

36—NE cor Post and Van Ness Avenue.
 37—NW cor Post and Larkin.
 38—NW cor California and Larkin.
 39—SW cor O'Farrell and Hyde.
 42—NE cor Valencia and Twentieth.
 43—NE cor Mission and Twenty-second.
 45—NW cor Folsom and Twenty-second.
 46—SW cor Folsom and Sixteenth.
 47—NE cor Howard and Twentieth.
 48—NW cor Mission and Sixteenth.
 49—SW cor Folsom and Eighteenth.
 52—SW cor Brannan and Eighth.
 53—NW cor Harrison and Seventh.
 54—NW cor Bryant and Sixth.
 56—NE cor Fourth and Berry.
 57—S side Folsom, east of Fourth.
 58—S side Folsom, east of Fifth.
 59—Engine No. 6, Sixth nr Folsom.
 62—SE cor Pacific and Franklin.
 63—SE cor Sacramento and Franklin.
 64—SE cor Clay and Polk.
 72—NE cor McAllister and Buchanan.
 73—NW cor Ellis and Buchanan.
 74—NE cor Turk and Fillmore.
 75—NE cor Bush and Buchanan.
 14—NE cor Bush and Steiner.
 15—cor Washington and Webster.
 16—cor Sacramento and Fillmore.
 31—NE cor Howard and Twenty-fourth.
 34—NW cor Harrison and Twenty-fourth.

Directions for Key-holders.—Upon the discovery of a fire near your signal-box, turn the crank slowly and steadily about twenty-five or thirty times. Then wait a few moments, and if you hear no ticking in the box, or alarm on the large bells, turn as before. If you still hear no alarm, go to the next box and give the alarm from that. Never open the box or touch the crank except in case of fire. Never signal or a fire seen at a distance. Do not give an alarm or a burning chimney. Be sure your box is locked before leaving it. Upon a second alarm being struck or the same fire, it will be considered a general alarm. Second alarms will be turned in only by order of the Chief Engineer or his Assistants. Keys of the signal boxes are deposited in the vicinity of each box, at such places as are indicated upon cards placed thereon.

Boxes designated with a star are Automatic ones. An alarm from these is given by pulling down the hook once and letting go, unerring mechanism doing its rest.

Complaints concerning the working of the Fire Alarm Telegraph, irregular striking of the bells and gongs, broken wires, etc., should in all cases be made to the Fire Alarm office, Brenham Place.

In case of tumult or riot, whereby the services of the Police force are required, an alarm will be given consisting of ten strokes upon the bells and gongs repeated five times, which will be a signal for the Police to assemble at the City Hall. This alarm will be given only by order of the Mayor or Chief of Police.

The telegraph apparatus consists of about one hundred and twenty miles of wire, divided into four hundred circuits, of which nine are signal circuits, or routes running to the signal-boxes, alarm gongs, located in the different engine, hook and ladder and hose houses, each connected with the central office by the nine alarm circuits; and seven alarm bells for striking the number of the alarm box, located as follows: One on the Hall of the Exempt Fire Co., one on the engine house on Sixth Street, one on the engine house on Stockton Street, one on the engine house on Second Street, one on the engine house on Market Street, one on the engine house on Sixteenth Street and one on the engine house on Pacific Street. The bells and gongs are each struck at the same time by electrical machinery. The police apparatus consists of eleven stations, each communicating with a central office, Brenham Place, where a constant watchfulness is exercised by the attending operator.

Fire Department.*

The Paid Fire Department of the City and County of San Francisco was organized, December 3d, 1866.

*For Act of the Legislature organizing a Paid Fire Department for San Francisco and salaries of the officers and men attached thereto, see pages 770-772.

The present force consists of two hundred and seven officers and men (including the Board of Engineers, the Clerk of the Board, and six employees at the Corporation Yard), ten steamers, to each of which is attached a hose reel, five hose carriages, and two hook and ladder trucks. Each steamer, and hook and ladder truck is drawn by two horses, and the hose carriages by one each. Number of horses in the department thirty-seven. Amount of hose in use, thirty thousand feet, all of which is carbolized, recently purchased for the department. Number of hydrants, eight hundred and eighty-one; number of cisterns, fifty-nine; total capacity, two million five hundred and three thousand six hundred and ninety-seven gallons.

Annual Expenses.—Salaries, \$122,300; hose, pipe, etc., \$7,558; running expenses, \$37,578; office rent and stationery, \$1,264; cisterns and hydrants, \$22,854. Total, \$191,554.

Officers.—Benjamin H. Freeman, President; Samuel Rainey, Jr., John Rosenfeld, Erastus N. Torrey and John C. Merrill, Commissioners; John P. Shine, Clerk; David Scannell, Chief Engineer; Cornelius Mooney, Matthew Brady, George W. Corbell and John E. Ross, Assistant Engineers; Daniel D. Hayes, Superintendent of Steamers; William Free, Assistant Superintendent; Thomas Sawyer, Corporation Yard Keeper; Charles Lyons, Drayman; John McCarthy and James M. Torrey, Hydrant Men; Charles Imbourg, Veterinary Surgeon.

Fire Marshal, appointed by the Board of Fire Underwriters, John L. Durkee; Deputy, David Van Orden.

Steamer No. 1.—Located 419 Pacific, between Sansom and Montgomery streets. Engine, Amoskeag, first class; size of cylinders (two), seven and a half inches each; length of stroke, twelve inches; capacity, six hundred gallons per minute. Weight, eight thousand pounds. Cost, \$6,250 in currency.

Members.—James Riley, Foreman; John Riley, Engineman; E. D. Ensign, Driver; John Day, Fireman; O. F. Baker, William Lodge, Bernard Murtha, Michael Bird, Charles Kimball, Richard Cox, Henry Morris and Arthur Lynch, Extramens.

Steamer No. 2.—Located 412 Bush, between Kearny and Dupont streets. Engine, Amoskeag, second class; cylinders, six and a half inches; length of stroke, ten inches; capacity, four hundred gallons per minute; weight, six thousand pounds; cost, \$5,950 in currency.

Members.—Jeremiah J. Kelley, Foreman; Ira H. Chapman, Engineman; Benjamin Voorhes, Driver; J. P. Wyckoff, Fireman; Thomas Sands, John Wills, James Giles, J. Davis, J. P. White, Charles Lyons and George W. Post, Extramens.

Steamer No. 3.—Located 809 Sutter, between Jones and Leavenworth streets. Engine, Amoskeag, second class; cylinder, eight and a half inches; length of stroke, twelve inches; capacity, four hundred gallons per minute; weight, six thousand pounds; cost, \$5,950 in currency.

Members.—P. A. O'Brien, Foreman; James Stoddard, Engineman; Edward O'Neil, Driver; Thomas R. Harris, Fireman; Edward Cain, Thos. J. Shields, William Crimmins, George E. Luther, Thomas Douglas, Patrick Barry, James Dolan and John B. Taylor, Jr., Extramens.

Steamer No. 4.—Located 144 Second Street near Howard. Engine, Amoskeag, second class; cylinder, eight and a half inches; length of stroke, twelve inches; capacity, four hundred gallons per minute; weight, six thousand pounds; cost, \$5,950 in currency.

Members.—Samuel McDowell, Foreman; James Corbett, Engineman; George W. Amos, Driver; J. Kenyon, Fireman; Edward Keating, Hugh McGreary, William H. Miller, John Tichnor, Richard Pasquella, Francis Hensley, George Stanton and William Keller, Extramens.

Steamer No. 5.—Located 1219 Stockton, between Broadway and Pacific streets. Engine, Amoskeag, second class; cylinder, eight and a half inches; length of stroke, twelve inches; capacity, four hundred gallons per minute; weight six thousand pounds; cost, \$4,500 in currency.

Members.—George W. Kennard, Foreman; Hugh Colvin, Engineman; W. S. Downs, Driver; George

FETNA INSURANCE COMPANY, OF HARTFORD, lost over \$3,000,000 in the CHICAGO FIRE, and paid in full, Dollar for Dollar.