trombone; A. DeMartini, Cornet; M. Vieira, Cornet; Geo. Lynch, Traps; R. Hawk, Bass Violin, and R. Myers, Piano. Front row, A. Whittenbrock, Director; Vic Mentec, Violin; Geo. Garrett, Saxophone; J. Amarel, Clarinet and Saxophone.

porated June 10, 1868, and in the treasury was about \$38,000 in 1872, which was turned over to the new association formed at that time.

The latter, which went out of existence some years ago, was organized under an act of the legislature, approved in April, 1872, it having been instituted December 4, 1872. The first officers elected were: W. L. Herndon, president; A. H. Cummings, first vice-president; Joseph Davis, second vice-president; George A. Putman, treasurer; also a board of trustees of the general fund, and a board of trustees of the charitable fund.

Although, in 1871, the old association had only sixty-five members when it was dissolved, the new one began in 1872 with 324 members, and many others joined it later on. Its objects were of a social and beneficiary nature, including fraternal and pecuniary benefits. The pecuniary benefit given was eight dollars a week in case of disability, ten dollars a month to widows of deceased members in case they were in need of it, and a hundred dollars for funeral expenses. Besides this, all the friendly aid the association could bestow in case of sickness or distress was cheerfully given. These benefits were not given to a member, however, if his distress was the result of gross dissipation. By death and the removal the number of members was gradually reduced to 151 in 1890, and finally to sixty-seven in 1901, when the association wound up its affairs.

By the act, which created the paid fire department of the city, it was provided that the Exempt Firemen's Association should have the privilege of selecting one of the old engine houses of the volunteer department for its use. The old engine house on the north side of the alley on Eighth Street between J and K was accordingly chosen and the property was put up at auction to avoid complication of the title. No one would bid against the Exempt Firemen and the sum it brought was \$100.00. The building was remodeled and a hall built for their use, while the lower story was fitted up for stores which brought a good rent. The change made in it by the Exempts cost about \$7,000, and it was occupied by them for the first time on July 12, 1875. When the association wound up its affairs, the property was sold and it has been demolished to make way for a fine modern building. Thus landmark after landmark of the old days is passing away and like the pioneers, the Exempts still living have

dwindled away in numbers and soon only the memory of them will remain to us.

John F. Dreman, who was a member of No. 1 in the old volunteer department and turned out in parade with it in 1851, and who was afterwards a member of No. 3 and of Neptune Hose Co., was the last president of the Exempts, and the proud possessor of a handsome badge presented to him when they disbanded. Mr. Dreman was for many years a member of the city board of education and served also as a supervisor of the county. He died in 1917. James Coffroth, a brilliant lawyer of a generation ago, was the first member of the Exempts to die, and William L. Herndon the first president.

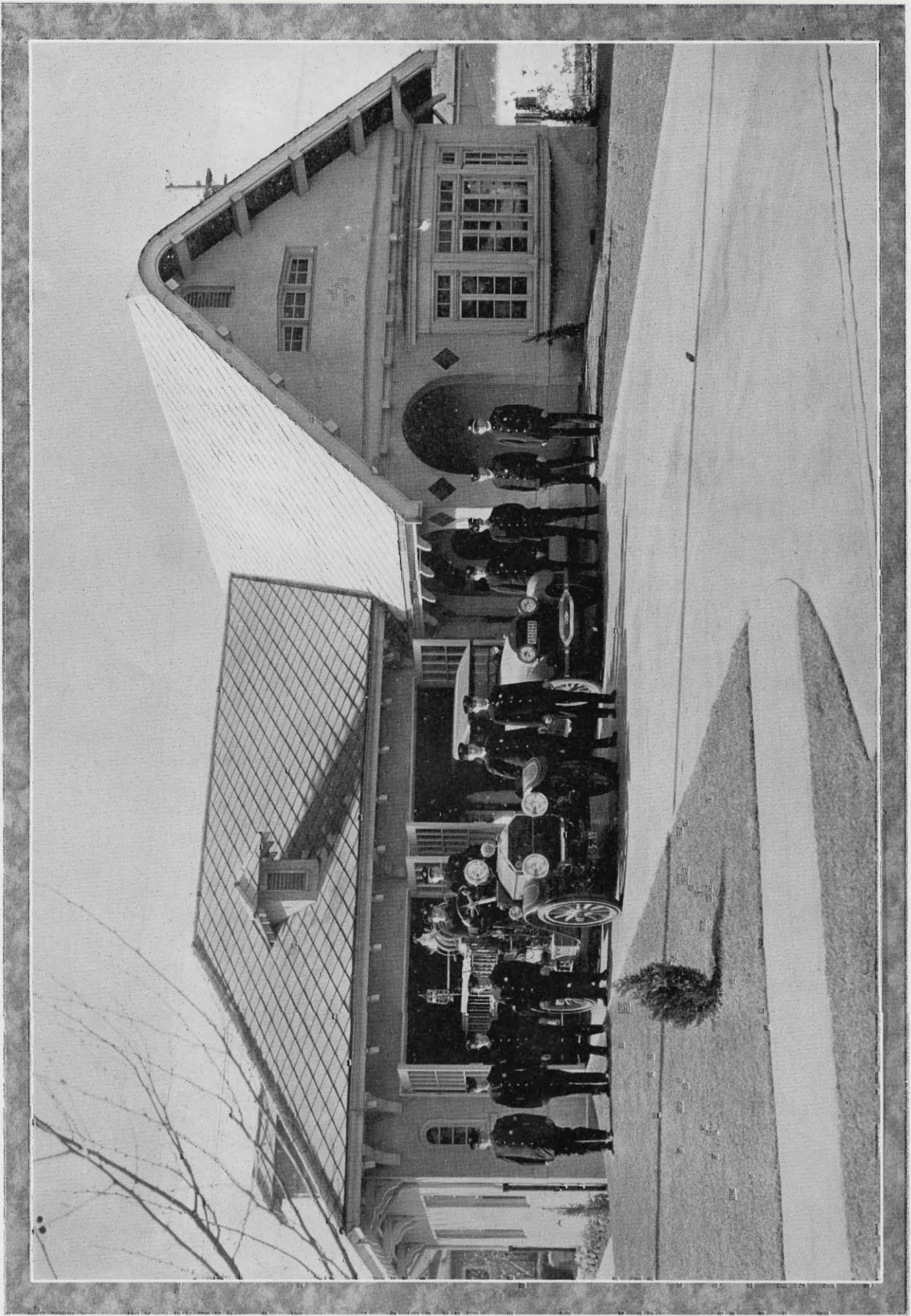
Paid Fire Department.

A paid fire department for the city was established by the legislature April, 1872, and the volunteer department was superseded. A board of three commissioners was established, the first members to be appointed by the governor, and their successors to be elected by the people, one being elected each year at the regular city election. The city was authorized by the act to issue bonds for \$50,000, payable twenty years after date, with interest at eight per cent per annum. The first commissioners, appointees of the governor, were Sylvester Tryon, George Rowland and W. C. Welch, the latter being elected president of the board. Two engine companies and a hook and ladder company were organized the ensuing fall.

Engine Company No. 1 was organized September 15, 1872, and Henry Burnham was made foreman and O. Collier, engineer. There were twelve other men but only the engineer, foreman and drivers were permanently employed. The engine-house was for years situated on Second Street between K and L, then for a long time occupied quarters on Sixth Street between H and I. In May, 1924, this company moved into its new home on the southwest corner of Second and L Streets.

Engine Company No. 2 was organized at the same time as No. 1, with J. W. Thompson as foreman and E. H. Williams as engineer. The engine house is on Tenth Street between I and J.

Engine Company No. 3 was organized and placed in service on April 1, 1888. The engine house is on Nineteenth Street between L and M, where Hose Company No. 1, organized June



Engine Company No. 7—26th and Portola Way

11, 1884, had previously been located before disbanding.

Station No. 4 on Twenty-sixth Street between L and M was installed and put in service March 1, 1902, at a cost of \$12,000 and the apparatus cost \$5,500.

Station No. 5 on Ninth Street between T and U was put in service in June, 1911, at a cost of about \$11,000, with apparatus costing \$5,550.

By 1912 the department was thoroughly equipped with chemical engines, including a modern chemical auto engine; also with up-to-date steamers, hook and ladder trucks with extension ladders and water tower, besides an ample supply of first class hose carts and hose. The annexation of the suburbs was then necessitating the building of stations in Oak Park and other localities. Oak Park had already a volunteer fire department. This is no longer in existence, paid stations of the Sacramento Fire Department having since been established, both at Oak Park and Curtis Oaks. At that time the board of underwriters had stated that no city in the state had a better equipped fire department or a more efficient force of firemen than had Sacramento. The city trustees were alive to the fact that the better equipped and more efficient the department was, the better the protection afforded to the property of taxpayers and the more reasonable the rates of insurance. For this reason they were more liberal in their appropriations for the purchase of apparatus to keep up with the growth of the city and its needs. The erection of six and eight-story buildings having then become quite common, the board, in January 1912, purchased an auto hook and ladder truck with an eighty-five foot extension ladder of the latest, most approved pattern, costing \$6,300.

The fire department now consists of eight engine companies, three truck companies and four chemical companies, their locations being as follows:

Engine Company No. 1, Second and L Streets.

Engine Company No. 2, Tenth I and J Streets.

Engine Company No. 3, Nineteenth, L and M Streets.

Engine Company No. 4, Twenty-sixth, L and M Streets.

Engine Company No. 5, Ninth, T and U Streets.

Engine Company No. 6, Fourth Avenue, 34th and 35th Streets.

Engine Company No. 7, Twenty-sixth Street and Portola Way.

Engine Company No. 8, Forty-third and J Streets.

Truck Company No. 1, Sixth, K and L Streets.

Truck Company No. 2, Nineteenth, L and M Streets.

Truck Company No. 3, Fourth Avenue, 34th and 35th Streets.

Chemical Company No. 1, Fifth, J and K Streets.

Chemical Company No. 2, Twenty-second, S and T Streets.

Chemical Company No. 3, Twentieth, D and E Streets.

Chemical Company No. 4, Thirty-eighth Street and Folsom Boulevard.

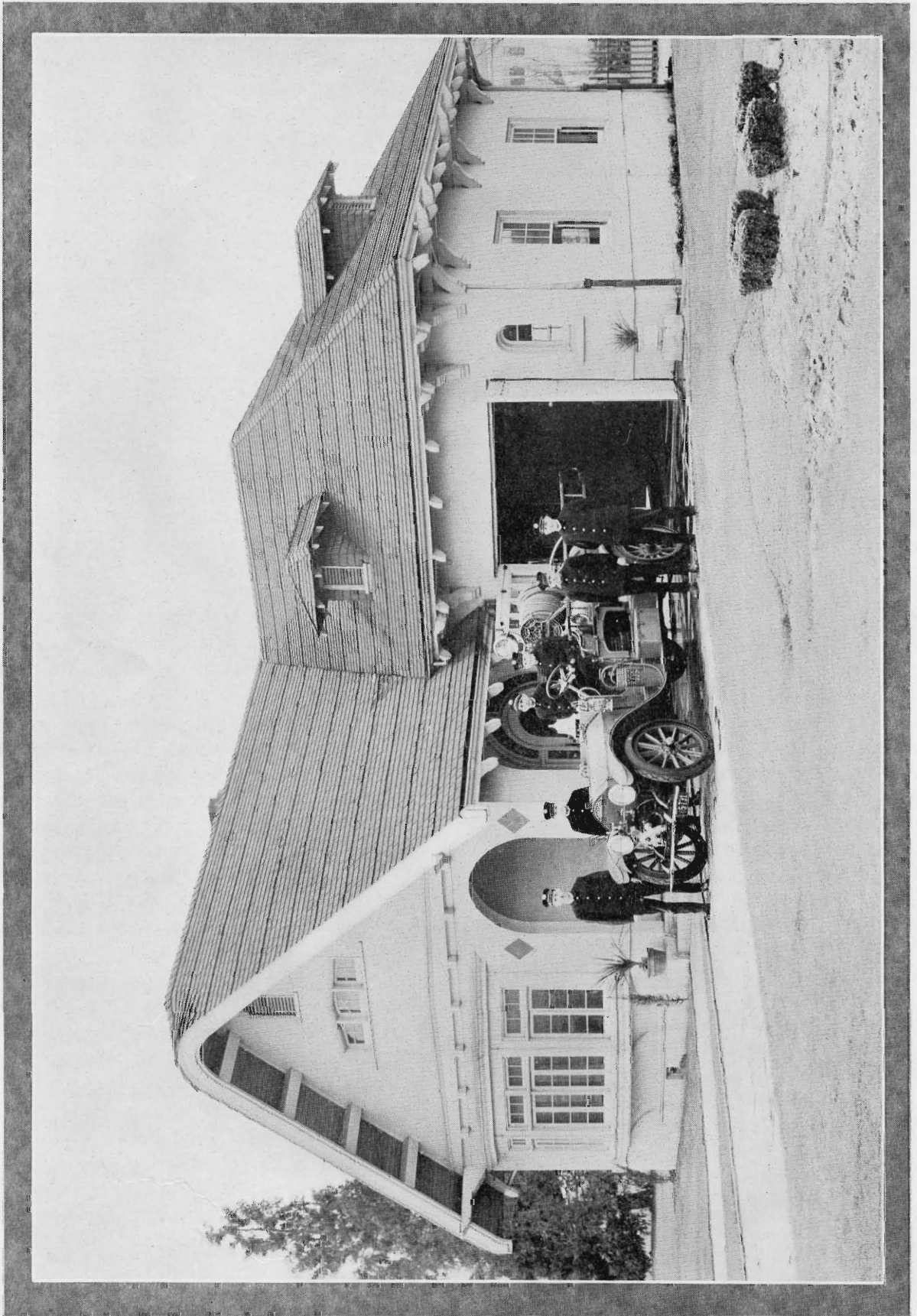
The present Sacramento Fire Department is efficient, both in its equipment and in the personnel of its several stations. Under the new city council, Michael J. Dunphy was appointed chief engineer of the department. He was formerly assistant to Chief Loyal C. Moore, who about one year before had been appointed to succeed Charles Anderson, who is now a member of the city council.

The department is now completely motorized with the latest type of hose and ladder trucks, nozzle hoist derricks, high-power pumps and other apparatus. It is claimed that Sacramento has more fire Hydrants than the majority of the cities of its size; that it stands third in the entire United States, when compared with cities up to 100,000 population, and that its fire department is excelled in California only by Los Angeles and San Francisco.

In 1919 the two-platoon system was adopted, giving the department greater efficiency, and always providing for the fullest co-operation of all the units in all emergencies arising in unusual conflagrations.

The annual appropriations for the city's fire department since 1911 have been as follows.

1911—\$130,000.00	1918—\$126,446.55
1912— 76,135.73	1919— 128,404.00
1913— 152,691.00	1920— 165,820.80
1914— 120,074.52	1921— 230,917.36
1915— 154,819.00	1922— 250,349.40
1916— 140,569.00	1923— 318,996.80
1917— 150,205.00	1924— 328,923.30



Chemical No. 4—38th St. and Folsom Blvd.

Chief Engineers of Paid Fire Department

The chief engineers of the paid fire department since its organization have been: William B. Hunt, 1872-1874; William H. H. Lee, 1874-1876; Henry Burnham, 1876-1878; William H. H. Lee, four months, 1878; Cornelius Sullivan, 1878-1887; M. O'Meara, 1878-1890; H. A. Guthrie, 1890-1910; Charles Anderson, 1910-1920; Loyal C. Moore, 1920-1921; Michael J. Dunphy, 1921, to the present time.

In 1887 O'Meara was elected chief engineer of the board of fire commissioners at a private meeting, and Sullivan and his friends held that the election was illegal. Both parties claimed the office and both gave orders at fires. The situation became embarrassing, the matter having been taken into court, and the commissioners finally called in H. A. Guthrie, who was at the time foreman of No. 1, and asked him to take the position of acting chief engineer. He demurred at first, but consented, and on October 13 he was appointed acting chief engineer. About three months afterwards the courts decided in favor of O'Meara. In 1890 O'Meara left the city suddenly and Guthrie was appointed chief engineer on September 29, to succeed him. January 22, 1894, when the new charter for the city went into effect, he was re-elected chief engineer and continued to hold the position until August 1, 1910, when he requested to be relieved and tendered his resignation, retiring of his own volition and being placed on the pension list. He had been a member of the old volunteer fire department, becoming a member of Alert No. 2, while yet only a boy, and previously had been torch bearer of Protection No. 2. He was presented with his certificate by Alert No. 2, January 29, 1872, and became a member of Hook and Ladder No. 1 in the paid fire department. During his term of service as chief engineer he brought the department up to a high degree of efficiency and by his aggressive energy and insistence with the trustees was able to introduce many improvements, such as chemical engines, extension ladders, etc., into the department. Chief Engineer Anderson, who succeeded him, proved to be an efficient chief, both in the handling of his force and in methods of controlling fires. During his incumbency the annexation of Oak Park and other suburbs was accomplished, and the erection of additional fire-houses for the use of the department and the protection of the outlying districts was planned and carried to completion. Under Chief

Moore, the department maintained its record for efficiency and service. With the advent of Chief Engineer Dunphy, the department has adapted itself more and more to the changing needs of the time. Every effort is made to develop the spirit of cooperation and contentment, now recognized as being so essential by modern business and industry. The tangible evidence of this spirit is expressed by the department's popular band and orchestra, by the new modern houses for the men and equipment, by the increasing fire prevention inspections. The executive office resembles that of a modern, big business or industrial office. A first-assistant chief, Patrick Hayes, was appointed and went into office with Chief Dunphy, while the second-assistant chief, Terence Mulligan, is the first to fill that office, which was created January 1, of this year.

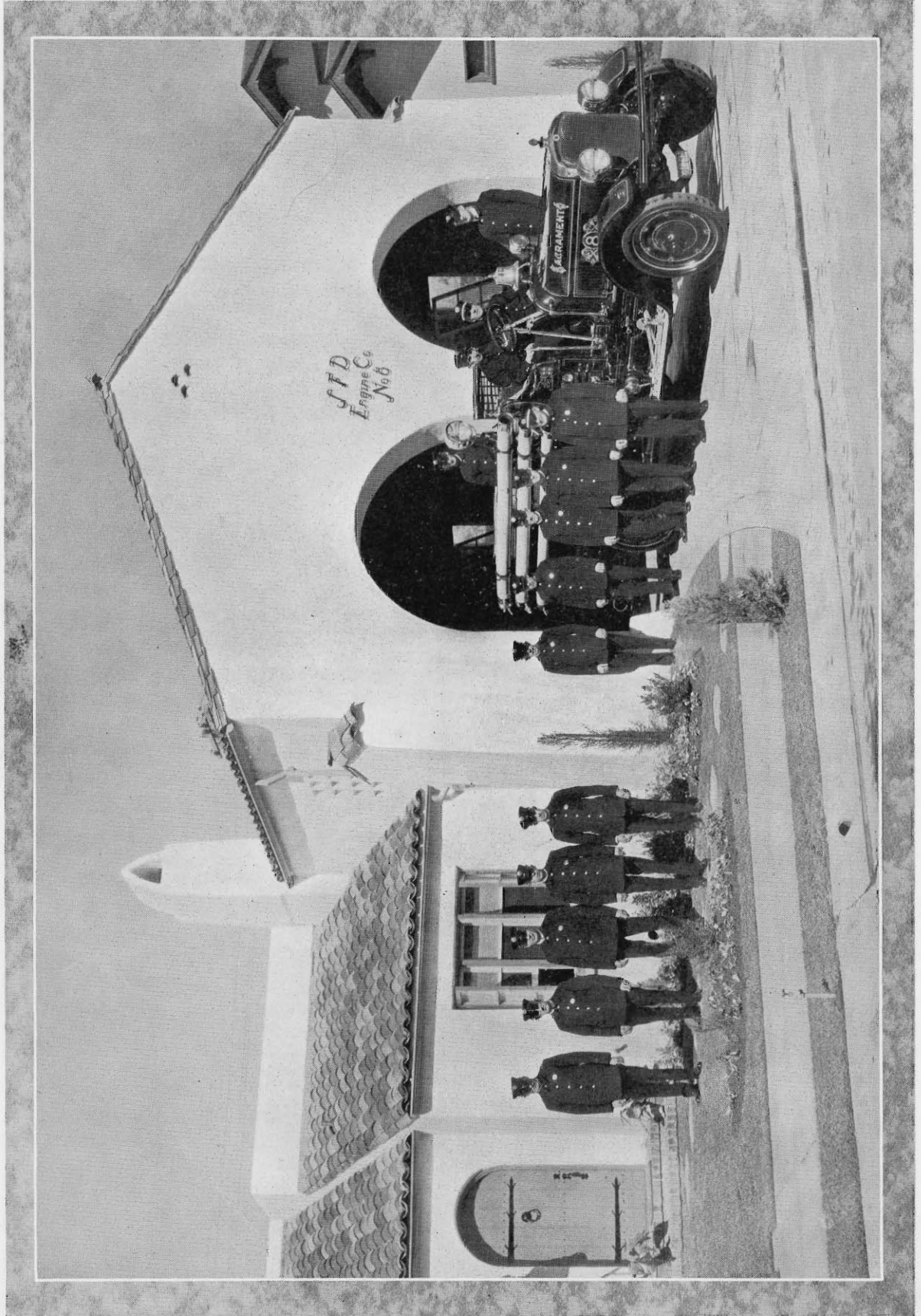
Fire Department

During the year 1924, the Sacramento Fire Department responded to 263 box alarms and 362 telephone calls, of which 261 were for actual fires and 304 were false or unnecessary alarms. The property loss by fire aggregated \$457,441.28, which represents an increase over previous year of \$152,624.51. On May 7, 1924, a fire occurred at the Southern Pacific Company's docks which caused a property loss of \$256,602.00. Had it not been for this one fire the total property loss for the year would have been \$103,977.49 less than the previous year, notwithstanding the increase in the number of alarms responded to.

The creditable showing in the reduction of fire losses is attributable in a large measure to the fire prevention work carried on by members of the Fire Department and the cleaning and burning of weeds on vacant lots throughout the residence district. The efficient work of the Department in handling fires also has been an important factor.

Much improvement in equipment and additional facilities has been secured through the means provided by the recent bond issue, which allotted \$25,000.00 for improvement of police and fire alarm systems, and \$130,000.00 for additional fire equipment and fire houses.

The old fire alarm indicators have been removed and replaced by modern perforator tape systems which have been installed in all engine houses and in the homes of the officers of the



Engine Company No. 8—45rd and J Streets

department. Twenty-one new fire alarm boxes have been added to those in operation.

A new Engine House (No. 1) located on the southwest corner of Second and L Streets was accepted by the City on May 2, 1924, to which Engine Company No. 1 was moved from its old location at 816 Sixth Street. For this property there was expended of the bond funds:

Site	\$20,000.00
Building	29,205.00
Furnishings	1,158.30

A new Engine House (No. 8) located on the northwest corner of 43rd and J Streets was accepted by the city on May 8, 1924, and occupied by a new engine company of fourteen men on July 9, 1924. This property was acquired at the following costs:

Site	\$ 4,458.40
Building	18,655.00
Furnishings	1,015.19

One 6-cylinder double 80-gallon tank chemical car was purchased for \$8,750.00 to replace the old Rambler chemical No. 2 located at 1917

Twenty-second Street. This piece of new equipment was placed in service June 28, 1924.

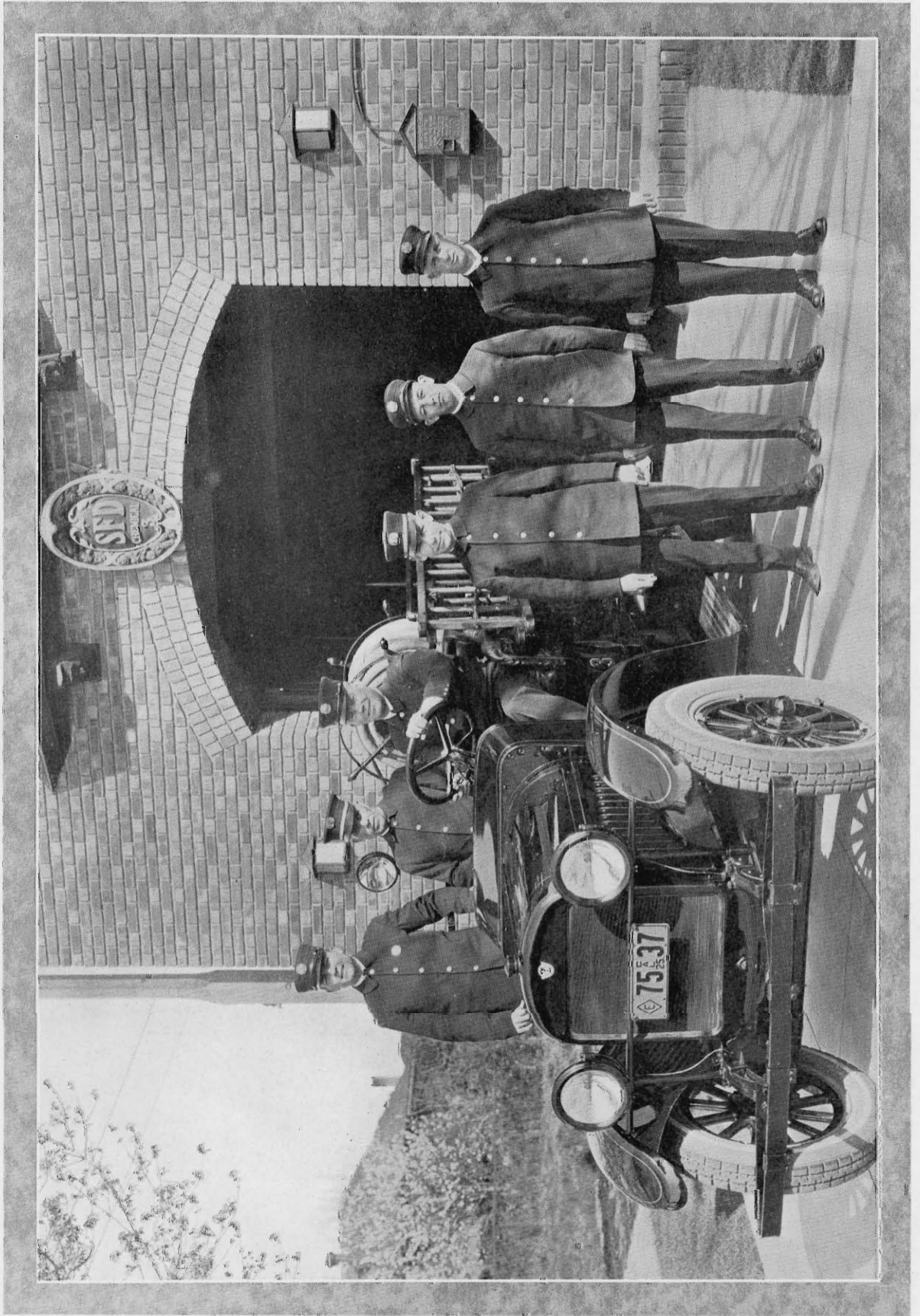
One 6-cylinder Model 760 triple combination 750 gallon pumper chemical and hose wagon, equipped with single 40-gallon chemical tank was purchased for \$10,500.00 and placed in service at new Engine House No. 8 on July 9, 1924.

One 6-cylinder Model 106 combination 1,000 gallon pumper and hose wagon was purchased for \$10,500.00 and placed in service July 2, 1924, with Engine Company No. 1, replacing an American La France pumper of the same capacity which was moved to Engine Company No. 5.

One 6-cylinder Model 76 combination 150 gallon pumper and hose wagon was purchased for \$10,250.00 and placed in service July 9, 1924, with Engine Company No. 3, replacing old Amos Keag steam pumper, second size, which has been placed in reserve. The total cost of these four pieces of new equipment aggregates \$40,000.00.

Comparative Report

Buildings and Contents	1922	1923	1924
Total Value Involved.....	\$4,648,625.00	\$5,910,770.00	\$8,808,831.00
Total Insurance	2,403,785.00	3,526,285.00	5,822,806.60
Loss Insured and Uninsured.....	153,261.96	304,816.77	457,441.28
Total Insurance Loss.....	150,773.96	298,256.83	188,575.11
Exposure Loss Building and Contents.....	10,449.40	8,413.77	18,787.26
Alarms			
Box Alarms	174	179	263
Telephone Calls	145	211	362
False Alarms	25	21	60
Trouble Alarms	18	17	19
S. P. Shops Alarms.....	2	0	1
General Alarms	4	4	12
No Call Fires.....	5	6	5
Fires Responded to Outside Limits.....	10	8	18
Fires in Frame Buildings.....	214	262	323
Fires in Brick Buildings.....	47	0	64
Fires in Iron Buildings.....	5	3	8
Fire in Concrete Buildings.....	0	1	4
Fire Other than in Buildings.....	73	103	170
Gallons Chemicals Used.....	6,712	6,188	9,368
No. Feet Hose Used.....	84,450	92,400	108,700
No. Feet Ladders Raised.....	4,922	5,284	7,761
Hours Worked	472	391	335½
Fires Confined to Place of Origin.....	316	352	474
Fires Extended to Adjoining Buildings.....	11	11	16
Fires Extending to Adjoining Buildings.....	11	6	4
Fire Prevention Inspections.....	3,763	8,864	42,572



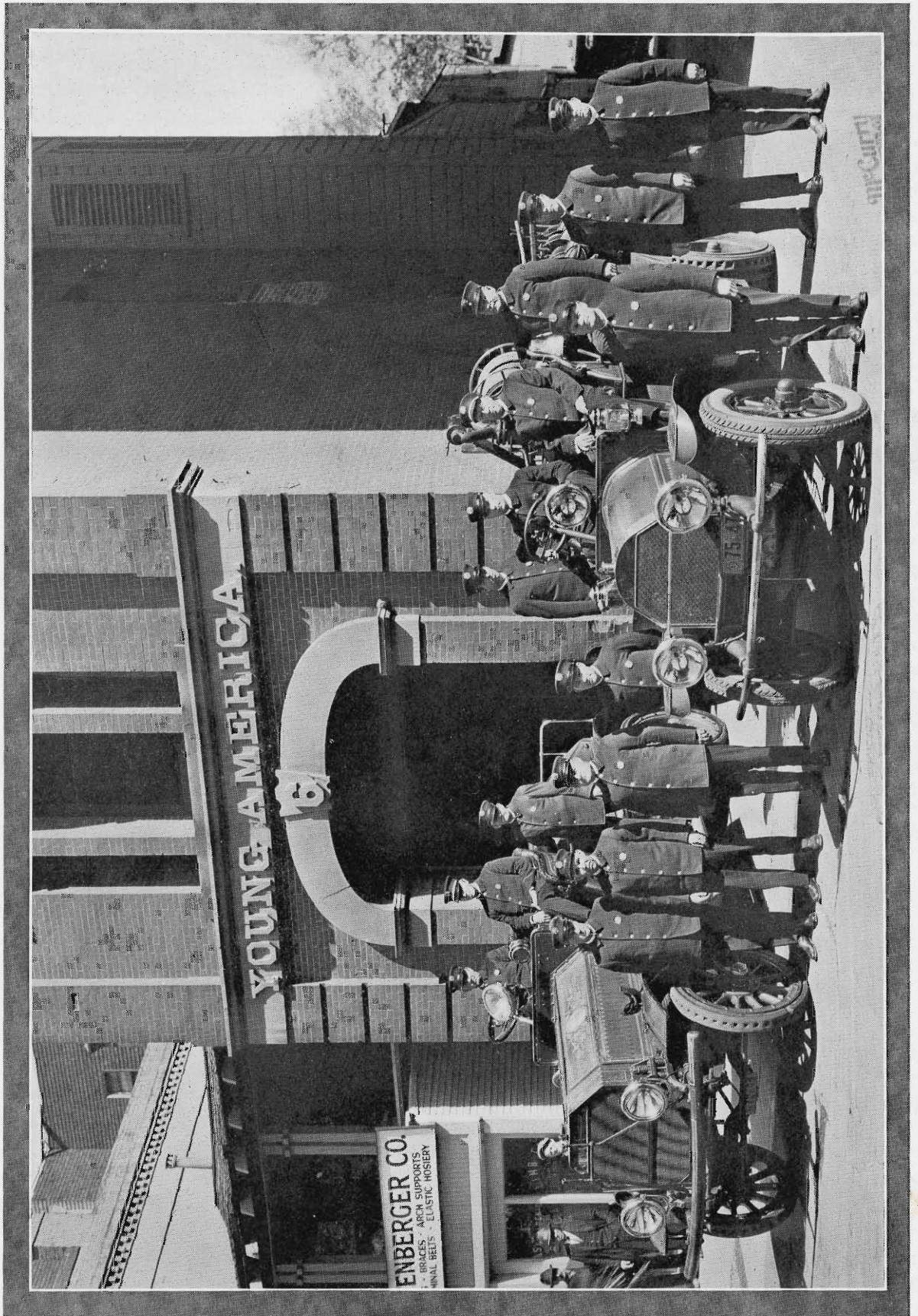
Chemical No. 3—20th, D and E Streets

In addition to the foregoing there was added to the department's equipment from the general budget funds for 1924, 500 feet of 1-inch, 900 feet of 1½-inch and 2,900 feet of 2½-inch, 4-ply chemical hose; and 400 feet of 2¾-inch double jacket rubber lined fire hose, at a total cost of \$3,290.76; one Reo speedwagon chassis equipped with Reo T-6 motor was purchased for \$1,576.50 upon which was mounted the chemical tanks and equipment removed from old Rambler chemical No. 3, which was wrecked at Thirtieth and J Streets June 6, 1924. The total cost of placing this piece of equipment in service was \$1,831.44. It was assigned to chemical company No. 3 on August 20, 1924.

The personnel of the Sacramento Fire Department is as follows:

- Chief Engineer
- First Assistant Chief Engineer
- Second Assistant Chief Engineer
- Department Secretary
- 2 auto mechanics
- 31 captains
- 16 engineers
- 72 Fourth year firemen
- 18 Third year firemen
- 16 second year firemen
- 19 first year firemen
-
- 178 Total personnel.

Alarms										Fires										
Month	Box	Phone	False	Troub.	S. P.	2-2	3-3	No Call	Outside	Month	Frame	Iron	Brick	Concrete	Other than Bldgs.	Confined	Adjoining	Beyond	Adjoining	
Jan.	17	35	3	3	...	...	...	...	...	Jan.	33	1	7	...	6	39	2	...	...	...
Feb.	17	17	3	2	...	...	...	1	1	Feb.	19	...	4	...	7	23	2	...	...	...
Mar.	25	35	9	1	...	1	...	1	3	Mar.	32	1	8	2	9	42	1	...	...	...
April	17	28	1	1	...	...	...	1	2	April	27	...	6	1	11	42	2	...	...	...
May	22	44	6	2	...	...	1	...	2	May	14	1	7	...	38	53	1	...	...	...
June	28	48	8	...	1	2	1	...	4	June	27	1	6	...	43	64	4	1	...	...
July	26	27	6	1	...	...	1	...	3	July	24	2	3	1	17	28	1	1	...	...
Aug.	27	26	5	3	...	2	1	...	1	Aug.	22	...	4	...	22	24	1	...	...	...
Sept.	20	20	1	1	...	...	1	...	...	Sept.	26	1	4	...	9	37	1	2	...	...
Oct.	11	15	3	1	...	...	...	...	...	Oct.	16	...	3	...	3	22	...	...	...	...
Nov.	22	24	6	3	...	...	1	1	1	Nov.	27	1	5	...	4	37	...	...	...	...
Dec.	31	43	9	1	...	...	1	1	1	Dec.	56	...	7	...	1	63	1	...	...	...
Total	263	362	60	19	1	5	7	5	18	Total	323	8	64	4	170	474	16	4	...	...



Engine Company No. 2—10th, I and J Streets

Sacramento Fire Prevention Bureau a Big Asset

By W. R. Getchell

THE FIRE Prevention Bureau of the Sacramento Fire Department, organized in November, 1921, with the co-operation of City Manager Mr. H. C. Bottorff, the Engineering Department and the local Chamber of Commerce, has achieved wonderful results under the supervision of Fire Chief M. J. Dunphy.

The Bureau has systematized its Fire Prevention work and it has now become a powerful factor in the prevention of fires. It has inaugurated a campaign of education among the people, the purpose of which is to inculcate in their minds the importance of exercising continuous care in order that no fire may be attributable to lack of precaution. The methods for accomplishing this are not only instructive but interesting enough to have popular appeal. That this subject cannot be overstressed is evident from the high percentage of fires throughout the country attributed to carelessness.

Our people are beginning to realize that fire is essentially a community interest since every outbreak affects them directly or indirectly. A clear understanding of what constitutes a fire hazard is stripped of its frills and presented to them in an interesting and impressive manner. When such terse statements as "The \$5,000,000 Atlanta fire was started by an electric iron;" "The 40,000,000 Baltimore fire was due to a careless smoker;" "The Collingwood school fire, in which 174 children and two teachers lost their lives, started from a steam pipe in contact with a wood floor," are given the people, it will fix in their minds the necessity for exercising care in handling articles and materials that may cause fires.

The Bureau has stimulated interest in fire prevention, among the children in the schools through demonstrations by members of the Bureau illustrating the correct method of turning in a fire alarm, instructions as to what to do in the event that fire should break out in



WALTER R. GETCHELL
Secretary to Chief Engineer

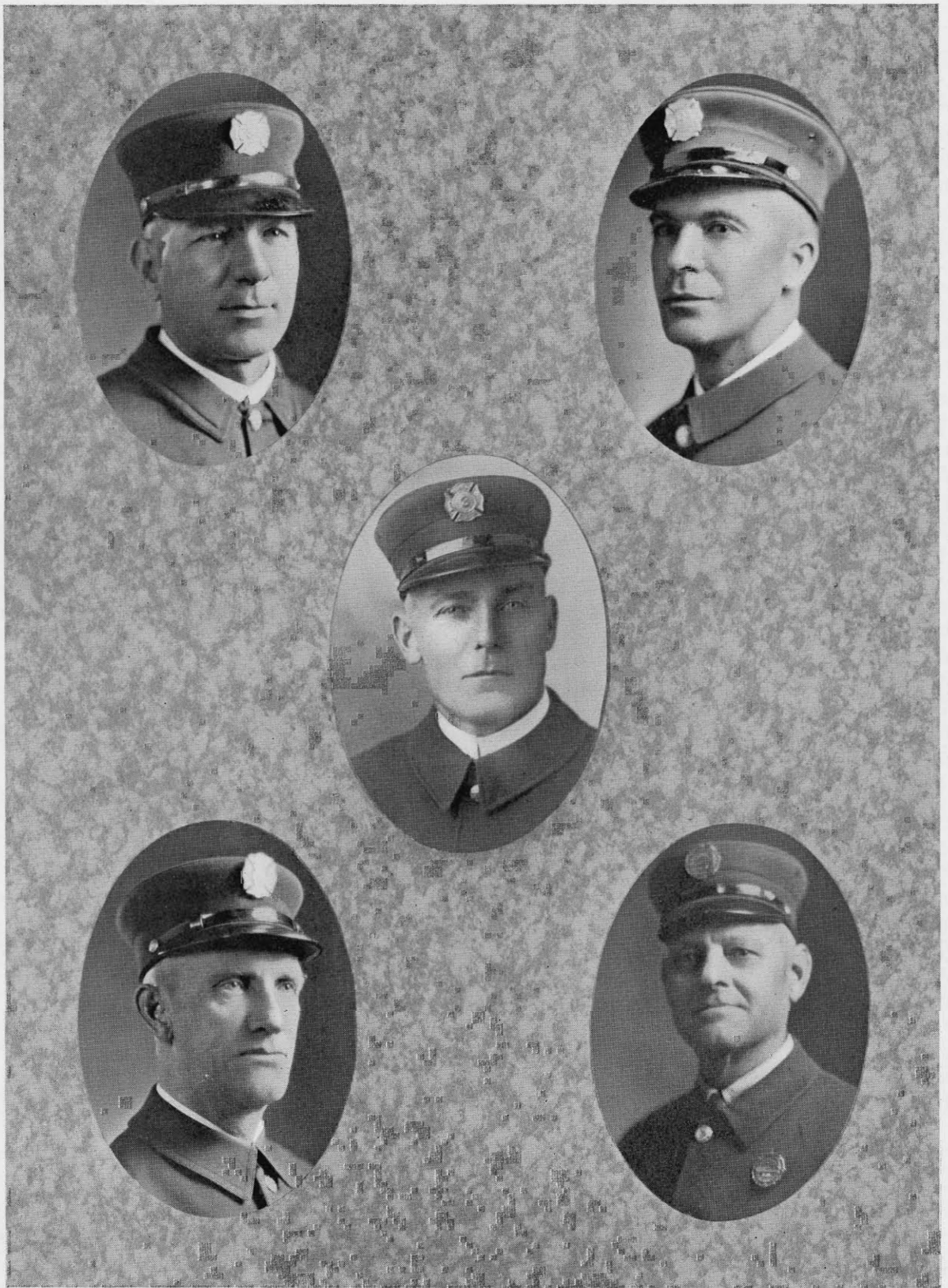
the home and the many means that can be taken to prevent fire. A practical method by which school children may co-operate in reducing fire losses is through the use of Home Inspection blanks. The blanks, which contain a number of questions pertaining to fire hazards of the home, are presented to the children by their teachers. When properly filled out they are returned to the teachers who in turn pass them along to the Fire Chief for whatever action may be deemed necessary. In cases where remedial measures are advisable, the Chief brings the matter to the at-

tention of the parent in a friendly manner and through such co-operative spirit, results are often secured. The children have shown an increasing interest due to the interesting manner in which the lesson has been presented to them. The Bureau has made them feel that they carry some of the responsibility upon their little shoulders.

In addition to this, the Bureau has been instrumental in securing the adoption of a regular program for fire drills in the schools. Such drills not only tend to safeguard the lives of the children while in school, but teach them the necessity for remaining cool and collected during periods of emergency.

Clean-up campaigns carried on by the Bureau are of material assistance in reducing fire hazards. They are usually held in the spring and autumn months and are very extensive. The Bureau endeavors to cover every yard, basement and vacant lot within the limits of the city, and with the co-operation of the residents and property owners gratifying results have been obtained. Periodic inspections of buildings within the fire limits are followed at a later date by reinspections in order to check the compliances to recommendations and to enforce all fire prevention ordinances. Authority is also vested in the Fire Chief to enforce

Members of the Fire Prevention Bureau



E. HEINRICH
DAN BROWNE

CHAS. WATERS

M. J. COSTA
C. E. BUTLER

regulations relative to the installation and operation of oil burners, ammonia refrigerator plants, the regulation and installation of inflammable liquid storage and the prohibition of rubber tubing on gas stoves.

The Bureau highly appreciates the loyal cooperation accorded by the City Engineering Department. The Building Inspector's Department working in conjunction with the Bureau has been instrumental in bringing about permanent local improvements which were aimed to decrease the possibility of widespread destruction by fire in years to come. These improvements pertain to both building construction and fire protection. During the year 1924, 110 buildings constituting serious fire menaces, were razed.

Several interesting revelations may be set forth here, showing the outstanding causes of preventable fires in the United States and the monetary loss attributable to each cause. The figures are taken from the tabulations of the Actuarial Bureau of the National Board of Fire Underwriters for the year 1923 and represent actual losses.

"DEFECTIVE CHIMNEYS and FLUES, regarded as a cause strictly preventable, having risen in 1922 from third to second place, remained in that position in 1923, when it was responsible for an aggregate loss of \$20,828,162.00. This represents an increase over 1922 of more than two millions."

"FIREWORKS, FIRECRACKERS, ETC., declined slightly in 1923 from the showing in 1922, while it continued to occupy the last place but one, with a total loss of \$639,131.00."

"GAS, NATURAL and ARTIFICIAL, as a fire cause, exhibited little change either for better or for worse in 1923, as compared with its position in the preceding year. The loss in the latest year to be reviewed was \$3,819,274.00."

"HOT ASHES and COALS, OPEN FIRES caused a total loss in 1923 of \$5,365,014.00." It is plain to see that with this loss the country still has much to learn—and to unlearn—in the matter of disposal of hot ashes and the shielding of open fires.

"IGNITION of HOT GREASE, OIL, TAR, WAX, ASPHALT, ETC., presented a loss in 1923 of \$1,740,418.00." Grease and fat will ignite readily and should be watched closely. Painful injury and sometimes death is the penalty of negligence.

"MATCHES—SMOKING exceeded by more than eight million of dollars any other fire

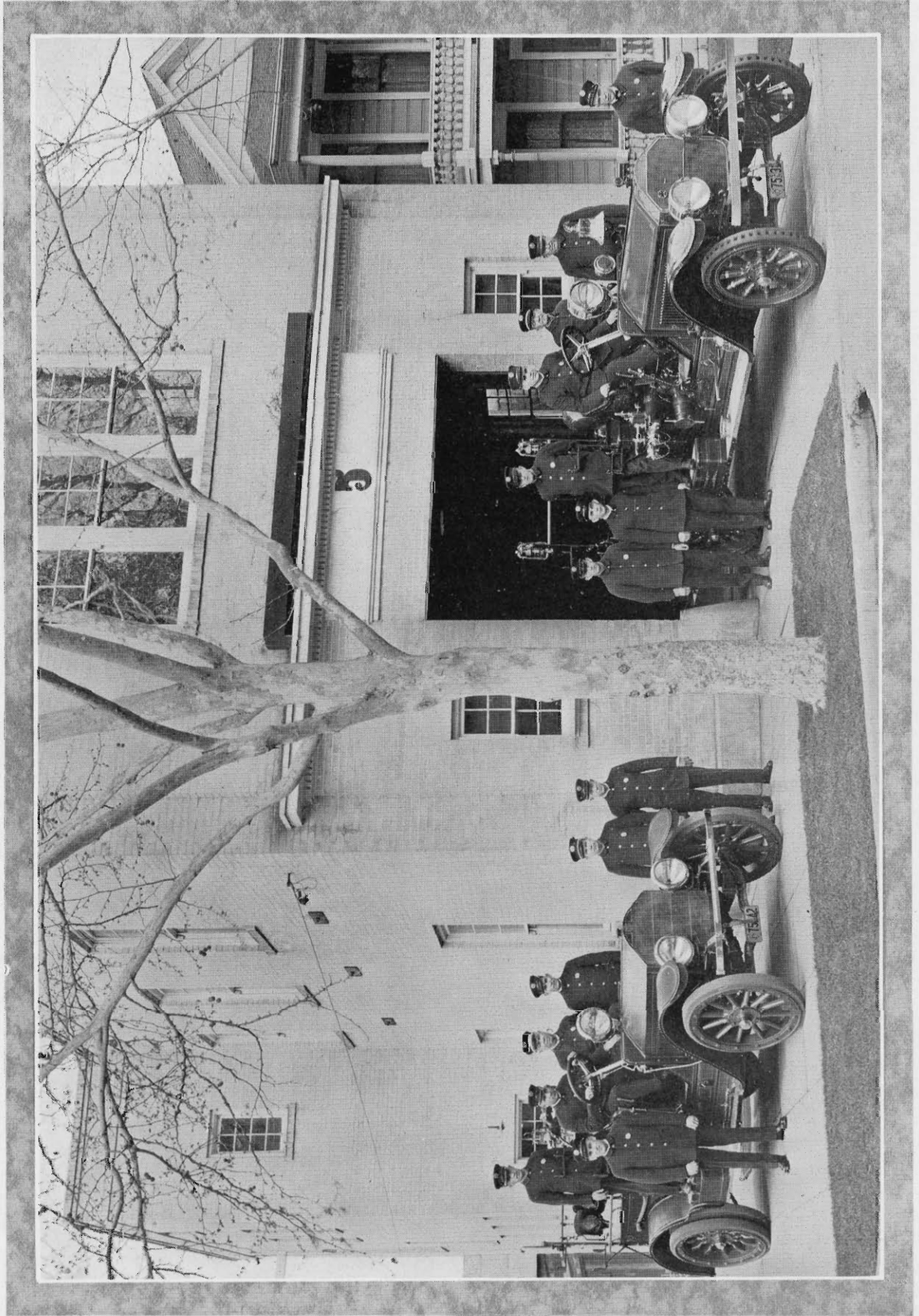
cause in 1923. The latest year's total was \$29,045,007.00." Reliable estimates place the number of matches struck in America every day at 770,000,000—an average of seven for every man, woman and child. What the possibilities are for fire started by their heedless use and disposal is only too plain. This cause was responsible for the largest fire loss in our own State of California in 1923, recording a total of \$1,332,349.00. It is, therefore, obvious that too much precaution cannot be taken in the matter of disposal of burned matches and cigarettes.

"OPEN LIGHTS, a classification which embraces lighted candles, plumbers torches and other uninclosed flame, caused losses totalling \$3,332,191.00 in 1923." For safety, open flames of all kinds necessitate the provision of ample space between them and adjacent woodwork or other combustible materials. Gas jets with unprotected flames placed within range of blowing curtains or other inflammable draperies remain fire starters to be reckoned with, even in this age of electricity. The carelessness of plumbers with hand torches is, of course, almost traditional.

"PETROLEUM and its products occupied for the third consecutive year eighth place among originating causes, the aggregate loss being \$11,183,421.00." With gasoline and other by-products of the petroleum industry so commonly used it is natural to expect many fires to develop. Still, everybody by now should have come to realize the highly volatile and inflammable nature of many of them and to take the few simple measures needful against the firing of their vapors.

"RUBBISH and LITTER, although not included among the graver hazards in point of pecuniary loss, brought about fire waste amounting to \$1,576,433.00." Accumulations of rubbish and inflammable scraps always are dangerous since they supply fuel for the chance spark or flame, all too frequently proceeding from a cigarette. It is obvious that the clean and tidy structure seldom burns. Regular cleanings should be thorough for by so doing fire can be starved.

"SPARKS on ROOFS piled up a national total of \$15,931,342.00 in 1923 as compared with \$11,875,719.00 in the previous years." This loss grows out of the still extensive employment of wooden shingles which are easy targets for stray embers from chimneys, from burnings roofs nearby and from many other



Engine Company No. 5—2014 9th Street

sources. Approved fire retardent roofings are to be had at little, if any, additional cost, and at no sacrifice of line, color or durability.

"STEAM and HOT WATER PIPES in 1923 caused a loss of only \$419,586.00, which placed this cause at the foot of the list, but which doubles the 1922 figure, nevertheless."

"STOVES, FURNACES, BOILERS and their PIPES also kept up near the top in 1923. This cause rests in third place, with destruction amounting to \$18,658,248.00, an increase of almost two millions as compared with 1922."

"ELECTRICITY, than which there exists no safer form of light, heat and power when it is properly installed and used, exacted a toll amounting to \$14,091,789.00, an actual jump of more than two millions for 1922."

"EXPLOSIONS rose again in 1923 as it has done for the past two or three years, this time stopping at \$3,064,198.00 loss."

"EXPOSURE (including Conflagrations) which, properly, is an effect and not a cause of fire, far overtopped, as always is the case, every other known fire hazard. The loss in 1923 was \$69,080,839.00, an advance of some seven millions."

"INCENDIARISM is being vigorously attacked in all parts of the country. In this column the total losses during 1923 reached \$1,662,987.00." Slowly but with encouraging sureness the general public is learning to view fraudulent fires as a form of criminality prac-

ticed not alone against insurers but against society and this altered attitude, reflected in the composition of trial juries, is bringing about more and more convictions.

"SPONTANEOUS COMBUSTION remains one of the most significant showings in the entire tabulation, and stands witness to the actuality of the hazard. Sixteen million dollars' wastage ought to be a sum huge enough to convince the public that self-ignition is a very present reality and not a scientific fantasy.

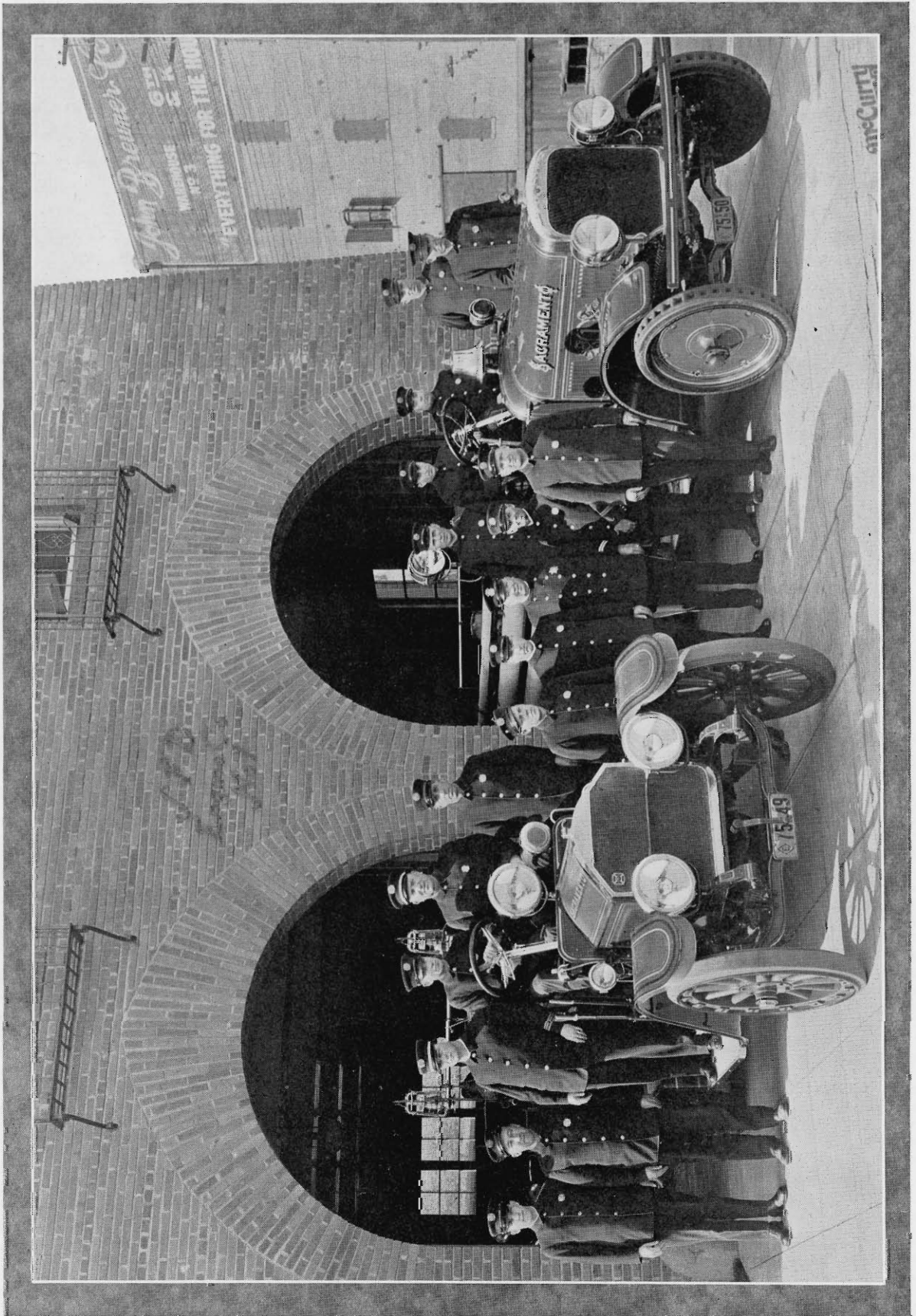
In conclusion it is interesting to note that the Fire Prevention Bureau of the Sacramento Fire Department, made 42,572 inspections during the year 1924, resulting in a decrease of \$109,681.72 in our fire losses as compared with the losses for 1923. The following tabulated report for the year 1924 shows the energy expended by the Bureau in Fire Prevention Work.

This work together with the co-operation of the City Manager, the City Council and the citizens of our city, was instrumental in bringing about a reduction in insurance rates amounting to approximately 10 per cent.

It is the desire of the members of the Fire Prevention Bureau to express to the people of the City of Sacramento their sincere appreciation for the assistance and co-operation they have so freely given and it is hoped that they will persevere in the good work, thus making our beautiful city one of the safest and cleanest in the country.

Fire Prevention Bureau Inspections, 1924

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct	Nov.	Dec.	Total
Buildings	490	646	892	12,386	1,257	823	1,416	2,041	824	431	316	1,000	22,522
Garages	82	40	46				156	104	84	21	140	200	873
Theaters	40	32	33	24			48		82	48	60	70	437
Furnaces and Boiler Rooms	153		91	82							160	100	586
Chimneys	22								4,321	2,186	2,279	100	8,908
Restaurants		41		134	170	179	170	264	101	81	160	100	1,400
Hotels and Roomings Houses		82				87	240			34			443
Planing Mills and Lumber Yards....						42	38				31	40	151
Rubbish Fires Extinguished					25	92			41	32	31	50	271
Vacant Lots Burned off						375	224	144					743
Oil Stations							42	100					142
Fair Grounds								1,244					1,244
Faulty Wiring Reported, Repaired								82			14	12	108
Gas Leaks Reported and Repaired..								41	21	40			102
Basements											42		42
Hallways Blocked and Cleared											8	11	19
Wood and Coal Stoves											11		11
Gas Heaters											12	12	24
Back Yards Cleaned												82	82
Refrigerating Plants												82	82
Reinspections					2,088	671	80	671	671	201			4,382
Total Inspection	787	841	1,062	12,626	3,540	2,269	2,414	4,691	6,145	3,074	3,264	1,859	42,572
No. of Inspectors	3	3	3	6	4	3	4	4	4	4	4	4	4
Days Worked	46	46	46	165½	108	90	104	95	108	97	95	95	
Buildings Razed during year 1924				110	Buildings Inspected and not approved during year.....81								
Fire Prevention Week, October 5th to 11th, 1924.													
Alarm box demonstrations at schools and on street corners.....													745
Home inspection blanks distributed to school children.....													15,000
Self inspection blanks distributed to merchants													7,000



Engine Company No. 1—2nd and L Streets

Sacramento, Fast Growing Industrial Metropolis

By Irvin Engler

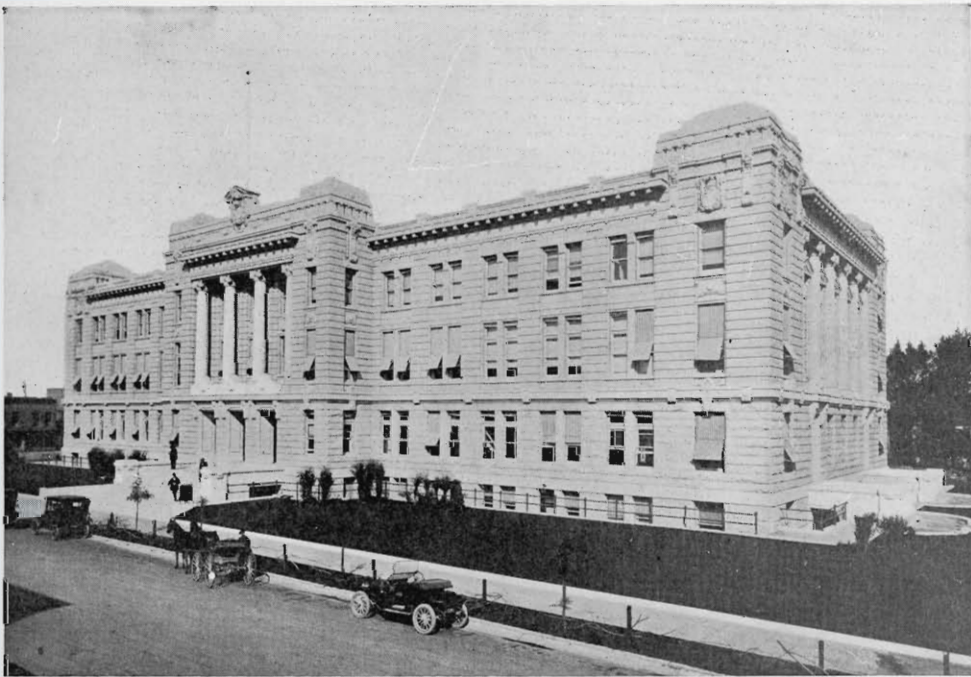
Secretary-Manager, Sacramento Chamber of Commerce

OF paramount importance industrially are the natural resources of a city and its tributary territory. Sacramento may be said to have every natural resource required by modern industry. For most lines of industry, it is a veritable paradise.

Sacramento has ample water for both domestic and industrial uses, supplied by the municipality at low cost from the Sacramento and American rivers. The water is filtered and

west across the Sacramento river is West Sacramento. Numerous new industries have located in these suburbs recently.

Raw materials of nearly every class are found in almost limitless quantities within the tributary territory. Sacramento is the distribution center for a great inland agricultural empire, the annual farm products of which exceed, according to present estimates, \$135,000,000 annually. Citrus fruits grow luxuriantly within



Sacramento County Court House

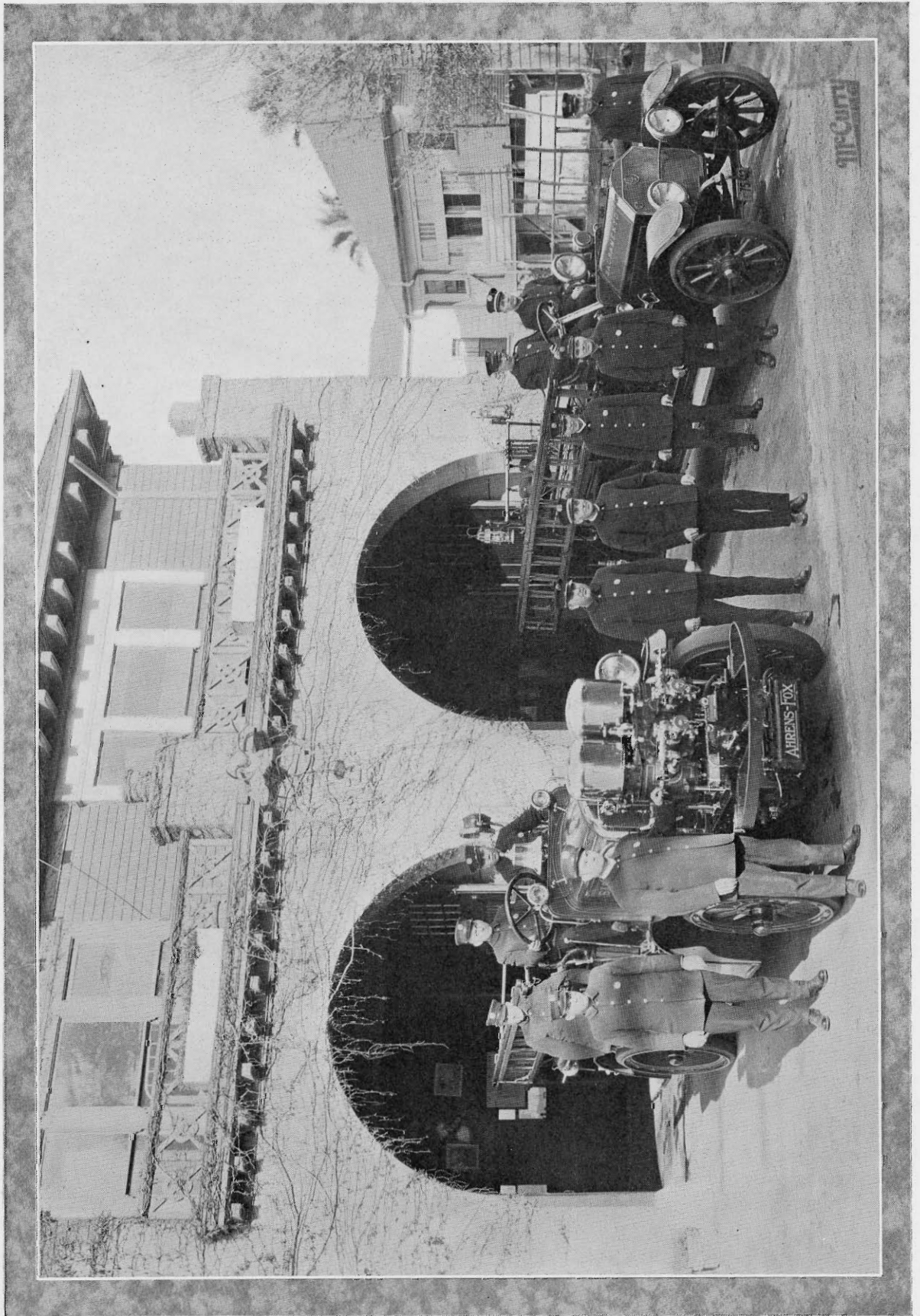
chlorinated in a new \$3,000,000 filtration plant and high pressure is maintained.

Its equable climate permits the operation of plants 365 days in the year, if desired. The average summer temperature is 72 degrees, although the mercury passes 100 a few days in late summer, while the average winter temperature is 48 degrees. Seldom does the mercury drop below 32 degrees. The normal rainfall is 20 inches. Beautiful trees lining the residential streets insure coolness even on the hottest day.

There is ample ground for expansion. The city now contains 13.92 square miles within the incorporated area, but it can expand ten to fifteen miles both east and south. Across the American river to the north is the rapidly growing suburb of North Sacramento, while to the

territory, the oranges maturing a month ahead of the southern crop. Within the territory are the largest cattle and sheep ranches in the State, furnishing hides and wool.

Within 100 miles of the city are almost inexhaustible deposits of industrial and structural minerals, which form the basic raw materials of industry. Few of these deposits are yet developed, as there are no industries to utilize them. Mountains of highgrade iron ore are to be found a little farther to the north, although there is an immense deposit within sixty miles of the city, and a good grade of sub-bituminous coal is being developed about forty miles south of the city in Amador County. With the exception of salines, practically every mineral used in industry is found in commercial quantities in



Engine Company No. 4—1214 26th Street

the city's tributary territory. Space does not permit listing these minerals.

Construction of the ship canal would undoubtedly result in smelters being erected near the city, which would provide many byproducts for industrial use. As the world's finest mineral paint deposits are found within 100 miles of the city, immense paint factories will eventually be built, as well as potteries, as extensive beds of finest pottery clays are available.

Sacramento is served by two large electric power companies, with transmission lines coming from immense hydro-electric plants in the high Sierras, and two gas companies, one of which is operating seven natural gas wells within the city. The second unit of one of the largest steam electric generating plants in the country insuring uninterrupted power service in an emergency, was recently completed at a cost of more than a million dollars, by one of the power companies, the Pacific Gas and Electric Co. Power and gas rates are low, and the average gas and electric bill for a 6-room house is \$4.50.

In addition, the city has created a public utility district, the Silver Creek Power Project, and proposes to erect its own municipal hydro-electric plant, sufficiently large to meet all future needs. Recently what is said to be the largest gas storage tank in the West was completed in Sacramento.

Sacramento is California's greatest clearing house of labor, particularly of seasonal workers. From here the labor needs of not only Northern California, but also Nevada and Oregon are filled. Both skilled and unskilled laborers flock to Sacramento when in search of employment, and industries have no difficulties in maintaining full forces. Owing to the fact that the immense canneries in the city provide seasonable work for the wives and daughters of workers, the best class of labor seeks permanent employment in Sacramento.

At present the scale of wages in the principal crafts is as follows for an eight-hour day: Carpenters, \$9; cement workers, \$8.35; electricians, \$10; bricklayers, \$11; iron workers, \$9.25; lathers, \$9.25; mechanics, \$6 to \$8; common labor, \$5; millmen, \$7.40; painters, \$9; plasterers, \$12; plumbers, \$10.50; sheet metal workers, \$10; roofers, \$9; glaziers, \$8. Other wages include: Bookkeepers, \$100 to \$175 per month; clerks, \$75 to \$175 per month; stenographers and typists, \$75 to \$150 per month; sign writers, \$10 per day; truck drivers, \$30 to \$33.50 per week;

warehousemen, \$4.50 to \$6 per day; farm labor, \$3 per day and board.

Few communities in the world can boast of the transportation facilities possessed by Sacramento. In fact, it is a hub of all forms of transportation. Two transcontinental railroads, the Southern Pacific and Western Pacific lines, directly serve the community, while an interurban electric line affords connection with a third, the Santa Fe, at Stockton. Three transcontinental routes are afforded by the Southern Pacific, which enters the city from the four points of the compass; the Shasta route, via the Northwest; the Oregon route, directly east, and the Southern route, via the Southwest.

In addition, Sacramento is served by a network of fast electric interurban trains, the Sacramento Northern railroad, reaching to Woodland, Marysville, Colusa, Oroville and Chico, lying to the west and north; the Central California Traction Company, giving service to Lodi, Stockton, Modesto, Escalon and Turlock through connections, and the San Francisco-Sacramento "Short Line" railroad, providing an electric service to the bay cities, via Bay Point, Concord and Walnut Creek.

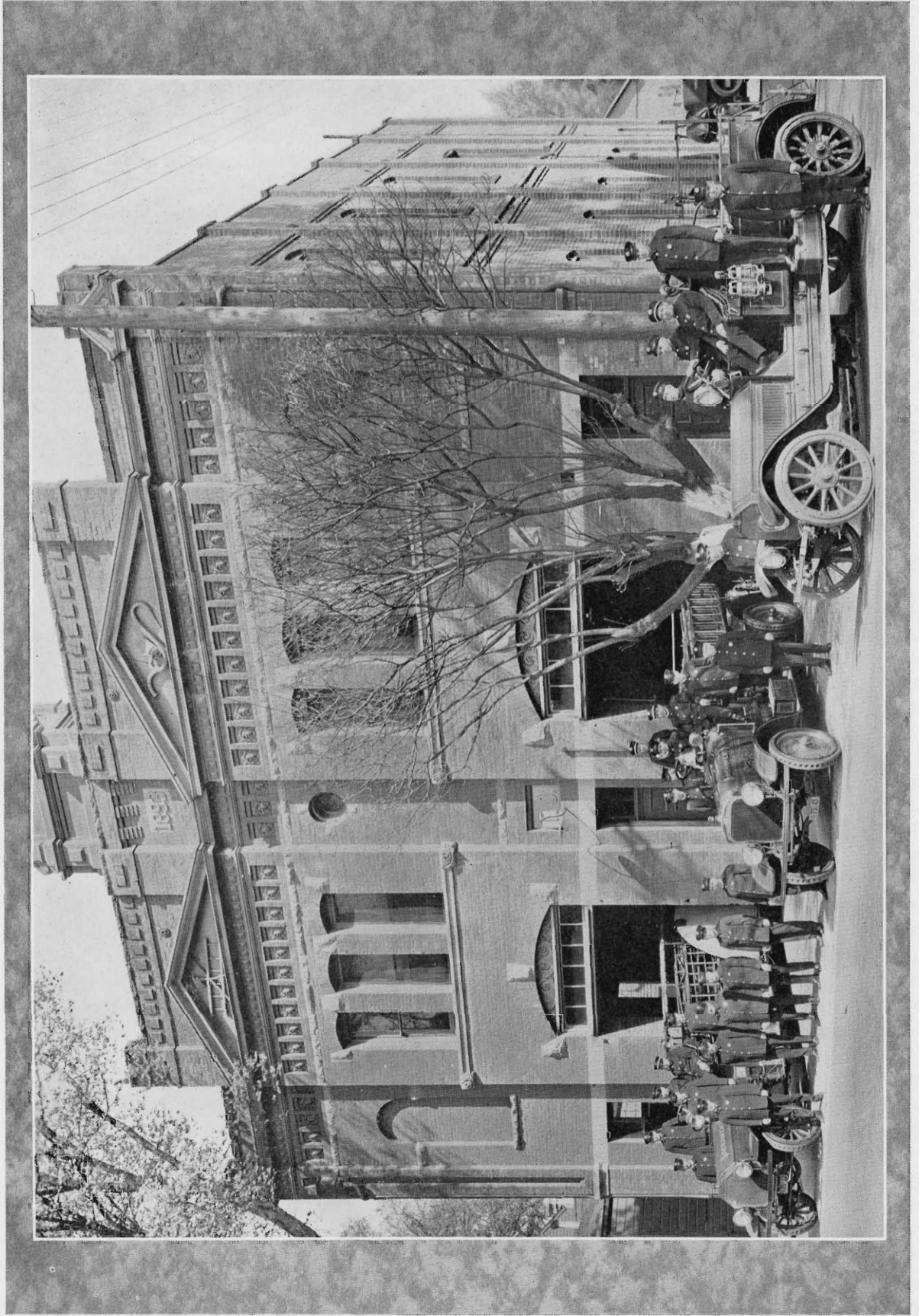
One hundred and sixty passenger trains arrive and leave Sacramento daily.

Sacramento has excellent wharfage and warehouse facilities. There are now 4,734 linear feet of wharves, of which 1,850 are municipally owned, and 201,000 square feet of warehouse space, of which the city owns 74,000. The city is completing the building of new wharves and modern warehouses at a cost of \$250,000, while the Southern Pacific has rebuilt its docks, burned last year. A belt railroad serves the wharves and industries facing them. Across the river are other docks and warehouses, and between Sacramento and the mouth of the river are a great number of smaller wharves, landings, warehouses and canneries, built along the banks.

Finally, an airplane passenger service has been inaugurated between Sacramento and San Francisco, so that the city can justly be said to enjoy every transportation facility.

BOARD OF SUPERVISORS Sacramento County

Charles S. Alvord.....	First District
R. E. Callahan.....	Second District
H. K. Johnson (Chairman).....	Third District
John A. Russi.....	Fourth District
John L. Scholefield.....	Fifth District

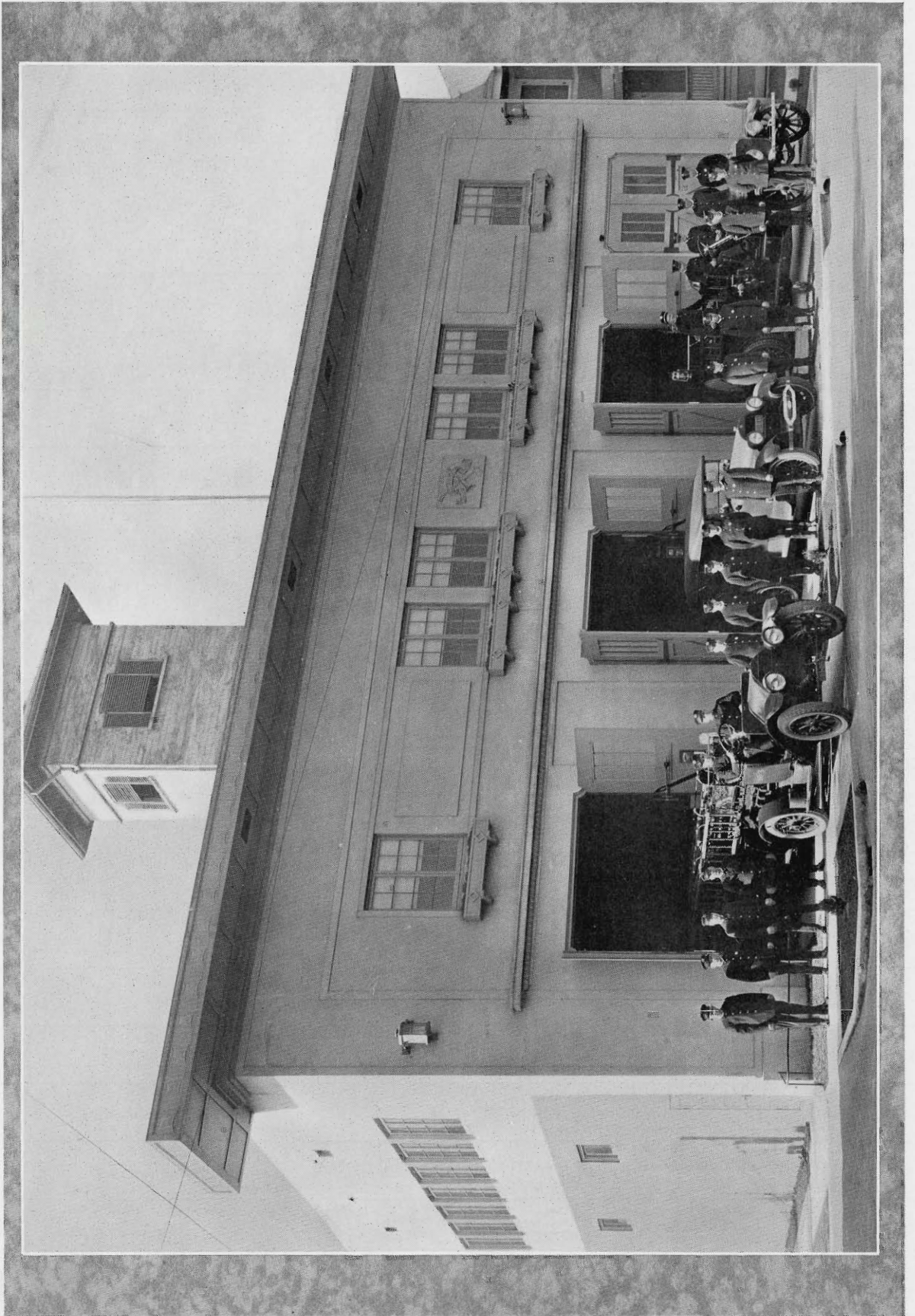


Engine Company No. 3 and Truck No. 2—18th, L and M Streets

In Appreciation

The assistance and good wishes of the business and professional men and leading citizens of Sacramento have made possible the publication of this Review and the members of the Department wish to express their heartfelt thanks to them with the sincere hope that this publication may prove not only of passing interest but also of lasting merit in promoting the welfare of "THE HEART OF CALIFORNIA" and the Department.

Joseph W. Mento	Golden Eagle Hotel	C. F. Gannon
Capital Nursery	J. W. Terrell	Tortola Cafe
Kimball-Upson Co.	Anderson Sheet Metal Co.	J. F. Adams, Jr.
Auto Finance Co.	S. H. Jones	Jenkins & Elton
Lincoln Motor Car Agency	Biltwell Garage	H. R. Baird
American Cleaners & Dyers	J. J. Jacobs Motor Car Co.	Jefferson & Molesworth
C. H. S. Bidwell	Popert & Zagoren	Oak Park Nursery
George J. Hall	Wilson Bros.	L. Heilbron
W. A. Beattie	Ed. Annereau	Alexander Ball
Owners Plumbing & Heating Co.	Boston Store	G. Rossi & Co.
Alexander Apartments	Wood-Curtis Co.	Frank O'Brien
Pickett & Rothholz	Albert D. Smith	Globin's Grill
Chas. O. Busick	Hotel Clark	Pioneer Junk & Machinery Co.
Peters Drug Co.	Sherman-Clay Co.	E. R. Parker
Sierra Mill	J. J. Watson	Frank N. Brown
Henry & Bedeau	D. H. Mosier & Son	Charles A. Swisler
J. C. Carly Co.	Dolan Building Materials Co.	Cherry's
Richard P. Talbot	Hotel Stoll	M. M. Ebel
P. J. Wilkie	F. G. Fay	W. P. Phipps
California Garage	Giddings & Whyte	W. J. Gribbin



Engine Company No. 6 and Truck No. 3—4th Avenue, 34th and 35th Streets

Essex Lumber Co.

Chas. J. Heeseman

Walter P. Field

Johnson & Lemmon

Capital Box Factory

The Griffith Co.

J. J. Henderson

E. S. Loizeaux

Percy G. West

Healds Business College

Will J. Carragher

Hodgkins Motor Car Co.

J. D. Coyle

The Morrissey Co.

Capitol Tobacco Co.

Neil R. McAllister

James T. Gaffney

Harrison & Schwartz

Earle Plumbing Co.

Geo. C. Foss

W. Everts Downing

C. E. Marsh

Henderson Bros. Parts

Grey Pharmacy

B. E. Gaddis

H. P. Andrews

Frazier's

Hoffman Coffee Roaster

Campbell & Boutwell

Gillespie & Gillespie

Glenn Dairy

Hotel Windsor

G. W. Dufficy

Clifford A. Russell

A. M. Braddock

C. H. Carter Co.

Robert N. Bramhall

Wm. Z. Dahl

Capital Furniture Mfg. Co.

Capitol Tamale Cafe

C. J. Chittenden

Charles D. Holdener

George J. Raymond

Eatons Cleaners & Dyers

Charles L. Gilmore

Stewart-Warner Co.

Sterling P. Forrest, Jr.

J. C. Diepenbrock

G. P. Dillon

Conley's Drug Store

Harrison Cyclery

Dingley & Co.

Herold Signs

J. H. Burden

J. N. Blair & Co.

Bennett's Grocery

Ardmore Apartments

Eugene Benjamin Co.

Butler, Van Dyke & Desmond

Canton Cafe

H. P. Fischer Tile & Marble Co.

H. T. Wells

Greenewald Iron & Metal Co.

Blake, Moffitt & Towne

Peter J. Shields

Colosseum Macaroni Co.

Atlas Mortar Co.

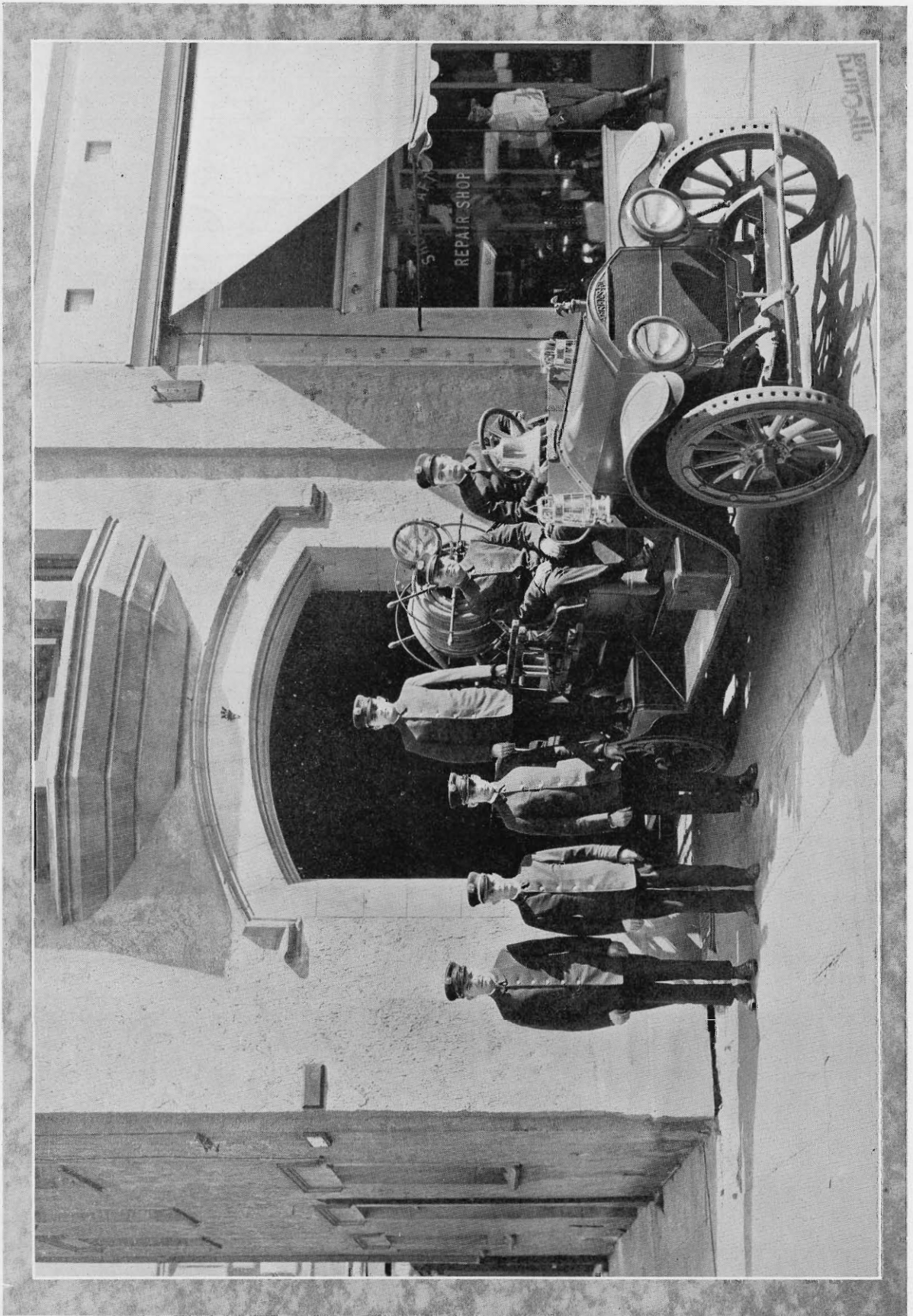
Star Real Estate Co.

Ackerman—Carpet Cleaner

Jones Book Store

Capital Ice Co.

Grant Market



Chemical No. 1—1017 5th Street

Frederick S. Harrison

California Cooperage Co.

Pacific Market

McDowell & Harding

Artz, Cook & Drew

George Z. Wait

California Rice Sales Co.

Blake's Dairy

Wacker's Feed & Fuel Co.

M. J. Treaster

Subway Sheet Metal Works

Paul H. Fletcher, Pharmacy

Capital City Planing Mill

Rutherford Bros.

Straine & Pillsbury

Arnold Brothers, Inc.

Capital Cream & Butter Co.

Jacob's Loan Office

Boudier-McLaughlin & Jacoby

Leitch Roofing Co.

Sacramento Plumbing Supply
Co.

California Mechanical and Elec-
trical Engineering Co.

V. Norcia

Crispy-Chips Co.

Hiram Bushell

Western Labor Bureau

H. H. Day Employment Agency

R. E. Golway

China Toggery

Anchor Hotel

P. G. Johnson Taxi Co.

Bell & LeRoy

T. E. Cain

W. E. Greehart

Walter A. Perry Co.

Starkey Transfer Co.

E. D. Bullard Co.

Thos. H. Armstrong Co.

Drs. David & Rader

Bowen Hardware Co.

Leachman Furniture Co.

Anchor Drug Co.

Sacramento Wool Co.

R. Grant Potter

P. D. Maritsas

R. Rosenberg & Son

General Equipment Co.

Frank Dixon Painting Co.

Brooke Realty Co.

Perry & Bartlett

California State Rice Milling
Co.

Auto Parts Exchange

Ed. T. Ryan

Mayfield & Ohrt

W. L. Chatterton

Berry's Foundry

J. J. O'Connor Co.

Dr. Frank Ohanneson

Armstrong & Bader

Conrad & O'Connor

Nevis & Carnie

Sacramento Buick Co.

Geo. C. Sellon

H. O. Adams

Beskeen & Potter

George P. Robinson

Kuechler Bros.

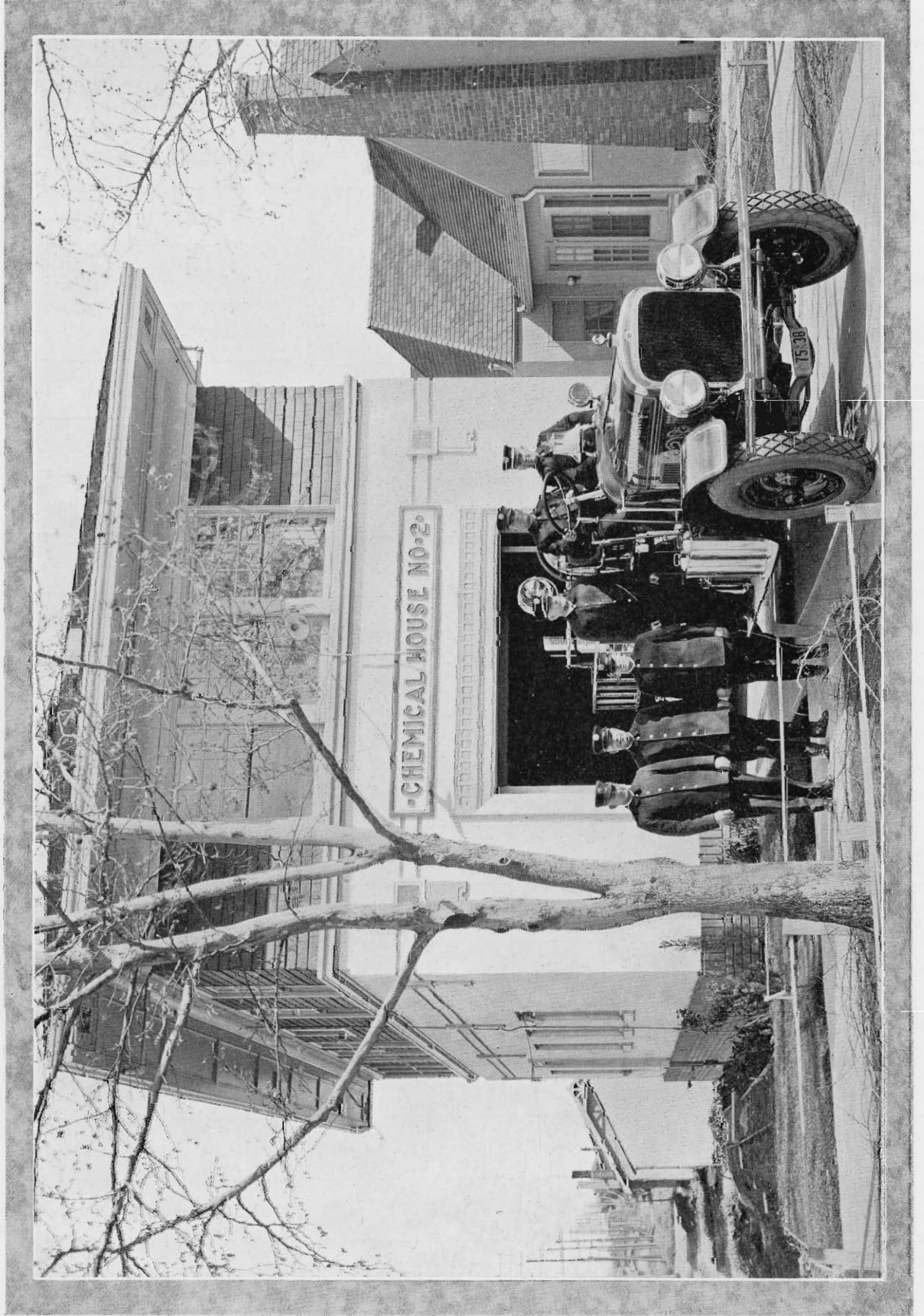
E. P. Smith

Popular Book Store

Bowman's Auto Bodies

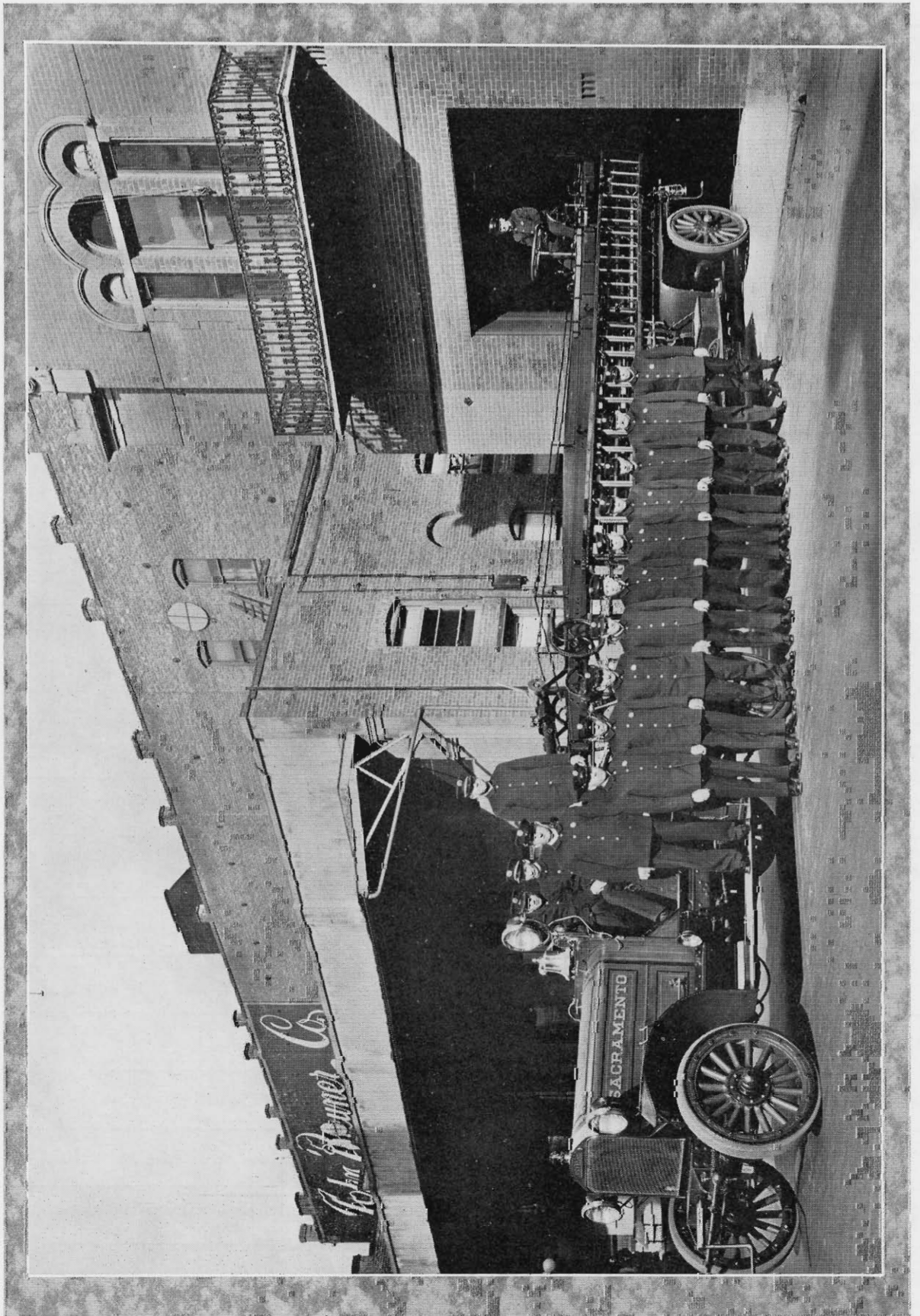
Capital Sand & Gravel Co.

W. T. Foster & Sons



Chemical No. 2—22nd, S and T Streets

Electrical Supply Co.	Feather River Canyon Spring Water Co.	Bryant & Bryant
A. L. Johnson	Thomas W. Hagerty	The Keeney School
Mayo Paint Co.	Geo. E. Moore Co.	E. Lyman Eddy
California Transportation Co.	P. B. Rackliffe	J. S. McDannald
D. H. McAlpine	Gilt Edge Packing Co.	Cunningham & Taber
Jas. T. Ransdall, Jr.	A. A. Chrisler	E. D. Quinn
Fred J. Ferren	Peddicord Bros.	Carl Lamus
Wm. A. Rapp & Co.	Goldsmith & Rothholz	A. J. Plunkett
Capital Clothing Co.	Don Phipps, Inc.	Jack Cabaniss
Henry's Law & Collection Co.	Capital Army Store	D. F. Ferguson Ins. Co.
Huston and Huston	Hickman-Coleman Co., Inc.	S. F. Lason
J. K. Reese	Drs. Ross & Ross	M. Kambara Shoe Stores
C. B. Conn	Hayman & Co.	Carithers Sign Co.
P. A. Pippitt	W. B. Flynn	Portable Garage Co.
Gordon H. Keeney	J. F. Pullen	Kelley-Clarke Co.
Capital Produce Co., Inc.	Renschler Produce Co.	J. Paul Howell
J. Ward Hanner	J. T. Connors	Senf Draying Co.
Reliable Electric Works	Sterling Electrical Co.	M. W. Haworth
R. E. Smith & Co.	L. F. Gould	H. W. Pape
Capital Mfg. & Repair Co.	A. G. Pape	Mosaic Floor Co.
Phil R. Hullins Ins. Co.	W. B. Ladue	H. H. C. Lichtenwalter
James P. Keating Co., Inc.	Blamey Decorating Co.	Howe, Hibbitt & Johnson
Joseph Saunders	Spurgeons	John Gordon
Thorn's Mill & Fixture Co.	Waters, Crouch & Waters	Sacramento Wire Works



Truck No. 1—6th, K and L Streets

G. W. Wolfe Lumber Co.

Walters Grocery Co.

F. N. Scatena

H. R. Wagner

G. B. Stahl

Standard School

Sacramento Auto Wrecking Co.

R. G. Scribner

Sacramento Growers' Market

Frank Fuhrer

R. E. Howell

Sacramento Barber Supply & Cutlery Co.

T. K. Dixon Painting Co.

York Products Co.

S. H. Chase Lumber Co.

Edward W. Beach

Moreland Sales Corp.

Willard P. Rouse

E. Windmueller

Geo. Mugler Drug Store

Bon Air Apartments

Bearings Supply Co.

Bachman Printing & Box Co.

J. A. Jackson

L. A. White

George Schelcher

Will C. Wood

Van Tassel Sheet Metal Works

P. F. Reed

Sacramento Pump Manufacturing & Supply Co.

Charles W. Walker

S. B. Schumaker & Son

Capitol Catering Co.

Sacramento Glass & Crockery Co.

Fort Sutter Floor Co.

Western Granite & Marble Co.

Red Top Taxi Co.

T. A. Gilmore

Wilson's Furniture Exchange

Quality Dairy

A. M. Henderson

Charles G. Johnson

Newton E. Wise

West Side Dairy

Pierson's Pharmacy

Driver, Driver & Tade

L. W. Nichell

A. E. Pierson

Tilden Lumber & Mill Co.

L. P. Williams

E. E. Earle

Clyde S. Simmonds

J. Verese

H. W. Robertson

J. E. Baldwin

Bakersfield Garage & Auto Supply

Sacramento Engineering & Machine Works

Scotch Tailors

Wm. A. Ward Seed Co.

Service Garage

California Welding & Cutting Co.

Motor Inn Garage

Dr. E. O. Blechschmidt

Allyn Burr Co.

Ellis Peterson

Boulevard Meat Market

Reeder's Welding & Machine Works

Herbert R. Baker

Quirin Pharmacy

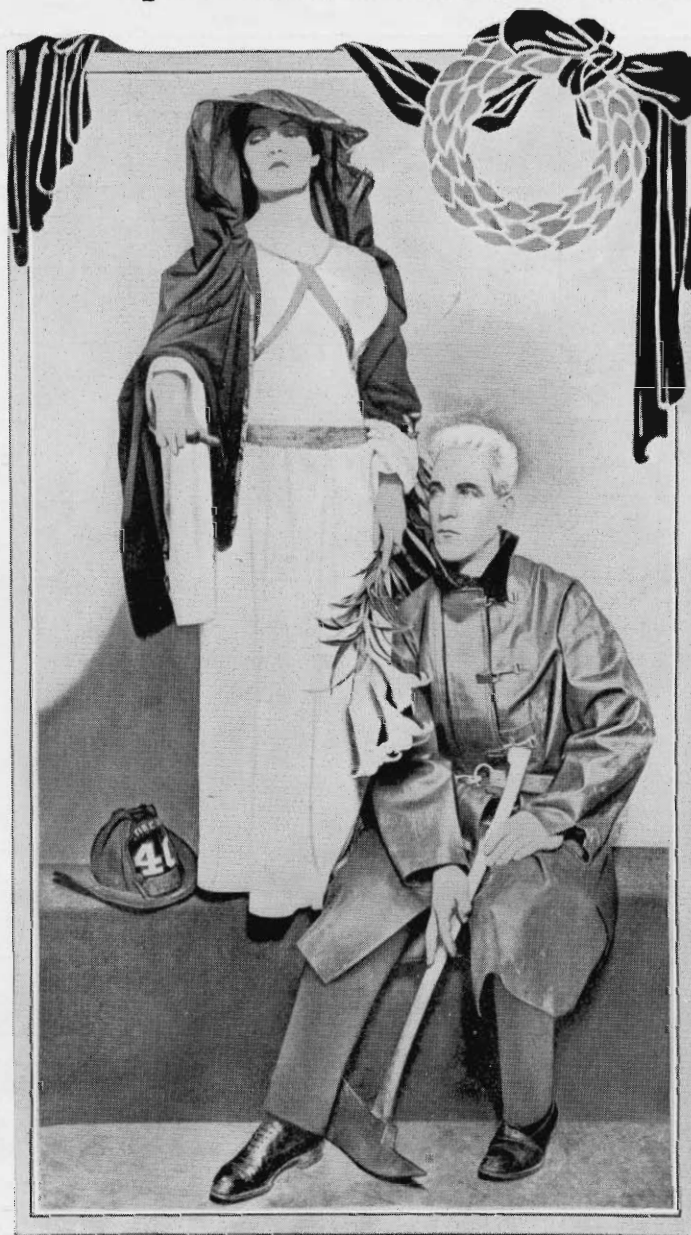
The F. Thomas Cleaning & Dyeing Co.

Johnson Cigar Factory

North Sacramento Land Co.

List of Deceased Members of Sacramento Fire Department Relief Association

H. Doermer
F. Yager
A. Steen
G. Bonadurer
D. Barnes, Jr.
J. J. Laracy
W. J. Jacques
M. I. Peters
J. B. Henry
M. J. Marren
C. H. Crowell



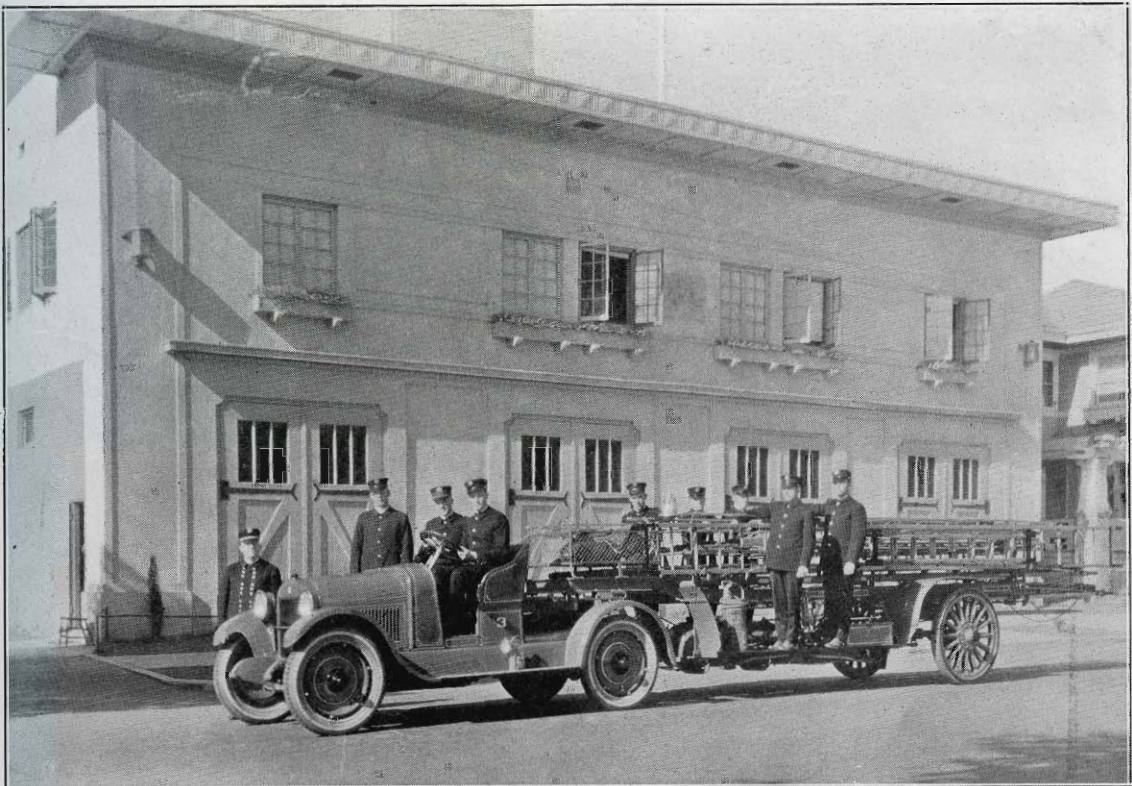
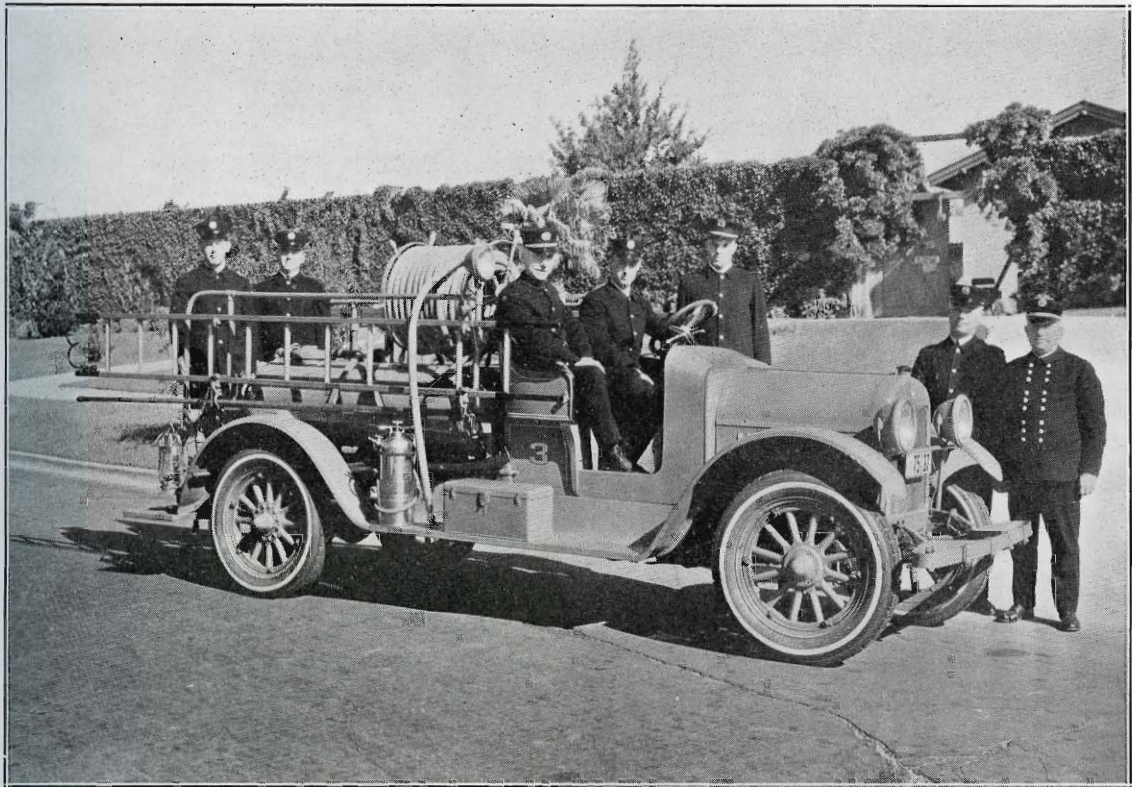
W. J. Hollingsworth
R. Trengove
J. L. Guth
S. W. Butler
G. N. Williams
Robert Hunt
J. E. Gorman
H. A. Guthrie
R. N. Nichols
C. D. Pritchard

In Memoriam

By Thomas Temple Hoyne

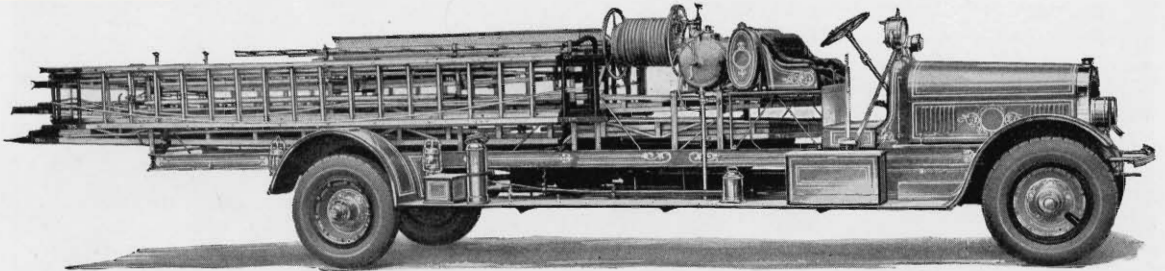
It takes courage to die 'mid the pomp of war,
In spite of comrades' cheers;
Though the soul's aflame with a glorious cause
It is hard to smother fears,
But to meet death in a fight for breath
Ground out beneath brick and stone,
With no thought of fear, though no help is near
No answer to groan but groan
Takes men so rare they're beyond compare
Save to God Almighty alone.

As published in the Evening American, Tuesday, April 22, 1924.



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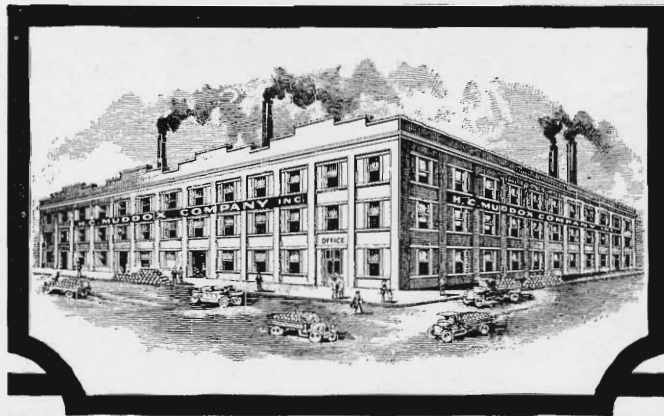
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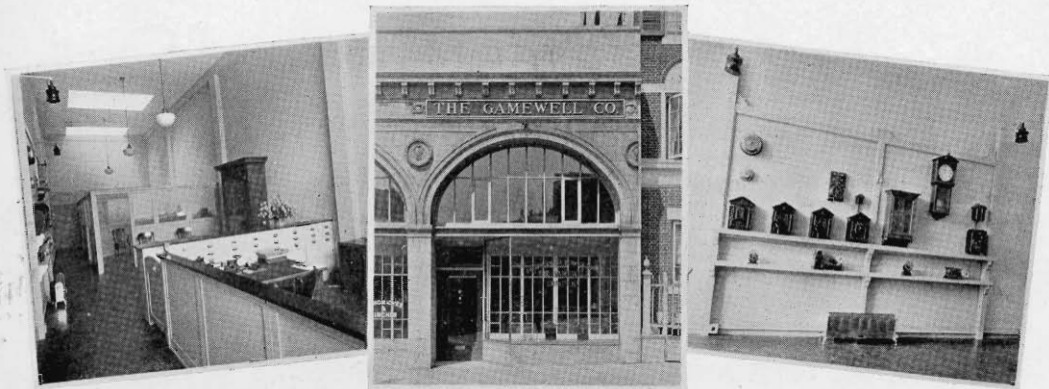
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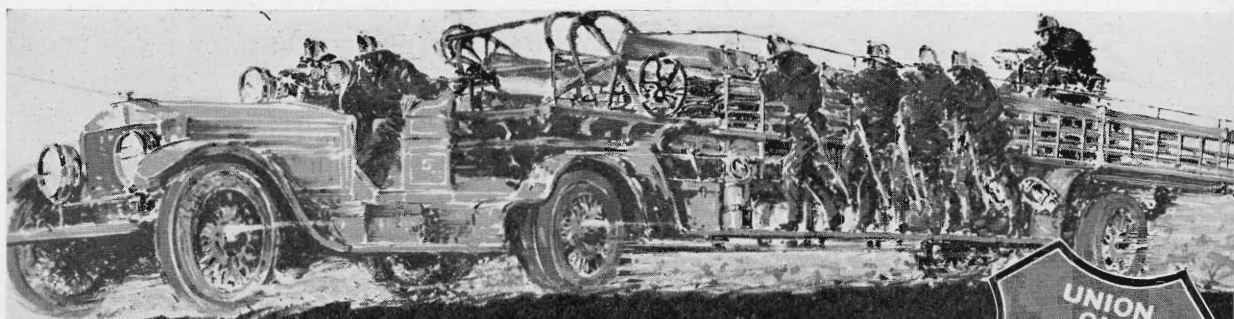
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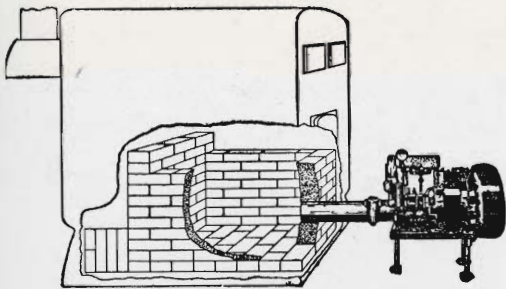
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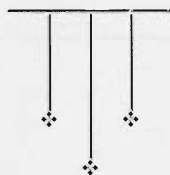
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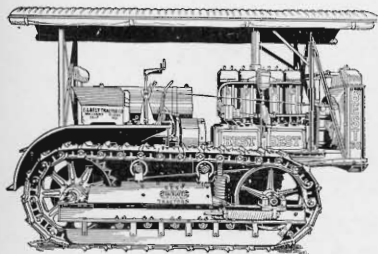
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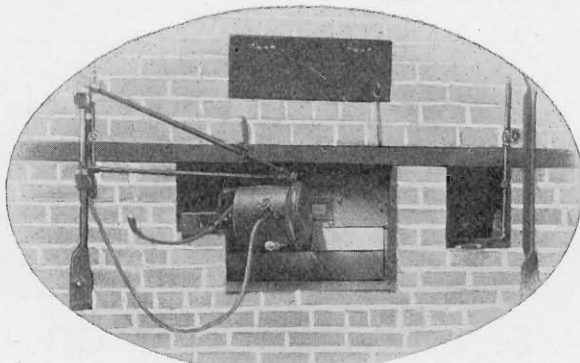
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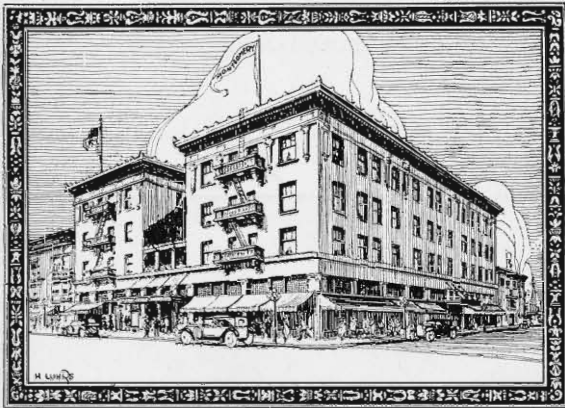
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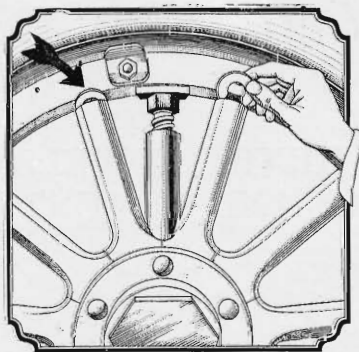
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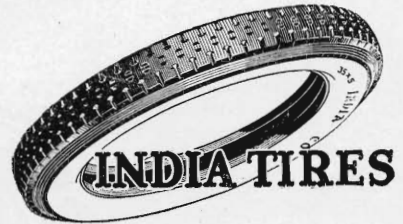
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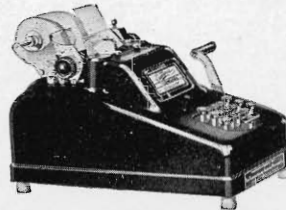
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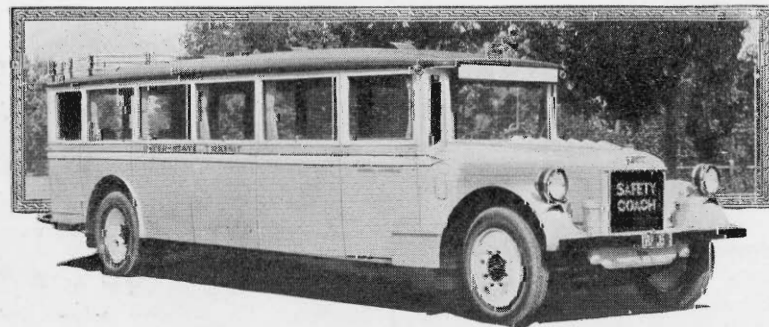
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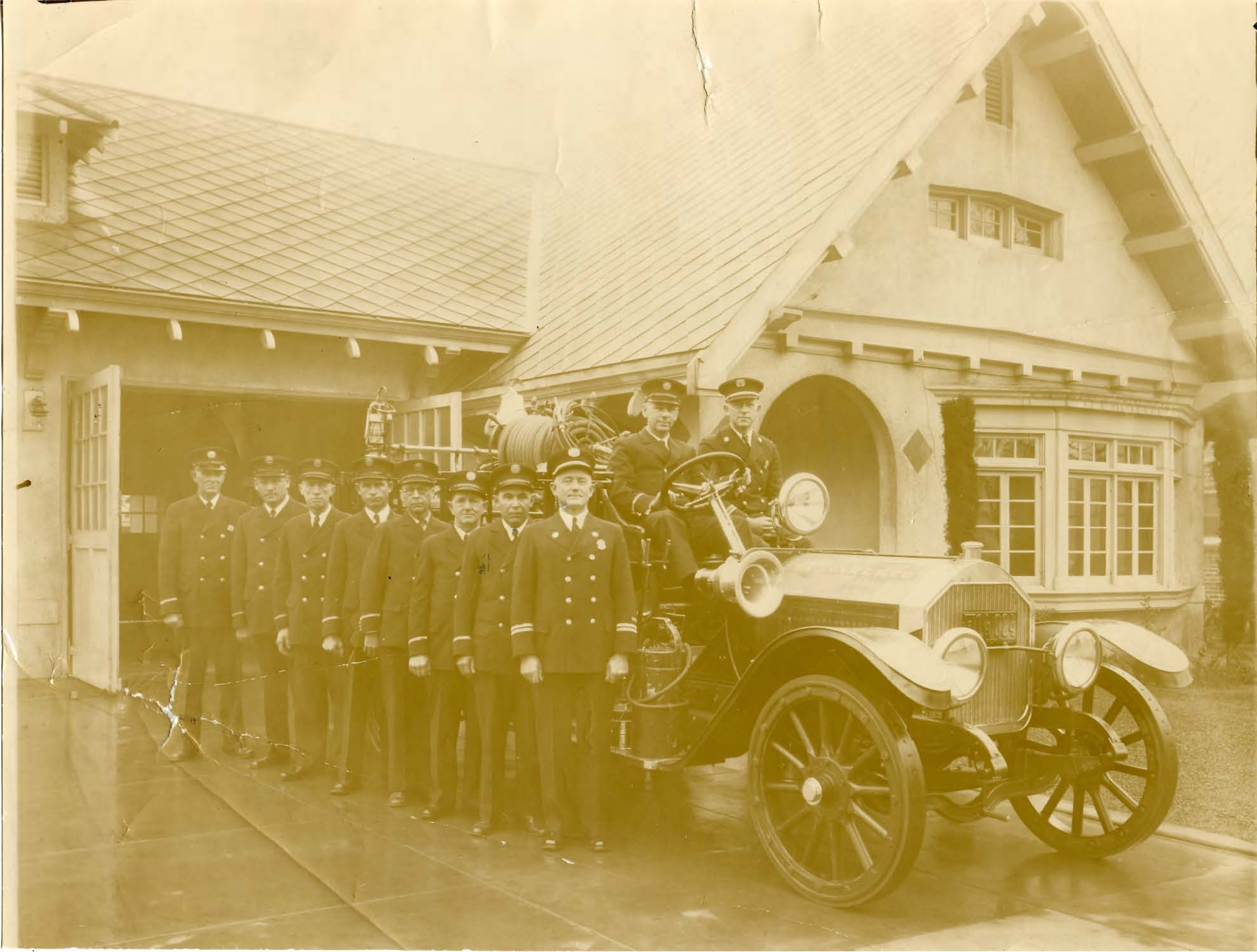
In Today, Back Tomorrow

WET WASH LAUNDRY

2501 24th St.

Phone Main 201

Sutter Hospital
Sacramento, Cal.





Happened 1/21/41

Tuesday May 20-41

Humphrey

Morton

Petravici

Summs

Burke

Automobile Accidents—

Police reported these accidents last night:

Nineteenth and H streets, 1:21 p. m. May 20: Collision, fire trucks driven by E. C. Morton, 48, of 2410 D street, and Jack Casselman, 42, of 4769 Eighth avenue. No injury reported.



E. C. Morton Dec. 22, 1947



E. C. Morton Dec. 22, 1947



E. C. Morton (back row, left)



E. C. Morton (left)