

alarm being struck for 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.

The signal boxes in use consist of ninety-two crank boxes and eighty-four automatic boxes. An alarm from an automatic box is given by pulling down the hook once and letting go, unerring mechanism doing the 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 at 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 old 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 nineteen circuits, of which twelve are signal circuits, or circuits running to the signal boxes. Alarm gongs are located in the different Engine, Hook and Ladder, and Hose houses, each connected with the Central Office by the fire alarm circuits and eight alarm bells for striking 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 California street, one on the Engine House on Sixteenth street, one on the Engine House on Bryant street, and one on the Engine House on Pacific street. The bells and gongs are each struck at the same time by electrical machinery.

Fire Department.

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

The present force consists of three hundred and three officers and men (including the Board of Engineers, the Clerk and Messenger of the Board of Fire Commissioners, the Veterinary Surgeon, and employees at the Corporation Yard), fourteen steamers, to each of which is attached a hose reel, seven hose carriages, and four hook and ladder trucks; also six steamers, four hose reels, and one hook and ladder truck in reserve at the Corporation Yard, the condition of which is as fully kept up to the standard required as that of the apparatus in active service. 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, seventy-one. Amount of hose in use twenty-four thousand feet, all of which is carbolized. Number of hydrants, one thousand four hundred and eighteen available for the purpose of extinguishing fires; number of cisterns, fifty-five, in good order; total capacity, two million eleven thousand eight hundred and fifty-six gallons.

Expenditures for the Fiscal Year ending June 30, 1884.—Salaries, \$207,060 00; running expenses, \$33,479 06; purchase of material, \$37,153 87, included in which was one new steamer, \$4,480 20, one new Hook and Ladder, \$2,200 00, and 10,000 feet of hose, \$12,500 00. Total cost of department, \$296,873 13.

BOARD OF FIRE COMMISSIONERS.—Frank G. Edwards, President; Gordon E. Sloss, Samuel Neuman, Fred. C. Siebe and John Mason. E. B. Vreeland, Clerk; George W. L. Post, Messenger.

Officers.—David Scannell, Chief Engineer; James Riley, Assistant Chief Engineer; A. C. Imbrie, John McCarthy, Thomas Sands and Geo. W. Kennard, Assistant Engineers; Samuel Rainey, Superintendent of Steamers; John W. Reilly, Assistant Superintendent

of Steamers; Peter Burns, Veterinary Surgeon; William Eyre, Corporation Yard Clerk; Charles A. Lyons, Corporation Yard Drayman; George Maxwell and Dennis Sullivan, Hydrantmen; John Wills, Carpenter; H. H. Gorter, Substitute Engineer and Machinist; Cornelius Guinee, Corporation Yard Watchman.

STEAMER No. 1.—Located 419 Pacific street. Company organized December 3, 1866. Engine, Amoskeag, second class; size of cylinder, six and a half inches; length of stroke, ten inches; capacity, four hundred gallons per minute; weight, six thousand five hundred pounds. Foreman, John Hewston.

STEAMER, No. 2.—Located 412 Bush street. Company organized December 3, 1866. 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. Foreman, Richard Downing.

STEAMER, No. 3.—Located on the south side of California street, between Leavenworth and Hyde. Company organized December 3, 1866. Engine, Amoskeag, third class; cylinders, seven and a half inches; length of stroke, ten inches; capacity, three hundred gallons per minute; weight, five thousand five hundred pounds. Foreman, M. J. Dolan.

STEAMER, No. 4.—Located 144 Second street. Company organized December 3, 1866. Engine, Amoskeag, second class; cylinder, six and a half inches; length of stroke, ten inches; capacity, four hundred gallons per minute; weight, six thousand five hundred pounds. Foreman, Patrick Curran.

STEAMER, No. 5.—Located 1219 Stockton street. Company organized December 3, 1866. Engine, Amoskeag, third class; cylinders, seven and a half inches; length of stroke, ten inches; capacity, three hundred gallons per minute; weight, five thousand five hundred pounds. Foreman, John J. Mahoney.

STEAMER, No. 6.—Located 311 Sixth street. Company organized December 3, 1866. 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. Foreman, John Dougherty.

STEAMER, No. 7.—Located on the north side of Sixteenth street, between Valencia and Guerrero. Company organized April 15, 1868. 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. Foreman, James O'Neil.

STEAMER, No. 8.—Located Pacific avenue, between Polk and Van Ness avenue. Company organized June 1, 1869. Engine, Kimball, third class; cylinder, seven and a half inches; length of stroke, ten inches; capacity, three hundred gallons per minute; weight, four thousand pounds. Foreman, James Grady.

STEAMER, No. 9.—Located 320 Main street. Company organized October 30, 1873. Engine, Amoskeag, second class; cylinder, six and a half inches; length of stroke, ten inches; capacity, four hundred gallons per minute; weight, six thousand pounds. Foreman, John W. Welch.

STEAMER, No. 10.—Located on Bryant street, between Third and Fourth. Company organized February, 1873. Engine, Amoskeag, second class; cylinder, six and a half inches, length of stroke, ten inches; capacity, four hundred gallons per minute; weight, six thousand pounds. Foreman, Bernard A. Rawle.

STEAMER, No. 11.—Located on Fourteenth avenue, between Railroad avenue and N street, South San Francisco. Company organized June, 1874. 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. Foreman, C. J. Gillen.

STEAMER No. 12.—Located southwest corner of Drumm and Commercial streets. Company organized September, 1879. Engine, Amoskeag, first class;