



SPECIAL ORDER No. 38.  
Division of Revenue-Cutter Service.

TREASURY DEPARTMENT,  
OFFICE OF THE SECRETARY,  
Washington, June 2, 1906.

To the Commanding Officers of  
Vessels of the U. S. Revenue-Cutter Service:

1. The following letter from the President is published for the information of the U. S. Revenue-Cutter Service:

THE WHITE HOUSE,  
Washington, D. C., May 31, 1906.

MY DEAR SIR: I have received your report in reference to the assistance rendered by the Revenue-Cutter Service to the people of San Francisco in the recent disaster. I have directed that it be made public, and through you I desire to express my hearty appreciation to the officers and enlisted men of the Service who did such prompt, gallant, and effective work.

Sincerely yours, THEODORE ROOSEVELT.

Hon. H. A. TAYLOR,  
Acting Secretary of the Treasury.

2. This order will be read at a general muster of the officers and crew of each vessel of the Service.

H. A. TAYLOR,  
Acting Secretary.

Original Letter in File RG 26 E 178  
From Roosevelt

Lieut. Carmine R.C.S.,  
Captain Ross: 1 1/2.

Captain  
Com  
Sir:  
I r

I have called several times  
for Lieutenant Thomsen here  
the boat, and he did not  
seem impressed with the  
fact that he had done  
something worth reporting.

This morning he handed  
in the report I inclose  
you herewith.

Respectfully,  
C. A. Hank

(Unofficial)

ments  
Commad  
y  
files  
rain  
14 miles  
the road  
interced  
did  
18th,  
at w  
of  
returned  
following

From April th  
ing Officer o  
On the m  
father-in-law  
south of San  
I left B  
to come to th  
and from ther  
ed so broken  
to return to  
and drove to  
and after ma  
I subsequent  
was unable to  
the city, and  
to Belmont fo

day I started for San Francisco on foot, as I could get no other  
transportation, and made my way to Fort Mason with the intention of  
reporting to the Army commander there should I be unable to reach  
the BEAR. On my arrival there I found that I could get to Oakland  
from that point. I got a chance to come on a tug and reported on the  
BEAR about 3P.M. that afternoon, there I found Lieut. Carmine R.C.S.,

U.S.S. PERRY

Oakland, Cal/ May 9, 1906.

Captain O.C.Hamlet, U.S.R.C.S.,  
Commanding U.S. Revenue Cutter Forces,  
San Francisco, Cal.

Sir:

I respectfully submit the following report of my movements from April the 18th to the first of May, when I reported to the Commanding Officer of the BEAR to which vessel I was then attached.

On the morning of the 18th of April I was at the home of my father-in-law, Mr C.R? Splivalo, at, Belmont, Cal., some thirty miles south of San Francisco.

I left Belmont in company with Mr. Splivalo on the 7:45 train to come to the City and came as far as San Bruno, a distance of 14 miles, and from there on the rail road tracks were so distorted and the road bed so broken up that we could go no further by rail, so I volunteered to return to Belmont on foot to get the horse and buggy, this I did and drove to San Francisco arriving there about two P.M. of the 18th, and after making several attempts to reach the ferries, which

I subsequently learned had stopped running at noon that day, ~~but~~ was unable to do so, as the fire was raging in the lower section of the city, and people were constantly being turned back, so I returned to Belmont for the night, as I had no other place to go. The following day I started for San Francisco on foot, as I could get no other transportation, and made my way to Fort Mason with the intention of reporting to the Army commander there should I be unable to reach the BEAR. On my arrival there I found that I could get to Oakland from that point. I got a chance to come on a tug and reported on the BEAR about 3P.M. that afternoon, there I found Lieut. Carmine R.C.S., and with him I returned to Fort Mason and reported to General Funstan U/S/A. for such duty as he might have for us. As he <sup>had</sup> nothing for us to do then he directed us to report to him at nine the next morning.

Mr. Carmine said he had some baggage he wished to lock up and asked me if I cared to go with him, this I did and finding every thing safe for the time being he went to find some place to get a nights

COPIED  
Feb. 1918 O.C.C.

that day I was tired and ready to go to bed if I had had on e  
to get into. Captain Wren, U.S.A., Chief Quarter Master very kindly  
loaned me a couple of blankets and I turned in on the floor in his  
office about ten P.M. The next morning I was turned out at five A.M.  
and assisted Captain Wren at such work as he had for me to do,  
mostly writing. Later in the morning I was given a couple of marines  
and told to go to the near by encampments and induce as many people  
as I could to leave the city and go to Oakland and vicinity,  
especially those that had the least bed clothing. The camps were very  
congested and already becoming unsanitary. I was at this work all that  
day. Between four and five thousand people were induced to go to Oak-  
land and other out lying towns where better facilities for taking care  
of them could be had. Many refused to move and in such instances where  
there were able bodied men in the party I procured shovels for them  
and forced the men to dig pits into which to throw the refuse.

The following day I was given an automobile and went on various  
errands to the different points of supplies, delivering orders and  
obtaining gasoline from the Standard Oil Co. for the use of the machine  
which had been turned over to the Government.

That night I returned to the BEAR for a nights rest, there being  
nothing further for me to do at Head Quarters.

The following morning I returned to Head Quarters.

A great many Army Officers had arrived and in consequence they had  
no further need of me there, and as I had not seen any of our  
Officers or men, I determined to get to the Golden Gate if possible,  
so I went to a nearby boat club and induced some men there to take me  
out in a launch, believing this to be the best way to find her.  
We had gone but a short distance when she came up and I hailed her and  
asked Captain Dodge to let me come on board. There I learned that you  
had been placed in command of all Revenue Cutter forces here. Captain  
Dodge said that I had better stay on the GOLDEN GATE until you came  
by as you would certainly do in a short time. This I did and about  
noon I reported to you and was with you on the Launch for the remainder  
of that day and all of the next doing rescue work and bringing  
Quartermasters stores from the out lying forts.

Office of the Secretary of the Treasury  
Department of the Treasury  
Washington, D.C.

The next day at your verbal order I returned to the GOLDEN GATE and remained on her, doing patrol duty under the Navy until she was relieved on the first of May from that duty and returned to her former duties under the Customs House.

Respectfully,

*[Handwritten Signature]*  
2nd Lieut. U.S.R.C.S.

Respectfully transmitted to the Secretary of the Treasury,

Washington, D.C.

*[Handwritten Signature]*  
Captain U.S.C.S.

San Francisco, Cal., May 1, 1906.

Mr. N.S. Farley,

Deputy Collector of Customs,

San Francisco, Cal.

Dear Sir: In response to your request I will endeavor to give you an account of the scenes about the U.S. Appraisers' Building as they appeared to me during the days following the earthquake, when it was menaced by fire.

On the 18th. of April there were but few of the employees present, but the unanimous verdict is that the men from the Revenue Cutter Bear and Messrs. Toohy, Cloudman and others did good work fighting fire at the south end of the building and averted the danger from that point. On the 19th. the flames raged along Kearny Street, two blocks to the westward. In company with Deputy Collector Farley and Special Agent Channing I viewed the conflagration for the greater portion of the day, and we were hopeful that it would not extend far enough eastward to endanger our building, but towards evening it crossed Kearny and reached Montgomery Ave., and then it was a matter of saving the block east of Montgomery in order to spare the Custom House. Fortunately a hose was run from the Bay, (probably more than five thousand feet distant,) and a stream of water (but not of great force) was pumped by tugs. This hose kept the fire under control on the west side of Montgomery, and later was hauled by the aid of ropes on top of the buildings on the east side, and thus the only entire business

block standing in the city to-day was saved. Had the fire attacked this block, in all probability the Appraisers' Building would have burned that night. Messrs. Channing, Farley, Beal, Clough<sup>Clough</sup> and other Customs employes worked incessantly until 11 P.M. handling the hose, conveying buckets of water, and in many ways rendered great aid.

But the 20th. of April was the crucial day. By noon an all-devouring fire was rapidly licking up the buildings on the north side of Jackson Street between Montgomery and Sansone, while another large sheet of flame was racing toward us from a point below Sansone, one block away. Collector Stratton was on the field, and clustered about him were many Custom House employes, inspectors and men from the U.S. Immigration service. It was suggested that the ancient hotel directly north of the Custom House be pulled down. Several of the boys manned a rope and it was demolished in short order, but its dry timbers and tarred roof made a dangerous pile of inflammable matter, and, acting upon another suggestion, the Collector ordered it fired. This back-fire undoubtedly proved the saving of our building from the northern danger-point. Cashier Perkins, Mr. Tooley, Appraiser Dare, Special Employe Vernon and others rushed in energetically and fired the heap in many places, then all joined in carrying water-buckets, and the jackies from the Chicago, the soldiers and Customs officials drenched our windows in spite of the intense heat, while our saving leafire met the approaching flames and battled with them until they licked them

selves out in angry disappointment.

Then, with a gust of wind, the fire leapt to the branch Post Office building and soon the window casings of its upper floor were a mass of crackling flames. Next comes the wonder of the day; for, when Engineer Cathbertson of the Appraisers' Building offered to lead the way and seizing an axe rushed into the Post Office, a gallant Naval Lieutenant from the U.S.S. Chicago gave a sharp order to his jackies and led them, armed with axes and wet hammocks, into the burning building. Though some of the men were overcome by smoke they revived when dragged to the outer air and could not be restrained from returning to their posts. Within fifteen minutes the fire was extinguished and the P.O. branch was saved. It was one of the most gallant acts that I have ever witnessed.

Still the fire raged along Jackson Street, and Mr. Farley, almost hopeless, suggested that Cashier Perkins and myself accompany him to Montgomery street to view the extent of the blaze. We reached Montgomery and Jackson, on the northeast corner of which the largest building in the block had taken fire. Mr. Farley remarked that we were doomed unless we might man the buckets and prevent the flames from leaping across to the one business block still intact. He ran back to our building, and the U.S. Army officer in charge at first refused to let him take any water, saying that what little we had was needed inside our own structure. The Deputy told him that the engin-

our had a hand-pump and could pump up the seepage in the excavated pit where our old Custom House building formerly stood. The officer then instructed him to go ahead, and quicker than the tongue can tell two great hogsheads were rolled to the corner of Jackson and Sansome and quickly filled, and a line of employees, carrying coal-hods of water in lieu of buckets, dashed along Jackson Street, heedless of flames and falling walls. They stood on the roof opposite the burning building while U.S. jackies manned the windows below them, and for two hours they fought the fire until the gutted frame fell in and the Custom House was at last secure from the baffled tongues of flame. The roof in the center of the saved block took fire during that period, but two hods of water extinguished it.

I can place no individual credit, for all the employes present worked like beavers and cared not for blistered necks or faces.

I did see an inspector, James Cantlen, rush into a burning building and close the iron shutters on both floors, thus confining the flames and keeping them from leaping across the street at that point.

All of the men present deserve praise for their eagerness and willing service, especially when it is taken into consideration that it was a matter of the utmost difficulty for them to force their way through the fire lines and to reach the building during the first few days after the quake.

The naval lieutenant from the U.S.S. Chicago remarked to me after

- 5 -

the danger was past: "Thank God my dynamite arrived too late. I had orders to blow up this block, and it might have meant the ruin of the Custom House."

Very respectfully,

*Walter C. Weston,*  
Clerk U.S. Naval Office.



UNITED STATES REVENUE-CUTTER SERVICE,

OFFICE OF PURCHASING OFFICER, PACIFIC COAST,

APPRAISER'S BUILDING, ROOM 77,

SAN FRANCISCO, CAL., May 7, 1906.

The Honorable,

The Secretary of the Treasury,

Washington, D.C.

Sir:

I have the honor to submit the following report covering the actions and work of myself, Charles Johnson, Boatswain, U.S.R.C.S., and Wm. E. Reddin, Shipswriter, U.S.R.C.S., on detail in the General Store and Office at San Francisco, Cal., since the earthquake and beginning of the great conflagration on the morning of April 18, 1906, which practically destroyed the metropolis of the Pacific Coast, Wednesday April 18, 1906.

First day, in order of events after the shock that killed many people, destroyed or damaged thousands of houses and rendered homeless, nearly the entire population of the City of San Francisco, my first action, after assisting my family to escape from the hotel in which we were living at the time, was to seek a place of refuge for them, in order that I might assist, free handed, in the great work of caring for and helping others, who were less fortunate in escaping the dangers, without physical harm. About 9 A.M. this date I sent 9 refugees including my wife and small son from San Francisco to Oakland by Steamers Golden Gate and General Sternberg, four of the number including Mrs Carmine and son took refuge on the Bear, while the other 5

sought places with relatives or friends on shore. I then proceeded with all possible dispatch to the Appraisers Building, rescued from the safe in Office, public and private moneys on hand, the purchasing officer's Great Ledger, all unsettled accounts, vouchers and bills of recent issue, packed them in a box for easy transportation; refilled the safe with official records belonging to the Service, locked and left same to share the fate of the building, which at that time seemed doomed to total destruction by fire. The box of money, ledger, vouchers, store lists, account books and bills belonging to the General Store, I transferred, personally, to Meiggs wharf and placed it on board the Revenue Steamer Hartley for safety, pilot Wilson being in charge at the time. Nothing could be removed from the office beyond such articles, or records as I could carry in hand hurriedly. The General Store at this time was surrounded by fire on three sides, and soon the whole block on which it was located became one great mass of flames, it was impracticable to even approach the vicinity, besides fire lines had been established and guarded by the regulars, U.S.A.

Boatswain Johnson, who lives in Oakland, was prevented from reaching the City, during the entire day, as all transportation by water had been cut off early in the morning, just after the earthquake. Mr. Reddin reported for duty, and remained in the office until word had been passed that the building was unsafe, when he cleared out along with the other civil employees of the Government.

After securing the money and records on board the Hartley, I again reached the vicinity of the General Store only to find

the whole place in flames and nearly burnt out; the remainder of the day and night I spent in packing up necessary wearing apparel belonging to my family and transporting same on my shoulders to foot of Van Ness Avenue, a comparative place of safety at that time; during this work I assisted several persons with their baggage, helped exhausted ones to safer places of rest, and provided such food, as was obtainable, to those who were apparently suffering from hunger and thirst. Thursday, April 19-

Second day, began with assisting people to move their personal effects to the streets, and loading wagons with same for transfer, to points of safety. Bos'n Johnson having succeeded in reaching San Francisco by first and only steamer in the morning, reported for duty at the Appraisers Building, not finding me there he came to Van Ness Avenue and found me about noon, I directed him to return to Oakland at first opportunity and report on Bear or Thetis for duty with the crews of those vessels. Mr. Reddin I did not see this day, though he made every effort to find me, but failing returned to his home and cared for 5 or 6 panic stricken women and children who were alone and practically helpless. In the afternoon when the fire had reached Van Ness Avenue on East Side, volunteers were called for, to aid the exhausted firemen, who were making a last stand to save the Western and Northern sections of the City. I joined the ranks of volunteer firemen and worked on the hose line (at nozzle) until about 4 o'clock next morning, when we had succeeded in beating down the fire at Van Ness Avenue and Sutter Street, thereby insuring the

OFFICE OF PURCH.  
REVENUE

safety of the Western Addition under, the then, prevailing conditions.

Friday, April 20th-

Third day, I reached the Bear about 7.30 A.M., exchanged my wet clothing for dry, obtained food, a suit of uniform, provided myself with arms, ammunition, canteen and fresh water, then returned to San Francisco; reached the Appraisers Building about 7 P.M.; found it to be the only structure in vicinity not seriously damaged by fire, and at that time well guarded by 20th Infantry, U.S.A., under command of Captain Wolfe. There being nothing I could do at this point, pushed on to Fort Mason and reported to General Funston, H.S.A., Commanding Military Forces at San Francisco for further duty and detail.

Saturday, April 21-

Fourth day. On duty with Major McKinstry, H.S.A., Corps Engineers. In the afternoon while around Pacific Coast S.S.Co's wharf was informed by Captain Thos. Wallace, Superintendent of the line, that a lot of fresh halibut and oysters in shell had arrived from the North, and would be willingly released from the wharf upon proper authority, for the aid of the suffering. I conveyed this offer to Military Headquarters, was furnished with a wagon, and with <sup>2nd Lt. Egan.</sup> Mr. C.E. McMillan and his <sup>U.S.A.</sup> squad of men to handle and guard the stores, hauled over a ton of the halibut and oysters out to the General Hospital at the Presidio, and turned them over to Col. Torney, U.S.A., who was in charge of the sick and suffering at that institution. This work was completed about 11 P.M.

During this day I sent by wireless, to Mare Island, for

transmittal to Washington, D.C., the following telegram, this being my first opportunity to get off a message of any description:

Secretary Treasury,

Washington, D.C.

General Store and stock total loss, office and records safe, have been on fire line work three days. Reported to General Funston this morning for further detail.

Carmine.

Sunday, April 22:

Fifth day. Met Mr. Reddin, Stenographer, directed him to go to office, clear up wreckage to best advantage, and then look after his family which were very much in need of his services at home. In the forenoon acted as Officers guard on twenty three millions dollars in securities and negotiable notes belonging to the Crocker-Woolworth Bank, during transfer from the Golden Gate to Safe Deposit vaults corner Post, Montgomery and Market Streets, San Francisco. In the afternoon under Major McKinstry's orders, made survey of entire outer limits of the burned district, and charted up the results on guide map, for official use and reference at Military Headquarters. Completed the survey and turned in one finished chart about 9.30 P.M.

Monday, , April 23.

Sixth day. Received word that Captain Hamlet, U.S.R.C.S., had been placed in command of Revenue Cutter Forces at San Francisco; made 7 official copies of the preceding days survey work on fire limits, turned them in to Major McKinstry U.S.A., then reported to Military Secretary for release from

General Funston's Headquarters in order to report to Captain Hamlet, U.S.R.C.S., for further instructions and duty.

Tuesday, April 24.

Reported to Captain Hamlet, U.S.R.C.S., was by him directed to report to Lieutenant F.G. Dodge, U.S.R.C.S., for duty on the Golden Gate, joined that vessel same day and remained on patrol duty of the harbor, during the 24th, 25th and 26th. On the evening on the 26th was directed by Captain Hamlet, to resume my duties in the office, relieving Captain F.M. Dunwoody, U.S.R.C.S., who had been placed in charge of the office temporarily.

Friday, 27th.

Received written instructions from Captain Hamlet, assigning me to regular duty in the office of purchasing officer, and directing that Bos'n Johnson also return to his duty in connection with the work of the General Store. I was also directed in these orders to try and make necessary arrangements for fitting out the Thetis with General Stores, and instructed verbally, while in conference with Captain Hamlet, to wire all results of my efforts to the Department direct without waiting to pass same through him.

Saturday, 28th.

Visited Mare Island Navy Yard, called on Commandant and General Storekeeper, explained the situation of our losses in the San Francisco fire, and desired to know if their stock on hand would permit a supply of general stores to our vessels on the Pacific Coast, should the Department desire to fit out the ships, as usual from this port. Admiral McCalla, and Pay

Inspector Carpenter both informed me that they would be very glad to honor our requisitions for anything they carried in stock, either general stores, or rations, and they thought reasonably quick despatch could be effected, though transportation facilities were very congested, and still remain so. Sunday, April 29.

Occupied throughout the day in packing remaining personal effects left in San Francisco and arranging to have them transferred to Oakland.

Monday, April 30, 1906.

Took up the work in regular order at the office, straightening out accounts, preparing records for an official report on public property destroyed, that was under my charge. Bos'n Johnson has been set to work overhauling the debris where the General Store stood, to ascertain if there remain among the ruins any articles of use or value to the Government; work in any direction will be very slow for a long time hence. We have no transportation facilities in this portion of the City, except to pick ones way among the ruins, no fresh water, and nothing to eat, beyond what is brought from ones own home, wherever that may be.

I wish to commend Bos'n Johnson and Shipswriter, Reddin for their services and excellent work throughout the great calamity. Both of these men have each day worked very hard under most trying circumstances, if at all times not directly under military authority, their line of work was to assist and care for people in distress, wherever they were found. Bos'n Johnson sheltered 7 refugees in his home in Oakland and is

still caring for that number until they can find other quarters.  
I respectfully enclose herewith one copy of guide made,  
showing the area destroyed by fire. The limits as shown by  
the green lines were established Sunday, April 22, 1906.

Respectfully,

*[Handwritten Signature]*  
.....  
1st. Lieut., U. S. R. C. S.  
Purchasing Officer, P. C.

Approved and respectfully forwarded,

*[Handwritten Signature]*  
.....  
Captain, U. S. R. C. S.,  
Commanding U. S. Revenue Cutter Forces,  
San Francisco, Cal.

REVENUE  
... of Pur

TREASURY DEPARTMENT TELEGRAM.

33WTU NI r 136 Pd Gr

Oakland Cal Apr 24 1906

MAIL DIVISION  
APR 24 4-24 PM

Secty Treassy  
Washington DC/  
Departments telegram 19th received evening twenty second reported  
twenty third as directed and placed tug Wizard impressed her and  
manned by our crew to do duty with the army and McCullough and  
Golden Gate with navy now in charge of harbor front, Hartley takes  
care of incoming shipping and awaiting thetis cleaned up and will  
relieve capt Dunwoody today liuts Berry and Hay arrived yesterday  
shall use all available naval stores on hand for thetis fire in  
San Francisco now under ~~control~~ complete control but quantities  
of stores and have to be shifted from place to place and our  
men that can be spared may be busy on the Golden Gate today  
Carline as Asst to Lieut Dodge  
his duty with the army is completed

Hamlet

RECEIVED AT TREASURY BUILDING AND REFERRED TO:

#9.10.  
Copy. Steamer BEAR, Oakland, Cal. April 24th 1906.

Secretary Treasury, Washington.

Departments telegram nineteenth received evening twenty second; reported twenty third as directed and placed Tug Wizard, impressed here and manned by our crew, to duty with Army, and McCULLOCH and GOLDEN GATE with Navy, now in charge of harbor front. HARTLEY takes care of incoming shipping. Am getting THETIS cleaned up and will releive Captain Dunwoody today. Lieutenants BERRY and Hay arrived yesterday. Shall use all available naval stores on BEAR and THETIS. Fire in San Francisco now under complete control but quantities stores and men have to be shifted from place to place and our men that can be spared may be busy for some time. Shall place Lieut. Carmine as assistant to Lieut. Dodge on the Golden Gate today, his duty with the Army is completed.

Signed....Hamlet.



#5

REPRODUCED AT THE NATIONAL ARCHIVES

REVENUE-CUTTER SERVICE

U. S. STEAMER B T A R.

Oakland, Cal.

COPY.

April 23rd 1906.

To the General in command U.S. Army Forces.

Fort Mason Headquarters, San Francisco, Cal.

Sir:-

In compliance with a telegram from the Secretary of Treasury dated the 19th instant, copy of which is herewith enclosed, I reported to you in person this morning and placed the Tug Wizard, belonging to the W.A.Boole Shipbuilding Company of San Francisco, which I impressed today for Army service, at your disposal. She is in command of Lieut. C.C.McMillan of the U.S. Revenue-Cutter Service and has a crew from this vessel. Steam Launch #1 of the same company has been used by me since the 19th instant, doing relief work under your Department from Fort Mason and Presidio, and I have used her today for carrying blankets and tenting outfits from Fort Baker to Fort Mason, and refugees and their baggage from San Francisco to Oakland. The Tug Milton of the same company has been in use since the 21st, and has had a crew from the Navy. I wish to make you this written report as a matter of record.

I am, Sir, Respectfully yours,

Signed.....O.C.Hamlet.

*O.C. Hamlet*

IN RE

REPRODUCED AT THE NATIONAL ARCHIVES

OFFICES OF  
**BRANDENBURG & BRANDENBURG,**  
ATTORNEYS AND COUNSELORS AT LAW,  
ROOMS 20, 21, 22, 23 & 27  
FENDALL BLDG., 344 D STREET, N. W.,  
WASHINGTON, D. C.

EDWIN C. BRANDENBURG.  
CLARENCE A. BRANDENBURG.  
F. WALTER BRANDENBURG.

LLOYD A. DOUGLASS.  
STUART F. OBERLIN.  
WILLIS HARIAN.

LONG DISTANCE PHONE, MAIN 667  
CABLE ADDRESS, "OAHHAND."

VS

Nov. 10, 1906.

The Secretary of the Treasury,  
Washington, D. C.

Sir:

Enclosed herewith please find two bills of W. A. Boole & Sons, one for the sum of \$1500.00 for use of the tug "Wizard" and the other for the sum of \$500.00 for the use of the launch "W. A. Boole & Son, Inc. #1", possession of both of which were taken by the Revenue Cutter Service shortly after the earthquake, in which instance, our client was advised that compensation would be made for the same. Will you kindly advise us whether you have any funds out of which these bills may be paid and if not whether you will have a certificate attached thereto to the effect that they were in service for the time indicated and that the claim is reasonable.

Very truly yours,

*Brandenburg & Brandenburg*

Enclosure.

Copy.

Oakland. Cal.

April 22 1906.

Secretary Treasury,

Washington, D. C.

Will try and get men back to ships today as fire is now under control. Plenty men from Army, Navy and Milita to police city. equipped with camping outfits which our men lack, and I have no means for releive them for rest and recuperation.

Chronometers BEAR and THETIS lost in fire. Shall start work on THETIS as soon as I can get men. Have suffered much with the rest from Earth Quake and fire, if possible, can some other Captain make the Arctic Cruise and let me remain by the BEAR to get my family moved out of San Francisco and provided for elsewhere

Signed.....Hamlet.



REPRODUCED AT THE NATIONAL ARCHIVES  
REVENUE-CUTTER SERVICE

U. S. STEAMER B E A R.

Oakland, Cal.

April 23rd 1906.

Flag-Captain, U.S.N.

U. S. Flag-Ship CHICAGO,

San Francisco, Cal.

Sir:-

In conformity with a telegram from the Treasury Department I have reported to the Admiral and placed the Revenue Steamers GOLDEN GATE and McCULLOCH on duty with the Navy in performing relief work in San Francisco.

The officers in Command of the vessels will soon report for duty, and copies of their orders are herewith inclosed.

Respectfully yours,

Signed.....O.C.Hamlet.

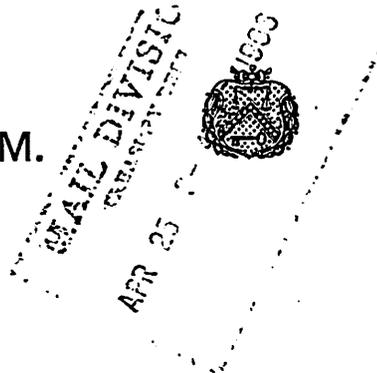
Captain, U.S.R.C.S.,  
Commanding.

TREASURY DEPARTMENT TELEGRAM.

31WU FO R 112 Coll.

Oakland Cal Apr 25 1906

Secty Treasy  
Washn D.C.



All available forces from Bear and Thetis were placed under general funston the day of the earthquake. All Revenue cutters officers and families here uninjured and accounted for, one Japanese boy from Bear tried to commit suicide during fire but was discovered and sent to hospital at Mare Island. Have no report from there. Navy does not need McCulloch sent to Sausalito last evening to guard and help serving out relief stores under red cross management and to police town if needed. Shall go over there today. Dunwoody does not desire any leave now shall place him in charge of office appraisers building till carmine can return from duty with navy

Hamlet.

RECEIVED AT TREASURY BUILDING AND REFERRED TO:

# 13.

30

COPY.

Oakland, Cal.

April 25th 1906.

Secretary Treasury,

Washington, D. C.

All available forces from BEAR and THETIS were placed under General Funston the day of the Earth Quake. All Revenue Cutter officers and families here uninjured and accounted for. One Japanese boy from BEAR tried to commit suicide during fire but was discovered and sent to Hospital Mare Island-have no report from there. Navy does not need McCULLOCH, sent her to Sausalito last evening to guard and help serving out Relief Stores under Red Cross management and to police town if needed. Shall go over today. Dunwoody does not desire leave now. shall place him in charge of office Appraisers Building till Carmine can return from duty with Navy.

Hanlet.

#19.  
 TREASURY DEPARTMENT,  
 REVENUE-CUTTER SERVICE,  
 Form 2043.

# OFFICIAL TELEGRAM.



U. S. Revenue Cutter B E A R.

Oakland, Cal. April 28th 1906., 190

To Secretary Treasury.

Washington, D. C.

Have ordered Captain Cantwell to place General Mess on commuted rations till supplies can be obtained. Lieut. Carmine gone to Navy Yard today to make arrangements with Admiral. Dunwoody takes PERRY today. No duty for her here.

Hamlet.

OFFICIAL BUSINESS.  
 GOVERNMENT RATES.

CHARGE TREASURY DEPARTMENT APPROPRIATION FOR REVENUE-CUTTER SERVICE, 190

2-1841

NOTE.—Official telegrams not to be prepaid.

REVENUE-CUTTER SERVICE

U. S. STEAMER B M A R.

Oakland, Cal.

April 26th 1906..

1st Lieutenant John G. Berry, U.S.R.C.S.,  
Revenue Steamer THETIS.

Sir:-

Upon verbal request made by the City authorities you are hereby detailed for duty as Assistant to the Military aid of the Mayor of San Francisco for the purpose of sanitary inspection of refugee Camps and for such other duty as may be required of you in connection with the present relief work.

Respectfully,

Signed...O.C.Hamlet.

Captain, U.S.R.C.S.,

Commanding.



U. S. Steamer "McCULLOCH,"

Sausalito, California,

May 17, 1906.

The Honorable,

The Secretary of the Treasury,

Washington, D.C.

Sir:

I have to inform the Department that the continued presence in port of this Command to cooperate with the civil authorities in the work of maintaining order and rendering assistance to the sufferers from the recent disaster at San Francisco being no longer required, it is my intention to resume the usual cruising duties of the vessel.

Respectfully,

Captain, U. S. R. C. S.,

Commanding.

TREASURY DEPARTMENT TELEGRAM.

19. PO KE E 104 Collect Govt

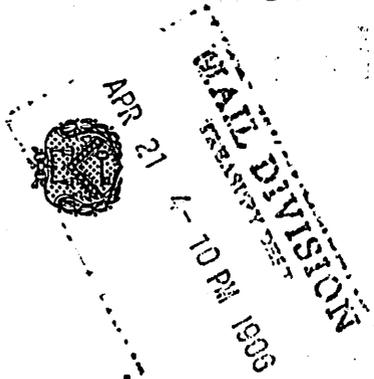
Oakland Calif April 21 1906.

TO Secy Treasy,  
Washn D.C.

All men and officers from Thetis and Bear still in San Francisco doing guard duty. Engineer McMillan has done exceptionally fine work. I have encouraged the men do all they could but they are now exhausted and fire is still burning and attacking the ship ping on the city front. I reached the Bear late last evening and shall return to San Francisco today. Food supplies will soon be exhausted. Stores for Thetis including rations cannot be obtained here. Thetis and Bear uninjured. Shall do the best I can and may have to throw the ship open to refugees, have some here now. Hamlet.

RECEIVED AT TREASURY BUILDING AND REFERRED TO:

2-722



*H. J.*  
Copy.

BEAR. Oakland, Cal. April 21, 1906.

Secretary Treasury.

Washington, D. C.

All men and officers from BEAR and THETIS still in San Francisco Engineer McMillan has done exceptionally fine work. I have encouraged the men to do all they could but they are now exhausted and fire is still burning and attacking the shipping on the City front. I reached the BEAR last evening and shall go to San Francisco today. Food supplies will soon be exhausted. Stores for THETIS, including rations cannot be obtained here. BEAR and THETIS uninjured. Shall do the best I can and may have to throw the ships open to refugees, have some here now.

Signed.....Hamlet.

#1.

Copy.                      Oakland, Cal. April 19 1906.

Secretary Treasury,  
Washington, D. C.

Plenty water at wharf Unalaska. Crew THETIS and BEAR doing guard duty at fire San Francisco since Earthquake. All business portion burnt except Appraisers Building. City still burning cannot say when men can return to ships duty.

Signed.....Hamlet.

COPY.

TREASURY DEPARTMENT TELEGRAM.

WU 11 G WN YS HG 32 Collect Govt.

Fort Mason, Calif., Apr. 21 1906.

Secretary Treasury,

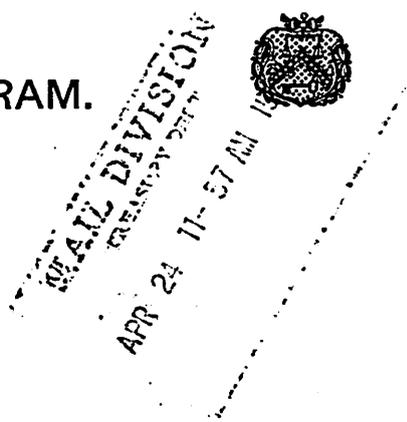
Washington, D.C

Store and stock total loss, office and records safe have been on  
fire line work three days reported to General Funston this morning for  
further detail.

Carmine.

Copied April 24 1906.

RECEIVED AT TREASURY BUILDING AND REFERRED TO:



REPRODUCED AT THE NATIONAL ARCHIVES

COPY.

San Francisco,

April 25, 1906.

Hon. F. S. Stratton,  
Collector.

Dear Sir :-

Certain employees of the Customs Service are taking upon themselves individual credit for saving the Appraisers' Building from destruction by fire, and I hope you will not give too much credence to the tales of individual valor displayed by any one person, until the facts are known, lest honor may be unjustly bestowed on those least entitled to it.

Many of the custom employees did gallant work, but some, I regret to say, did not display an overabundance zeal.

Outside of the soldiers detailed to protect this Government property, the men (about 20) sent here by the Rev. Cutter Bear on Wednesday, the 18th, did most gallant work in preventing the south end of the building from taking fire, and are entitled to great credit therefor.

On Thursday, the 19th, much credit is due to a number of customs employees for assistance, until late at night, in fighting fire at the corner of Jackson and Montgomery streets.

On Friday, the 20th, more customs employees than previously were on duty, and most of them assisted to the best of their ability in fighting fire. On that date Admiral Goodrich, in response to a note from me addressed to any officer of a Rev. Cutter, but which note reached the Admiral instead, sent 20 men to this building who

#12.

REPRODUCED AT THE NATIONAL ARCHIVES



REVENUE-CUTTER SERVICE,

U. S. STEAMER "McCulloch,"

Sausalito, California,

April 25, 1906

Captain, O. C. Hamlet, U. S. R. C. S.,  
Commanding Revenue Cutter Forces,  
San Francisco, Harbor,

Sir:

They Sausalito, Auxiliary of the National Red Cross Association has been organized and I have been requested to act as Chairman of the Executive Board.

It is expected that a quantity of supplies will be sent here for distribution when the supplies at present being distributed by the town authorities has been exhausted. As there is no place available for the storage of the Red Cross supplies just now, I have been requested to take them on board this vessel until other arrangements can be made. I would ask permission to do this.

If it is possible to send us the steam launch of the Bear again, it would greatly facilitate our work over here.

Respectfully yours

*J. C. Hamlet*  
Captain U. S. R. C. S. Commanding

*Have some more supplies sent to me for the  
Bear and I will be glad to take them.*

Berry

REPRODUCED AT THE NATIONAL ARCHIVES



U. S. Steamer THETIS,

Oakland, Cal., May 9, 1906.

The Honorable

The Secretary of the Treasury,

Washington, D. C.

Sir,

As directed by Captain O. O. Hamlet, U.S.R.C.S., Commanding U. S. Revenue Cutter Forces in San Francisco and vicinity, I have the honor to report as to my connection with the work of relief of the sufferers from the earthquake and fire of April 18, 1906.

Arriving at Oakland on the morning of the 23d, I found the Revenue Cutters THETIS and BEAR laid up at Boole's Ship Yard. On reporting for duty, I was assigned to the duty of taking care of the two ships whose officers and men were all on detached assignments, either of patrol or relief work.

On the 26th, leaving Lieut. Hay in charge, I accompanied Captain Hamlet on a tour of inspection of the Revenue Cutter forces, but neither Captain Hamlet nor I could see any opportunity for more officers. The next day I went to San Francisco with Captain Hamlet and to Fort Mason. By that time, there was an abundance of Army Officers there, so I went down to the Mayor's Office at the corner of Fillmore and Bush Streets.

The streets there were packed with a mass of humanity, trying to gain some knowledge of friends lost to them since the fire, endeavoring to find some way to escape from the city with what few articles they had saved, hungry and looking for food, weak and helpless and seeking relief. The excitement was intense and nobody appeared to know how to go about

it to get what was needed. Being in uniform, distracted people began to beg me for information. So I at once began informing myself of the conditions in order to help them. A patrolman of the San Francisco Police Force gave me his map of the city and with that office furniture I opened a relief office on the curb. Presently an old Hebrew, who said that he had a sick wife and four children asked me to find Dr. Jacob Voorsanger, Jewish Rabbi and closely identified with the relief work, to whom he had a note. The Doctor was not to be found, so I took down the man's statement concisely and presented it, with the man himself at the office of Mr. Cushing, who had established a relief transportation office. On my signing the statement with name and rank and stating that I believed the sufferer's story to be true, Mr. Cushing immediately gave him transportation to New Orleans.

This was so easy that I was encouraged to continue. Soon my inquiries led me to Captain E. O. C. Ord, U.S.A., Retired, who had been detailed by General Funston as Military Aid to the Mayor. Captain Ord was handling the confusion so calmly and in such a business like manner that I was delighted and volunteered to assist him. He almost immediately sent me out on a matter of transportation. While on my way to the railroad office, Lieut. Pierce of the 22d Infantry, hailed me and asked me to get him water transportation for some Red Cross stores from the Presidio to Saucelito. Reporting to Capt. Ord, I hurried to Fort Mason where I found Assistant Engineer C. C. McMillan, U.S.R.C.S., commanding the WIZARD, who took me to the Presidio. The red cross stores were not yet there and it was blowing so hard that the WIZARD had to leave to avoid breaking down the wharf. Then I went to Col. Breechman, Medical Corps, U.S.A., to report the conditions and find out either about Mr. Pierce or his requisition. Col. Breechman had erected a big circus tent for a store house for medical supplies and it was blowing to pieces in the gale.

He appeared to be very much concerned about the tent, so I told him how we saved awnings on shipboard in squalls and said that his tent might be saved in the same manner. So, at his request, I ran a few lines over the canvas and pegged both ends down. Col. Breechman facilitated my inquiries in his department and I returned to the Mayor's office.

After the close of business at the Mayor's office, and a dinner improvised at the temporary residence of Captain Ord, where all the cooking had to be done on the sidewalk because San Francisco's chimneys are generally unserviceable, the Captain and I walked down in the moonlight through the center of the burned district about three miles to the ferry.

At the request of Captain Ord, I asked Captain Hamlet, the next morning, to assign me to duty in the office of the Military Aid to the Mayor. On receiving such assignment, I reported for duty to Captain Ord and served continuously with him until the evening of May 5th.

During this time, I was dependent, for meals, on friends, the military or the relief camps, until some of the restaurants began to open, then I got meals there. I slept wherever I could, with Captain Ord until refugees crowded him out; at the headquarters of Captain Rittenhouse, U.S.M.C. ; and at the house of a young man whose family had gone into the country, leaving a magnificently furnished house on Van Ness Ave., on the very edge of the fire; with the rooms all shaken into extreme disorder and the parlors littered with broken statuary and Satsuma vases. Captain Rittenhouse placed one of his saddle horses at my disposal whenever I needed him and the Army officers and civilians were very generous in picking me up with their automobiles and carriages, for the regular means of transportation in a city seven miles long by six miles broad were utterly paralyzed.

This city has not been under martial law one minute during the fire or since. But very few understood that fact. The military forces jumped into the breach when the emergency arose and arrogated to themselves whatever authority was necessary. But the civilians did not understand the military procedure and Captain Ord made it his business to enlighten them, until his office stood in the position of an intermediary between the civilians and the military, and, by the exercise of great tact, he kept the confidence of both. This enabled him to help thousands who might otherwise have suffered severely.

The office obtained muster rolls of many of the camps, obtained reports from all the camps showing housing, sanitary, police and supply conditions, made recommendations on these reports to the proper authorities and practically universally were these recommendations acted upon favorably.

For many days, applicants for clothing were referred by letter to the Depot Quartermaster at the Presidio, an attempt being always made to find out if the facts were as stated by the applicants. Gradually, as the question of supply became more systematized, these applicants were directed to the Chiefs of Supply in their various districts. But during the period of excitement and unorganized relief, our requisitions were honored. Many requests for tents, bedding &c. came to the office of the Mayor's Military Aid,. These were referred with letters to the Depot Quartermaster or to the Housing Committee which had a large store of such things at the Moulder School House, even to spring beds and pillows. We frequently noticed a spirit of emulation among the sufferers, many of them not wishing to receive less clothing or other supplies from the Government or relief committees than their neighbors.

A great deal of the transportation for the military, police and the various committees, together with a great amount for private cases of

destitution, was taken care REPRODUCED AT THE NATIONAL ARCHIVES Aid to the Mayor. Orders were issued to various teaming concerns and a record taken as a check on their vouchers. One day, near the first of the month, a Captain came over from headquarters at Fort Mason to look over the transportation problem with a view toward taking it off our hands, but nothing was done, and we continued to handle it.

Captain Ord made the first move toward systematizing the relief work by having about 400 pounds of cards printed for distribution to the people. The card contained the name of the applicant, the number, and the place of supply. The regular Army ration was printed for each day of the week and when the article called for was drawn, the point of a pencil pricked through the paper made a mark which could not be rubbed out. These cards were used in many places, but I do not know if their use has become universal as yet.

At the first, self appointed but energetic workers appointed men to take charge of relief stations and camps. Later, our office investigated these cases and in many cases where these appointees were in conflict with those appointed by the organized relief committees, I was sent to the points and straightened out the tangle.

Many people who had been refused free transportation or half rates by the Transportation Committee, came to us and, on our investigating the cases, which we could do better than that committee, having better facilities, they would be allowed the transportation, if we found them worthy and sent them back with a recommendation to that effect.

Several people came to us tired and angry, explaining that they had been sent from place to place all over the city and could find no way to get relief. We would find the way and they always went away satisfied. One case was where two daughters of an army pensioner, deceased, wanted to send half a car load of household goods to their new home in Chicago.

The trouble there was that everybody was sending them to the passenger agents of the railroads. We sent them with a letter to the Gen'l Freight and Traffic Manager of the S.P.R.R. who helped them immediately.

Two working girls, during the fire, had paid an expressman to take their trunks to a place of safety. Days afterward, they found the trunks at the office of the express company at 822 Alabama Street and were told that there was an extra charge of ten dollars. They had no money, the charge was unjust and we took the matter to the Chief of Police and followed it up so successfully that they got their trunks without expense.

An old washerwoman was evicted from her lodgings by the police. She came to us and I represented so forcibly to the Chief of Police that his men had no right to evict during a public holiday, proclaimed by the Governor, that he at once ordered her put back.

These are but samples of the varied relief cases attended to by the office of the Military Aid to the Mayor. Nobody had any money. Even well to do people, who had money in the banks, could not get money. I had to borrow money from friends on shipboard although I had ample funds in New York drafts which were, for the time being, valuable only as paper.

Although many sad cases of suffering and destitution came before us, it was remarkable how cheerfully the people took the calamity. They would state their cases dolefully at first, but it wouldn't be long before some phase of the situation would bring a smile to their faces. The Governor of California had proclaimed a holiday for thirty days, for legal reasons, and all San Francisco appeared to be enjoying the holiday.

Now the Army has the situation well in hand. Distributing points have been established. The city has been divided into seven districts for the distribution of provisions, and these districts have been sub-

divided and relief stations established, or continued, in each subdivision. Large gangs of men are at work cleaning up the streets and clearing up the wrecks of many buildings. Only the women, children and infirm men are being supplied with provisions. The camps are generally in excellent condition. At Jefferson Park, on each corner, there is a latrine, connected with the sewer, with running water, crockery bowls and open plumbing. This innovation in camp life was established by Dr. Hanna, Major, Cal. N. G., in whose field hospital is hot and cold water running in pipes and acetylene gas.

Among the poorest classes, the people are living better than they ever lived before and it will be difficult to get them out of their new homes in the parks after normal conditions have been restored.

Professional people, clerks and small dealers have suffered more than anyone else, but they have hardly had time to feel the effects as yet.

The whole business section of San Francisco has been wiped out. The burned district covers at least four square miles and about three quarters of the original population is occupying the remainder of the city.

Business houses are establishing themselves in the residence districts and in Oakland, and it will not be long before San Francisco is going ahead again and rebuilding herself in a substantial manner.

Respectfully,

*John D. Berry.*

1st Lieut., U.S.R.C.S.

Approved and respectfully forwarded,

*C. H. ...*  
 Captain, U.S.R.C.S.,  
 Commanding U.S. Revenue Cutter Forces  
 San Francisco Earthquake and Fire.

Oakland, Cal.

May 1st 1906.

Captain O.C.Hamlet,

U.S.Steamer THETIS.

Oakland, Cal.

Sir:-

At the time of the recent earth quake and fire. I was in San Francisco and respectfully submit the following report of my work:-

I was in my home at 2961 Buchanan Street, Wednesday morning when we were awakened by the terrible shaking. As our house was very badly wrecked, I spent sometime in straightening things up and trying to pacify my sisters. Seeing that the cars were not running, I started to walk to the ferry intending to report on the BEAR, not knowing that a fire had started and that the streets were guarded by soldiers.

On the way to the ferry I heard that many of the buildings had been demolished by the earth quake. I inquired for Mrs. Newman, whose husband is Assistant Engr. on the U.S.S.McCULLOCH, which was on a cruise South. I hoped to get her to a place of safety, and later assist the other officers wives.

When I reached her hotel I found that she had left, and I was unable to find the other officers wives, as I had relied on her to give me information concerning their whereabouts.

I then assisted in removing some of the patients from the Waldeck Sanitarium, and proceeded on my way to the Ferry, helping women and children where I could.

2. Near the Corner of Folsom and Main Streets, I saw Mr. Austin Sperry of the Main St. Iron Works standing in front of his office so dazed that he was not making any attempt to save his books and valuable papers. After satisfying myself that one of the walls of the building, which had been badly damaged would not fall for sometime I persuaded him to give me his keys to the drafting room, and I managed to save all the tracings and some of the instruments. The fire was so close at this time, I had to drop two expensive indicators to break my way out of another door. As the office was in the end of the building, that was not burning, Mr. Sperry and I saved all the data books, propellar gauges, etc. We saved everything in the safe, ledgers, contracts, etc.

After being driven from the building, I stood looking down the street and seeing the outline of a man staggering in the smoke, I started after him followed by a young man, whose name I cant' remember (he was an apprentice in one of the shops nearby). We got hold of the man and dragged him out and found he was under the influence of liquor and would certainly have lost his life, if we had not rescued him. He attacked me with a barrel hoop, after he got on his feet again, but some men of the street who seemed to know him, took him off.

From Spear Street I walked up Folsom to First Street and saw an old woman crying and acting as if she were insane. She told me one of her sons had been killed by a chimney falling on him, after he had jumped from a window in the second story of the house, and had been taken to the morgue. Another son was in the back yard with his leg broken and bleeding profusely from a cut over his temple. A neighbor had gone for an ambulance several hours before and had not returned. The fire at this time was about a half block

3. away, and burning the flimsy houses rapidly, so I decided to move him to a safe place. The old woman appealed for assistance to a man who was passing and he and I improvised a stretcher of an old mattress and some pickets from the fence and started with him for the hospital. When within a block of the hospital, the ambulance overtook us and we placed the injured man in it.

I then assisted an old couple with their baggage aboard the Naval Reserve Steamer MARION, where they were cared for.

As I was going along the water front towards the Ferry to go aboard the ship for a company of men, I met Lieut. Dodge and learned that Assistant Engineer McMillan had all of the men that could be spared from the BEAR and THETIS at the Appraiser's Building. I went down there but could not get in the building as it was guarded by soldiers with orders not to let anyone pass.

It was late in the evening when I left the MARION and the fire was beyond control and I had little hope of saving my home so I gathered up a few valuables and took my sisters to the Beach where they would be safe.

It was about 3 o'clock A.M. when I got Laguna & Union Streets and intended to rest for a few minutes on the curb, when the gas main blew up in the street not fifty feet from where I was sitting. The explosion tore an immense hole in the street and one of the paving stones hit the curb and bounced and struck me on the instep. With the aid of a stick I reached home and one of my sisters, who is a physician, bound it up for me and I slept until noon.

After lunch I helped Mrs. Edwards of 1914 Broadway Street to move her most valuable personal property to a square on Laguna and Lombard Streets and built a camp for them, as there were no men in their party. I also assisted Miss Snook who lived across from Edwards to move her things to the beach.

(4)

While at the square at Laguna and Lombard Streets I noticed that the sanitary conditions were very bad and forced people to dig trenches for their refuse and in other ways to improve the sanitary conditions.

I also made the Japanese and Chinese move to one side of the square, some distance from the rest of the people.

My foot began to trouble me and I thought it wise to rest to enable me to continue the work the following day.

The following morning April 20 I met Captain Dunwoody and he told me that the McCULLOCH was in and that he had a letter asking for arms to be used in Sausalito, as they were expecting trouble and advised me to go over, which I did, and reported to Captain Cantwell. Captain Cantwell wished me to sleep that night and go on duty in the town the following night. After thinking the matter over, I asked Captain Cantwell, to allow me to go back to San Francisco and continue straightening things out in the Square at Lombard and Laguna Streets, which I did, and I worked until early in the morning running water pipe for the convenience of the people in the square.

The following morning the Marines from the war ships were put on duty around the square, so there was nothing more for me to do there.

After resting a few hours I reported to Captain Wren, who was assisting General Funston, and was given an automobile to carry dispatches and continued this duty the rest of the day.

Sunday morning I met one of the men from the BMAR and he told me he had orders in his pocket for Mr. McMillan and his men to return to the vessel, so I also reported to the Ship.

Respectfully,

*J. W. Glavin*

2d Asst. Engr. U.S.R.C.S.

Respectfully submitted

*C. H. ...*

Captain, R.C.S., Commanding.

TREASURY DEPARTMENT TELEGRAM.

WU 562 A NY QM K 51 Paid Govt.

San Francisco Calif., May 4 1906

MAIL DIVISION  
TREASURY  
MAY 5 10-41 AM 1906

TO Hon. Secretary of the Treasury,  
Washington, D.C.

Sir: "Golden Gate" placed under orders of Admiral Goodrich U. S. N. by order of Captain Hamlet on April 23rd released from Navy on May 1st and resumed regular duties while under navy performed all duties required by Collector Stratton.

Lieut. Dodge.

Copied May 5 1906.

*the secretary of navy has  
been*

RECEIVED AT TREASURY BUILDING AND REFERRED TO:

2-721

COPY.

TREASURY DEPARTMENT TELEGRAM.

WU 232 CH Q8 JN 113 Collect Govt.

Oakland Calif., Apr. 22 1906.

MAIL DIVISION  
TREASURY  
MAY 7 10-23 AM 1906

TO Secretary Treasury,  
Washington, D.C.

Shall try to get men back to ships today as fire is now under control plenty of men from army navy and militia to police city equipped with camping outfits which our men lack and I have no means of relieving them for rest and recuperation Chronometers of Thetis and Bear lost in fire shall start work on Thetis as soon as I can get men have suffered much with the rest from earthquake and fire. If possible can some other captain make the Artic cruise and let me remain by the Bear to get my family moved out of San Francisco and provided for elsewhere reply requested.

Hamlet.

Copied May 1 1906.

RECEIVED AT TREASURY BUILDING AND REFERRED TO:

2-722

McMillan

Oakland, Cal.

REPRODUCED AT THE NATIONAL ARCHIVES

Captain O.C.Hamlet, U.S.R.C.S.,

May 1st 1906.

Commanding U.S.Steamer BEAR.

Oakland, Cal.

Sir:-

Herewith is submitted my report to you of the Earth Quake and Fire on the morning of the 18th instant.

I was staying ashore at the California Hotel on the 7th floor the night previous of the earth-quake. I was awakened by the earth-quake and my first instinct was self preservation, but after the motion had subsided I dressed myself completely and left my room, escaping with my life, later I learned that a friend of mine, Dr. Stinson, lost his life on the floor above me, having been killed by the falling of a large chimney which also destroyed the fire-house next door and wounded Chief Sullivan of the San Francisco Fire Department, who has since died from his injuries.

On gaining the street I met Chief Engr. J.E.Dorry, R.C.S., we then took a walk around town for a few minutes and upon learning from the firemen that the Military had been called out, I only delayed long enough to assure my mother and brother that I was alive and then proceed towards the ferry building in search of either Captain Rogers; Dunwoody or Lieut. Carmine, as I wanted to get in touch with the highest authority, but as I was unable to reach the ferry station on account of the fire on the front I then proceed to the Golden Gate, where I met Lieut. Carmine, who was then getting his family on board to take them to a place of safety. After consultation with Lieut. Carmine I decided to come to the BEAR and THETIS and take all the men available and report to the highest Military authority at the Appraiser's Building.

The following are the men who composed the landing party:-

Boatswain Hallberg.....THETIS.

Gunner Smith.....THETIS.

Quartermaster C.Johnson.....BEAR.

2.

Quartermaster W.Hickey.....BEAR.  
 Seaman H.Hink.....BEAR.  
 Coxswain N.P.Nielsen.....BEAR.  
 Fireman T.Lavery.....BEAR.  
 Seaman J.Dolan.....McCULLOCH.  
 Coxswain A.E.Rohrer.....McCULLOCH.  
 Boy. N.Mogavicuag.....BEAR.  
 Steward H.Hamano.....BEAR.  
 Cook Y.Minataya.....BEAR.  
 Boy S.Echisba.....BEAR.

All arrived with cutlasses and revolvers upon arrival in San Francisco we proceeded to the Appraiser's Building, where I reported to Mr. Hamilton, Chief Deputy to Collector Stratton, for such duty as might be necessary. He requested me to station the men on the different floors as I thought best for the safety of the building. I stationed the men on the two floors on the S.E., corner with orders not to allow any one to move any valuables or Government property from the building unless they were authorized by Mr. Hamilton or me, and to keep out all sparks and keep the window casings cool. In my opinion the party saved or helped to save the building.

The Men also helped the fire-department to run out hose and keep the crowd which had congregated from interfering with the work of the firemen. I also induced a Captain of the fire-department to bring his engine to the corner of the building where it did most valuable service.

Late in the afternoon after the building was in my opinion saved and as we had no rations I proceeded to the California Hotel where the Steward, Mr. Downing, gave the men supper and would not accept pay for same or put in a bill and I hope the Department will take suitable action in thanking or remunerating him. After the men <sup>were</sup> through we returned to the Appraiser's Building where I met you.

3. By your direction I left the party at the Appraiser's Building and taking Seaman Hink with me I started in search of General Funston, U.S.A., or Mayor Schmitz, not being able to find General Funston, U.S.A., I reported to Mayor Schmitz at the Fairmount Hotel. He informed me that he wished me to bring my squad there so as to be close at hand in case of need. He also placed an automobile at my disposal to return to the Appraiser's Building. On my return I found the party engaged in keeping the crowd back from interfering with the Engineers, U.S.A., who were at the time dynamiting the buildings in the vicinity of Montgomery and Pacific Streets. Dolan, was at this place guarding the dynamite. The Army being in force and having sentinals on every post that our men occupied, and after consultation with Captain Wolf, U.S.A., I withdrew the men to the Fairmount Hotel, where the Mayor and Chief of Police provided us with coffee and sandwiches. Upon our arrival here we stowed several tons of dynamite and powder in the Fairmount Hotel that the Army authorities had brought in from the Presidio. The Chief of Police then offered us a place to sleep in the Fairmount Hotel, but preferred to be on the outside, he then told us that we could occupy the barn of Mrs. Hunington, in the next block, which we did. This was about 12-00 P.M., the men having been on duty since noon were tired. About 2 A.M., there was a report that a fire engine in Chinatown was disabled for want of men and I proceeded there with the following men:- Chief Oiler W. Griep, he having arrived in the meantime, also Seaman HINK; Rohrer; Dolan; Quartermaster Johnson and Fireman Lavery to man same, but on arriving we found the crew alright, but needed help in moving the engine and hose, in this we aided the crew running the engine by hand. While we were aiding the engine crew the Under Sheriff drove up and asked if we could aid him in removing the prisoners in the county jail to a point of safety. I told him we would if he got permission from the Mayor. While he was getting permission I heard that there was a crippled chinawomen on Jackson Street between Kearney and Dupont and upon investigation I ascertained that it was so, she had been abandon

4. -ed apparently and could not walk; her legs having been removed at the knees, so we helped her to a place of safety and then reported at the County Jail, where I found a company of Militia. I placed my squad at the disposal of the Sheriff and upon the chaining of 28 murderers and life timers, several of whom were under sentence of hanging and were considered very desperate, I formed the squad around the prisoners and the Militia escorted the unchained men. I then gave orders to the men to carry drawn revolvers and to shoot the first man in the line who attempted to escape, but happily there was no need of such desperate means. We escorted the prisoners to Fort Mason and then left them in charge of the Militia.

We then returned to the Fairmount Hotel to report to the Mayor, but he had in the meantime abandoned the hotel, the fire having crept up to it; this was about 9-00 O'clock when we arrived at the Fairmount Hotel of the 19th instant.

Assistant Chief O'Brien of the Fire Department requested me at this point to aid him in getting men to help in moving a line of hose and a fire engine at the Hopkins Institute of Art, so I placed a line across California Street and Mason Street and held every able bodied man who was not working and forced them to help play the stream on the fire, we also ~~XXXXXX~~ forced the on-lookers to remove the costly oil paintings and curios from the Art Institute to the lawn of the Jennie Flood Building, where the canvasses were cut from the frames and were removed to a place of safety. We also forced the crowd to tear down a staging which endangered the Fairmount Hotel.

When it was seen that the buildings on the hill were doomed and that it was advisable to use dynamite, Captain Curtis, U.S.A., requested me to clear the streets and to force all the people down Taylor Street, this was about 11 or 12 M. This I proceeded to do when Captain Wagner, U.S.A., also arrived and he took Mason Street so we forced the people down Taylor Street and about 4 P.M., after consultation with Captain Wagner, U.S.A., I decided to open a grocery store that was in the path of the fire; this store was near Pacific & Taylor Street.

5. We opened this store and called for volunteers and removed all of the canned goods out of the store to a place of safety and after we had all of these goods out of the store we issued them to the hungry people and fed according to one count 1200 men and women, most of them had children so that I think the count is safely 1400 people who would otherwise have been starved.

On the retreat from the Fairmount we were joined by a volunteer, Meyer Katz, clothed only in trouser; hat and oilskin coat, armed with a Winchester rifle which was empty. He did most efficient work and since has been enlisted on the THETIS as a coal passer. I cannot say too much in his praise.

On the retreat the following men:- Johnsen; Hink; Katz and Hickey dragged an injured chinaman from a wrecked house; we turned him over to the Army force for medical attention.

I was also forced to requisition an empty hack to remove an aged sick woman to a place of safety, this I did placing Chief Oiler Griep in charge with orders to place her in a place of safety. We had considerable trouble with some people enforcing them to move out of danger. Fireman Lavery here gave assistance to an aged woman and later in the day gave another woman all the money he had at the time.

9th At about midnight on Thursady we turned in, in a vacant lot on the corner of Vallejo and Taylor Streets, after having posted a guard to keep the people from going up Taylor Street where dynamiting was in progress. I slept in an abandoned bed getting my first sleep since the earth-quake. We turned out about 1-30 A.M., to get clear of a blast and after it went off all turned in for another hour. I had I think in all about 3-1/2 hours sleep.

We had to retreat about 4-30 as the fire was gaining on us, and we established our headquarters at Wrendens Brewery, where there was a fire crew and had our breakfast. Echisba, our cook gave coffee to the firemen and others to the number of about fifty people from about 5 to 8 A.M. I regret to state that later

6. <sup>20<sup>th</sup></sup> in the day or about 10 A.M., he disappeared from sight and was found by Seaman Dolan in the toilet of the Brewery where he had tried to commit suicide having stabbed himself in the throat with his cutlass four times. I had Katz go to the Presidio Hospital for help and he brought a squad of Hospital attendants for the purpose; having worn out three horses on his way to the hospital with the man. From latest reports I have heard that at Eshisba will recover. I can give no reason for this deed unless he became scared or crazed with the awful sights he witnessed.

Katz also broke into a burning building and saved a small billy goat; which is now on the THETIS.

Boatswain Hallberg in the vicinity of Wrendens Brewery arrested a Deputy Sheriff at the instance of some citizens, that he was carelessly discharging fire-arms and was also telling the people to go into stores and help themselves to anything that they wished, upon investigation by Boatswain Hallberg he found said party to be under the influence of liquor and up against a sloon bar, he therefor disarmed him and took his star away from him and told him to go home. Later he complained to me of the action that Boatswain Hallberg had taken, and being considerably under the influence of liquor I put him under arrest, later we had to turn him loose on account of being surrounded by fire, as we were called upon to get the people out of the houses.

He asked me to surrender his star and revolver which I refused to do, and have since turned over to you.

I also arrested a Porto Rician whom I searched for liquor and upon finding in his pockets three purses all fairly filled with coin; and in one pocket a package of pen knives which had apparently been stolen from some store. I had intended turning him over to the Army authorities for trail but the fire forced me to turn our prisoners loose to save our lives.

During the morning I had the men posted on guard on several saloons and with Seaman Hink I was forced to destroy approximately 100 barrels of liquor, not having force at the time to

7. guard same, and the people at the time were all getting drunk and were giving it away to any one who wished it. In this vicinity viz. Wrendens Brewery we opened about five grocery stores and issued the stores to the people.

While employed issuing the groceries of one of the stores Boatswain Hallberg arrested a man at this time for intoxication and insubordination. The other prisoner we had at the time was only just plain drunk.

We gave assistance at the brewery to Assistant Chief McClusky of the Fire Department on a hose line by forcing the bystanders to help run it. Later in the day while delivering food to the firemen which a citizen donated, with Gunner Smith, Seaman Hink and Volunteer Katz, Assistant Chief McClusky came in search of me and requested me to assist in moving another engine and hose in the lumber district, which we did and connected up same, after this assistance had been rendered we proceeded to deliver the balance of the food to the destitute on the beach and Bay Street, when the wagon was unloaded and on the return we found an old lady who was unable to walk; assisted her in the wagon with two other ladies who were exhausted - a little further on we discovered a policeman with a sick wife and nurse in a buggy-his horse having died on the road we made his outfit fast to the wagon and sent both rigs to the presidio in charge of Gunner Smith.

Earlier in the day I was forced to compell an expressman to haul a sick man and women to the hospital in charge of Quartermaster Johnsen. On my return from issuing a load of stores to our Headquarters I found that vicinity nearly hemmed in by fire. Two old men who were not making very much progress in this vicinity were aided by Hink and Katz to escape down Mason Street, undoubtedly they would have lost there lives had they not been forcibly assisted, both desiring to see their homes burn up.

We also at this place assisted a crippled chinaman who was sent off in a wagon to a place of safety.

8. I made a rapid search of of our headquarters at Wrendens Brewery and found none of my men there, they having proceeded to the steam launch, laying at the Gas wharf. At this time Fireman Lavery was assisting two aged women; these are the women to whom he gave his money. After all had assembled on the steam launch, my brother, P.A. McMillan, U.S.N., who was in search of me, came up to us and offered to find us a place to sleep and eat at the Marine headquarters. We proceeded to Fort Mason in the steam launch disembarking and sent the launch back to the gas wharf in charge of Carpenter Tavernd and Chief Oiler Griep. At Fort Mason we obtained rations and the men slept in the barn, the Gunner, Boatswain and myself slept in the tent of Hospital Steward Davidson, U.S.N.

The following morning I reported to the Mayor and he ordered me to report to General Funston; I there upon reported to Major Dunning, U.S.A., Chief-of-Staff., he ordered me to hold my squad in readiness and later on send word by Lieut. Shoemaker, R.C.S., that we should return to the ship. In the meantime Lieut Carmine, R.C.S., had requested me to help him deliver some fish and oysters to the Presidio Hospital whence I proceeded with Hink, Dolan and Katz and the two drivers to the Pacific Coast Steamship Co., wharf, where we obtained a load of fish and oysters and delivered the same to the General Hospital at the Presidio.

These oysters and fish were located by Lieut. Carmine, R.C.S., and were given to him by Captain Wallace of the Pacific Coast Steamship Co., and were to be delivered to those whom Lieut. Carmine thought most needed them, and were found to be a very valuable acquisition to the hospital and were found to be very acceptable. Col. Torney, U.S.A., in charge of the Presidio Hospital thanked Lieut. Carmine, for the interest he had taken on account of the difficulty in procuring a wagon to haul them but finally succeeded in getting a brewery wagon, which the owners of the same willingly did.

9. The launch having been sent for and returned with blankets the men slept at Fort Mason Saturday night.

I accompanied Lieut. Carmine, to the Baltimore Hotel to sleep, this being my first sleep under cover since the earthquake and fire.

Sunday morning got underway in the steam launch and delivered a letter on board the U.S.S. MARBLEHEAD.

The launch boiler giving considerable trouble from leaky tubes went alongside the U.S.S. McCULLOCH to get assistance, Captain Cantwell, R.C.S., offered to tow us to Oakland Creek, stating that he was coming over, but at this time you came alongside in W.A. Boole & Son's launch and offered to tow us over, while waiting for you went to Meiggs Wharf and while there Pilot Jordan asked me to put him aboard the Pilot boat Gracie S., which I did and helped <sup>him</sup> to get underway, later on you came and towed us over to Oakland Creek.

I regret to say that 1 pistol and one cutlass were lost.

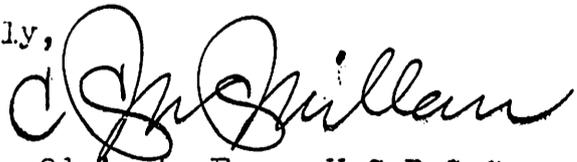
During the whole time the men were out they had very little or no sleep and very poor provisions.

We worked so continuously that we lost all trace of time or date. The men worked cheerfully throughout the whole time, never attempting drink or loot, being ready for any and all emergencies and being at all times a credit to the service.

It would be impossible to single out any one for special praise.

Trusting that both you and the Department will approve of my action in taking the initiative and my subsequent acts, I am,

Respectfully,

  
2d Asst. Engr. U.S.R.C.S.

Respectfully submitted,

  
Captain, U.S.R.C.S.,

Commanding

COPY.

San Francisco,

April 25, 1906.

Hon. F. S. Stratton,  
Collector.

Dear Sir :-

Certain employees of the Customs Service are taking upon themselves individual credit for saving the Appraisers' Building from destruction by fire, and I hope you will not give too much credence to the tales of individual valor displayed by any one person, until the facts are known, lest honor may be unjustly bestowed on those least entitled to it.

Many of the custom employees did gallant work, but some, I regret to say, did not display an overabundance zeal.

Outside of the soldiers detailed to protect this Government property, the men (about 20) sent here by the Rev. Cutter Bear on Wednesday, the 18th, did most gallant work in preventing the south end of the building from taking fire, and are entitled to great credit therefor.

On Thursday, the 19th, much credit is due to a number of customs employees for assistance, until late at night, in fighting fire at the corner of Jackson and Montgomery streets.

On Friday, the 20th, more customs employees than previously were on duty, and most of them assisted to the best of their ability in fighting fire. On that date Admiral Goodrich, in response to a note from me addressed to any officer of a Rev. Cutter, but which note reached the Admiral instead, sent 20 men to this building who

2.

did most gallant work in fighting fire from the north end of the building. I am told these men were from the war vessel "Chicago".

My attention was particularly directed, at various times, to certain individuals through gallant and dangerous acts performed, and upon inquiry was informed that they were Lieutenant Sargent of the "Chicago", Lieutenant Freeman of Mare Island Fire Tugs, and Edward Lyons, an employee of the Southern Pacific Co. in Mr. Horsburgh's department. I hope I have learned these names correctly, because the men I have in mind are entitled to great credit for gallant meritorious, and dangerous work performed, and too much honor cannot be bestowed upon them.

There are others whose names I could not learn who are also entitled to much credit, and I regret their names are unknown to me.

Respectfully,

N. S. Farley,

Deputy Collector.

Wood

REPRODUCED AT THE NATIONAL ARCHIVES



U. S. Steamer Thetis,  
Oakland Cal.

May 9, 1906.

Capt. O.C. Hamlet, U.S.R.C.S.,

Sir: Commanding.

In compliance with your request I respectfully submit the following account of my life and movements during the earthquake and fire in San Francisco; April 18th - 21st.

I was living in the California Hotel and occupied the room 725 on 7th floor of that building.

April 18, 5-14 a.m. Awakened by violent shaking of the building, I remained in bed while the motion continued. Under the impression that the hotel was a steel structure, I trusted in its ability to stand the strain and felt no great concern as to my own safety. I listened intently to the noise from without; my window being wide open, the crashing of the chimneys on roofs of the frame structures in the rear of the hotel was a continual roar, broken only by the louder thundering as the high hotel chimneys fell. The tank on the roof of the theatre adjoining sloped its water like a bucket on a freight truck.

As soon as the motion ceased I dressed hurriedly in my usual street costume and started down stairs. On the way down I gave my hat away to a distressed gentleman and returned to my room for another. Going down again, at the 3d floor I assisted to move a lady who had been injured in the next building, to one of the chambers.

My room was in the west wing of the house and very little plaster

had fallen there; but in the front of the house and at the arches in the corridors considerable plastering and some bricks had fallen, and people in that part of the house were considerably scared.

On reaching the office I found most of the guests of the hotel gathered in the lobby and in the street in front, in various conditions of dress according to temperament, but no panic or undue excitement.

5-30 a.m. In company with Mr Hague of the A.H.S.S.Co., I took a walk hurriedly through the business and commercial part of the city to observe the effects of the earthquake. Our course was from hotel up Bush Street to Grant, to Market, to Fremont, to Mission, return to Market, to Battery, to Broadway, to water front, along water front to Howard, to 2d., to and across Market to Post, to Kearny, to Bush, to hotel.

6 a.m. As we entered the hotel we were told by Mr G.R. Bullen that one of the guests of the house, Dr Stinson, was buried under the bricks of a fallen chimney on the 8th floor. We hurried upstairs and with others worked with all possible haste in digging away bricks, mortar and debris, in hopes of saving the mans life. After two hours work the body, still warm but lifeless, was recovered.

The body was laid out in the next chamber. I then returned to my own room, changed my clothes and took a rub down. I was so fatigued from the exertions of our life saving attempt that rest was absolutely necessary. I returned however to the room where the dead man lay and sat down there, staying by while preparations were being made for the removal of the body. From the window of this room on the 8th floor I could look over the lower part of the city. The fire was spreading rapidly and seemed to be continuous from

about 5th street to the water front, and north, east of Sansome street to Clay. After an hours rest I was much refreshed and being relieved of the watch at the dead body, I descended to the lobby.

10 a.m. Walked south on Kearny to watch the fire; the call building was burning at this time. Returned and meeting a friend with a buggy, we rode north on Montgomery Street to Washington. The guards would not allow us east of Montgomery in this locality. Looking down Washington Street I could not see any fire near the Appraisers building at this time. We returned to the hotel and later walked to Jones Street near Market to watch fire in that direction.

Until about mid-day I had felt confident that the fire would be checked at Market Street on the south and at Sansome Street on the east. So sure was I of this that I made no attempt to get my baggage ready, notwithstanding the fact that my orders to the THETIS, received on the 16th., made it my proper course to pursue even if there had been no fire going on. My discouraging physical condition of the previous eight months <sup>had</sup> left me with no thought of my services being of any use to the government or to the burning city.

1-30 p.m./ Walked north on Kearny Street and by roundabout way to the north end of the Appraisers building. Here I met Deputy Collector Hamilton and with him walked around to the corner of Montgomery and Washington Streets. The fire was burning on both sides of Sansome south of Washington. I remained in this vicinity until the Appraisers building seemed to be out of danger. I then made my way to the top of Telegraph Hill to watch the fire. While here I saw the fire break across Montgomery Street following what appeared to be a premature explosion of dynamite. The sight of the fire from this place was appalling. The flames were mounting higher than the

flag pole on the Call Building of the wireless telegraph pole on the Merchants Exchange.

Convinced now that the hotel was in danger I returned, going roundabout by way of Knob Hill to observe the fire now spreading farther west and south beyond the City Hall and Post Office.

A general exodus was going on towards North Beach and over the hills towards the parks. All kinds of vehicles were being pressed into service from automobiles, trucks, carriages and delivery wagons to pony carts, toy wagons and baby carriages. Chinamen were dragging trunks with ropes, in addition to their customary poles and sacks.

4 p.m. Arrived at the hotel; met Asst Engr McMillan with a squad of men from the Bear and Thetis. Mc Millan informed me that he had been working with the squad at the Appraisers building and had come to the hotel to get a dinner for his men.

I consulted with Mr McMillan (who had a trunk at the hotel) and also with Mr Bullen and Mr Corry, guests of the house; and we decided to try to get our baggage to Meggs Wharf and put it on the Golden Gate or the Hartley. The men from the Bear assisted to get the baggage down stairs. McMillan and squad then left to go on duty at the Mayor's office.

Bullen succeeded in engaging a small one horse express wagon on which we packed most of our baggage. With the load, Bullen, Corry and myself started north on Dupont Street intending to avoid the hill by going through Chinatown. At Sacramento Street however we found lines of hose leading up the hill guarded by sentries with strict orders to allow no one to cross them. We turned to the westward and tried to climb the hill but found it to be impossible with the load of trunks. No other course being open so far as we knew we

concluded to return to the hotel, leave the trunks there and go on with the light baggage, trusting to luck that the hotel building would turn out to be as fireproof as advertised.

Bullen and Corry started for North Beach with the light gear and I remained at the hotel with the trunks. Being much fatigued I sat down and thought over the situation, regretting not a little, of the wasted time of the morning.

7-30 p.m. Got supper in the dining room, a few servants of the house having remained. Later walked out to Post on Kearny; the Occidental hotel was burning with great fury. The Crocker Woolworth Bank took fire as I watched it. West on Post Street to Union Square, found the park filling with refugees and their luggage.; decided that this open ground afforded a chance of saving our trunks. I returned to the hotel and tried to find a conveyance. Not even a wheelbarrow was to be had. Many people were dragging trunks along the pavements, others rolled them, still others tore them open when tired, selected the most highly prized articles, slung them over their shoulder and trudged on, abandoning the trunks. I concluded that I could drag trunks myself. I dragged one trunk by the handle and made the four blocks to Union Square successfully. Found a rope and made a second trip more easily. On starting for the third trip I found a colored man with a warehouse truck not in use. After some argument I persuaded him to help me get the the rest of baggage for a fee of five dollars. Having secured all the trunks in my charge and piled them in a flower bed in the square I returned to the hotel. The head clerk was taking the valubles out of the safe;-I was reminded that I had but little money on my person and would surely need more. The clerk kindly

loaned me \$25.

10-30 p.m. The fire had crossed Pine Street into the block on which the hotel stood. After I had rested a little I left the house and made my way up Knob Hill to the home of an old schoolmate where I hoped to find a lodging for the night. The house was full however with refugees, at least appeared to be. I sat down on the steps for some time to rest, then started for Meggs Wharf, hoping to find the Golden Gate.

Going down the hill I found the people along the route sleeping in the doorways or out on the street. The steep grassy streets seemed to be favorite resting places. The pavements were strewn with abandoned luggage of all kinds. Chinamen were pouring out of Chinatown in hordes; the burning of great quantities of small explosives there was like musketry and together with the booming of dynamite by the fire fighters, suggested a great battle.

At Meggs Wharf the Golden Gate was not to be found and I continued on to Lombard Street wharf in search of her without success. On this journey I witnessed the wrecking of a Fire Department truck in one of the fissures made by the earthquake, due to the carelessness of the driver. The street here formerly a level grade is sunken in places and seamed with fissures, some of them as much as a foot wide.

I returned to Meggs Wharf and there fell in with several men from the Bear who had been sent down there to take care of the launch Cub which was moored on the outside of the dock alongside a schooner. None of the men understood running the launch engine so I assisted them to steam her around to the fish wharf where the Hartley is usually moored. It was now about 1-30 a.m., I was very tired and laid down in the launch and tried to sleep.

April 19,

4 a.m. I left the Cub having found sleep impossible as I had grown cold and stiff. I was considerably rested however and started for Knob Hill again curious to get a view of Union Square, anxious about my baggage. Arriving at the corner of Mason and California Streets I found a tired engine crew working with a disabled engine. I helped to haul it out of the way and get the hose to a new one. The fire was burning on both sides of Powell and Bush streets less than a block below. While standing at the corner watching the fire I noticed an old man leaning on a gate part way down the hill on Mason Street. He was evidently in great distress. It was but a few rods from the fire and he appeared to be too weak to go further. I assisted him up the hill and to a place of temporary safety.

6 a.m. I could not get sight of Union Square on account of the fire and smoke in that direction. I concluded to go to the home of my old schoolmate Tracy who lived on Jones Street near Clay, but a few blocks away. I found the people of the house just leaving, everyone overloaded with luggage. Seeing the ladies of the house struggling with baskets and bundles, nothing else occurred to me but to help with the load. I made two trips with them from Jones to Broderick Street.

3 p.m. I left my friends, after a rest and a lunch which I enjoyed much, as it was the first food since leaving the hotel. I made my way towards Meggs Wharf in hopes of finding a Government vessel on which I could get some sleep. On the way stopped several times to help tired refugees up the hills with their baggage. Arriving at the Golden Gate's usual mooring berth I found no vessel there so continued to Lombard Street. A ferry boat was at the next slip taking

refugees for Oakland. I boarded her and laid down on a seat to rest. I remained on the boat an hour. The vessel was waiting for a load and as there were very few people coming that way at the time I concluded to go on to the main ferry and get a quicker passage to Oakland. Arriving at the ferry building I just missed a boat and had to wait until 7-20. I made my way to the Bear at Boole's yard where I got a supper and a good nights rest.

April 20,

7 a.m. Lieutenant Carmine arrived much fatigued from a nights work fighting fire in the city.

9-30 a.m. Left the Bear on the launch of Boole & Son for San Francisco, intending if possible to get to Union Square and find my trunks. Boatswain Thurber, Chief Oiler Loken and a fireman from the Bear were also on the launch going to bring back the Bear's launch, which had not returned. Arriving at Meggs Wharf we found the Golden Gate there but did not find the Cub. I consulted with Lieutenant Dodge and Chief Engineer Dorry. The fireman was sent below to help out in the fireroom of the Golden Gate. With Thurber and Loken I made my way to Union Square through the burned district. I found no sign of my trunks where I had left them but after a long search discovered one of them on an express wagon which was being loaded with unclaimed baggage for transportation to Oakland. Concluding that the rest of the trunks were somewhere in the load I got the name and address of the man in charge and started back for Meggs Wharf, returning by way of Market Street and the water front.

1-20 p.m. passing pier 25, the men a few yards ahead of me, I heard a cry of fire from a refugee on the wharf. Called the men and hurried inside the gate. A small fire had started from a cinder on the

planking. At the same instant another was reported on the roof of pier 27. The first fire I showed to the watchman, then hurried with the men to pier 27. A ladder was found inside, the watchman procured two buckets and ropes. Loken climbed on the roof and put out the fire. Another fire soon started and we passed up more water and put it out. I ordered Loken to stand by on the roof to watch for more fires. Soon others started and Thurber climbed up to help Loken, an officer of the State Harbor Police (#20) and myself passing the water up to them.

About 2-30 the Police Officer left me in charge of the dock and went to help at the other wharves and to get assistance from the tugs if possible. The north side of Telegraph Hill, the lumber yards and the Sea Wall Wharf were burning fiercely. Fires began catching in the planking inside the wharf shed along the exposed side. I put them out with the assistance of a discouraged wharfinger and straggling refugees.

About 3 o'clock the fire increased, a stream of refugees from the Italian quarter was pouring past towards the ferry; many stop and appeal to me to have a boat come and take them; many abandon part of their effects, often tearing bundles open leaving inflammable material littered about which soon caught fire and added materially to the danger to the wharf. The work of drawing up water, passing part of it to the men on the roof, using more to put out fires inside, encouraging discouraged refugees to persevere for a few blocks more, directing an occasional rattled sentry what to do; all kept me very busy for a time. About 3-15 I hired a small boy to help put out fires, giving him an abandoned tea kettle for the purpose. I persuaded several other refugees to help watch for sparks and tried to hire several able bodied ones to help put out fires but all seemed discouraged and considered the effort hopeless. The men on the roof began to get discouraged, Thurber complained of the heat severaltimes, A box of oranges had been abandoned

near by, I passed up a number to the men to encourage them. The fire continued to get nearer but an undercurrent of air from the Bay was making the conditions better on the dock. A car of live chickens was stand- on the track across the street. It looked as though the fire was surely going to sweep that side of the street. A tender hearted gentleman appealed to me to have the car broken open to free the fowls. I authorized him to break the car open with any tool available. He did so and soon the street swarmed with chickens crowing with satisfaction at gaining freedom. In a short time I was besieged with hungry refugees who needed chickens. I gave them permission to take all they could catch.

4 p.m. Fires began catching from small sparks in the cracks of the wharf planking, the air current carrying the smoke down to the under side so that it was not seen until it was noticed issuing from the edge of the wharf on the other side. This was serious but we managed to put them all out.

4-20 p.m. Tug "Relief" arrived and wet down the outer end of the dock and shed. Later the tug "Markham" arrived and wet down the inner end of wharf and shed, also the ferry slip on the north side where my hired boy had been doing excellent work in putting out sparks. The Markham ran a hose up to the vicinity of the nearest lumber yards north of the bonded warehouses. About 4-50 the Golden Gate arrived and ran hose up to vicinity of the lumber yards. On the arrival of the second tug the men on the roof came down and assisted with the hose.

About 5-35 a Special Officer shot down a man near by who had grabbed a sentry's rifle and run with it. I helped to put the wounded man on an abandoned mattress and sent a boy from the Golden Gate to bring water for him. The Chief Wharfinger passed soon after in a buggy and I requested him to notify a surgeon if he had opportunity. Some

time passed and as no surgeon came and the man still lived, I sent a sailor, who happened by, to the ferry with instructions to report to the officer in charge of the guard there that a wounded man was in need of attention. No one came and the man died in about two hours.

6 p.m. I inspected the rear of bonded warehouses at Sansome and Lombard streets; found a fire smoldering in the shed in the rear of one of the buildings; carried the burning material to the street and stamped it out. Returning towards the docks my attention was called to smoke issuing from the eaves of the American Gun Co's factory. Sent the watchman up to put it out. He returned and reported it out; but as the smoking continued I went up myself and found the fire still smoldering in the roof boarding next the iron sheeting of the roof. I put the fire out myself, using an empty can and a bucket of water brought by the watchman, after cutting away some of the boarding with a hatchet. I stayed by until the roofing was cool enough to assure me that the fire was all out.

7 to 8 p.m. Inspected the coal and wood yard and stables at Greenwich and Battery Streets, found much inflammable material littered about.; directed and assisted men with private hose from the Italian-Swiss Colony Building to wet the inflammable stuff down. Sailors and marines arrived and continued this work. They succeeded in checking the fire east of Battery and south of Filbert Street.

7-30 to 9 p.m. Assisted to put out a fire in a wooden bridge between the buildings of the American Sugar Refinery above Sansome Street. This work was completed by a squad of marines under Lieutenant Hopkins from the Chicago.

9-20 p.m. All fires were out between Filbert and Chestnut streets east of Telegraph Hill. A fire was smoldering in the warehouse of the California Fruit Cannery Co on Sansome Street, It looked as though one

-12-

more stream of water could save it and several adjoining buildings.

All the tugs in the vicinity appeared to be busy. I returned to Lombard Street wharf intending to report the conditions, get the men from the Bear and go with them to Oakland for the night. I found that the vessels there had gone and the men were not about.

9-25 p.m. Started for the ferry. Passing the body of the dead man examined it, found it cold and stiff. Along the railway tracks south of Filbert street the tugs were still fighting the fire. Many refugees had reached the district burned over the day before and had camped there. The street was strewn with abandoned luggage. A northwest wind was blowing and the clouds of smoke and dust were at times almost blinding.

10-20 took the ferry for Oakland and arrived on the Bear at 11 o'clock. I had no supper but had lunched on oranges when the work on the wharf gave me opportunity so the supper was not missed.

April 21,

On this day I accompanied you in the launch to Fort Mason, Sausalito and the Presidio, Landing at Fort Mason about 2 p.m. I made my way to the scene of the fire on the night before. I found that about two blocks more had been destroyed but the fire had been finally controlled. I then went to the Appraisers building where I met Mr Carmine and Capt. Wolfe of the Army. Captain Wolfe informed us that he had arranged to

at the Appraisers Building but that as the

April 22,

I remained at the Appraisers Building throughout this day and the following night to be of use in case the fire engine was needed. I spent the day in the office writing and while there another slight earthquake shock occurred. I continued my writing with considerable difficulty. The shock to my nerves was far worse than the heavy shake of the 18th.

April 23,

On this day I hunted up my baggage and succeeded in finding two of my own trunks, those of Mr McMillan and Mr Bullen, stored in a stable in East Oakland. I got them delivered on board the Bear at the usual cost of such service.

April 24,

Went to San Francisco to look for my remaining trunk. In Union Square, in the side of a small house built of trunks, I found my own trunk, near by a valise belonging to Mr Corry, the last of the baggage left in my charge, to be accounted for. By paying the occupant of the house a tip of one dollar he consented to send both articles to Oakland on the first express wagon going that way. This he did and I received them at the vessel a short time after arriving there.

April 25th and to the present time I have been busy with my duties on board the Thetis.

Respectfully,

*N. N. Wood,*

Chief Engineer, U.S.R.C.S.

Respectfully transmitted,

*O. H. ...*  
 Captain, R.C.S., Commanding.



## UNITED STATES REVENUE-CUTTER SERVICE,

OFFICE OF PURCHASING OFFICER, PACIFIC COAST,

APPRAISER'S BUILDING, ROOM 77,

SAN FRANCISCO, CAL., May 7, 1906.

The Honorable,

The Secretary of the Treasury,

Washington, D.C.

Sir:

I have the honor to submit the following report covering the actions and work of myself, Charles Johnson, Boatswain, U.S.R.C.S., and Wm. E. Reddin, Shipswriter, U.S.R.C.S., on detail in the General Store and Office at San Francisco, Cal., since the earthquake and beginning of the great conflagration on the morning of April 18, 1906, which practically destroyed the metropolis of the Pacific Coast, Wednesday April 18, 1906.

First day, in order of events after the shock that killed many people, destroyed or damaged thousands of houses and rendered homeless, nearly the entire population of the City of San Francisco, my first action, after assisting my family to escape from the hotel in which we were living at the time, was to seek a place of refuge for them, in order that I might assist, free handed, in the great work of caring for and helping others, who were less fortunate in escaping the dangers, without physical harm. About 9 A.M. this date I sent 9 refugees including my wife and small son from San Francisco to Oakland by Steamers Golden Gate and General Sternberg, four of the number including Mrs Carmine and son took refuge on the Bear, while the other 5

sought places with relatives or friends on shore. I then proceeded with all possible dispatch to the Appraisers Building, rescued from the safe in Office, public and private moneys on hand, the purchasing officer's Great Ledger, all unsettled accounts, vouchers and bills of recent issue, packed them in a box for easy transportation; refilled the safe with official records belonging to the Service, locked and left same to share the fate of the building, which at that time seemed doomed to total destruction by fire. The box of money, ledger, vouchers, store lists, account books and bills belonging to the General Store, I transferred, personally, to Meiggs wharf and placed it on board the Revenue Steamer Hartley for safety, pilot Wilson being in charge at the time. Nothing could be removed from the office beyond such articles, or records as I could carry in hand hurriedly. The General Store at this time was surrounded by fire on three sides, and soon the whole block on which it was located became one great mass of flames, it was impracticable to even approach the vicinity, besides fire lines had been established and guarded by the regulars, U.S.A.

Boatswain Johnson, who lives in Oakland, was prevented from reaching the City, during the entire day, as all transportation by water had been cut off early in the morning, just after the earthquake. Mr. Reddin reported for duty, and remained in the office until word had been passed that the building was unsafe, when he cleared out along with the other civil employees of the Government.

After securing the money and records on board the Hartley, I again reached the vicinity of the General Store only to find

the whole place in flames and nearly burnt out; the remainder of the day and night I spent in packing up necessary wearing apparel belonging to my family and transporting same on my shoulders to foot of Van Ness Avenue, a comparative place of safety at that time; during this work I assisted several persons with their baggage, helped exhausted ones to safer places of rest, and provided such food, as was obtainable, to those who were apparently suffering from hunger and thirst.

Thursday, April 19-

Second day, began with assisting people to move their personal effects to the streets, and loading wagons with same for transfer, to points of safety. Bos'n Johnson having succeeded in reaching San Francisco by first and only steamer in the morning, reported for duty at the Appraisers Building, not finding me there he came to Van Ness Avenue and found me about noon, I directed him to return to Oakland at first opportunity and report on Bear or Thetis for duty with the crews of those vessels. Mr. Reddin I did not see this day, though he made every effort to find me, but failing returned to his home and cared for 5 or 6 panic stricken women and children who were alone and practically helpless. In the afternoon when the fire had reached Van Ness Avenue on East Side, volunteers were called for, to aid the exhausted firemen, who were making a last stand to save the Western and Northern sections of the City. I joined the ranks of volunteer firemen and worked on the hose line (at nozzle) until about 4 o'clock next morning, when we had succeeded in beating down the fire at Van Ness Avenue and Sutter Street, thereby insuring the

safety of the Western Addition under, the then, prevailing conditions.

Friday, April 20th-

Third day, I reached the Bear about 7.30 A.M., exchanged my wet clothing for dry, obtained food, a suit of uniform, provided myself with arms,ammunition,canteen and fresh water, then returned to San Francisco; reached the Appraisers Building about 7 P.M.; found it to be the only structure in vicinity not seriously damaged by fire, and at that time well guarded by 20th Infantry,U.S.A., under command of Captain Wolfe. There being nothing I could do at this point, pushed on to Fort Mason and reported to General Funston,H.S.A., Commanding Military Forces at San Francisco for further duty and detail.

Saturday, April 21-

Fourth day. On duty with Major McKinstry,H.S.A., Corps Engineers. In the afternoon while around Pacific Coast S.S.Co's wharf was informed by Captain Thos.Wallace,Superintendent of the line, that a lot of fresh halibut and oysters in shell had arrived from the North, and would be willingly released from the wharf upon proper authority, for the aid of the suffering. I conveyed this offer to Military Headquarters, was furnished with a wagon, and with <sup>2<sup>d</sup> Asst Engr.</sup> Mr. C.C.McMillan <sup>U.S.A.</sup> and his squad of men to handle and guard the stores, hauled over a ton of the halibut and oysters out to the General Hospital at the Presidio, and turned them over to Col. Tomney,U.S.A., who was in charge of the sick and suffering at that institution. This work was completed about 11 P.M.

During this day I sent by wireless, to Mare Island, for

transmittal to Washington, D.C., the following telegram, this being my first opportunity to get off a message of any description:

Secretary Treasury,

Washington, D.C.

General Store and stock total loss, office and records safe, have been on fire line work three days. Reported to General Funston this morning for further detail.

Carmine.

Sunday, April 22:

Fifth day. Met Mr. Reddin, Stenographer, directed him to go to office, clear up wreckage to best advantage, and then look after his family which were very much in need of his services at home. In the forenoon acted as Officers guard on twenty three millions dollars in securities and negotiable notes belonging to the Crocker-Woolworth Bank, during transfer from the Golden Gate to Safe Deposit vaults corner Post, Montgomery and Market Streets, San Francisco. In the afternoon under Major McKinstry's orders, made survey of entire outer limits of the burned District, and charted up the results on guide map, for official use and reference at Military Headquarters. Completed the survey and turned in one finished chart about 9.30 P.M.

Monday, April 23.

Sixth day. Received word that Captain Hamlet, U.S.R.F.S., had been placed in command of Revenue Cutter Forces at San Francisco; made 7 official copies of the preceding days survey work on fire limits, turned them in to Major McKinstry U.S.A., then reported to Military Secretary for release from

General Funston's Headquarters in order to report to Captain Hamlet, U.S.R.C.S., for further instructions and duty.

Tuesday, April 24.

Reported to Captain Hamlet, U.S.R.C.S., was by him directed to report to Lieutenant F.G. Dodge, U.S.R.C.S., for duty on the Golden Gate, joined that vessel same day and remained on patrol duty of the harbor, during the 24th, 25th and 26th. On the evening on the 26th was directed by Captain Hamlet, to resume my duties in the office, relieving Captain F.M. Dunwoody, U.S.R.C.S., who had been placed in charge of the office temporarily.

Friday, 27th.

Received written instructions from Captain Hamlet, assigning me to regular duty in the office of purchasing officer, and directing that Bos'n Johnson also return to his duty in connection with the work of the General Store. I was also directed in these orders to try and make necessary arrangements for fitting out the Thetis with General Stores, and instructed verbally, while in conference with Captain Hamlet, to wire all results of my efforts to the Department direct without waiting to pass same through him.

Saturday, 28th.

Visited Mare Island Navy Yard, called on Commandant and General Storekeeper, explained the situation of our losses in the San Francisco fire, and desired to know if their stock on hand would permit a supply of general stores to our vessels on the Pacific Coast, should the Department desire to fit out the ships, as usual from this port. Admiral McCalla, and Pay

Inspector Carpenter both informed me that they would be very glad to honor our requisitions for anything they carried in stock, either general stores, or rations, and they thought reasonably quick despatch could be effected, though transportation facilities were very congested, and still remain so. Sunday, April 29.

Occupied throughout the day in packing remaining personal effects left in San Francisco and arranging to have them transferred to Oakland.

Monday, April 30, 1906.

Took up the work in regular order at the office, straightening out accounts, preparing records for an official report on the public property destroyed, that was under my charge. Bos'n Johnson has been set to work overhauling the debris where the General Store stood, to ascertain if there remain among the ruins any articles of use or value to the Government; work in any direction will be very slow for a long time hence. We have no transportation facilities in this portion of the City, except to pick ones way among the ruins, no fresh water, and nothing to eat, beyond what is brought from ones own home, wherever that may be.

I wish to commend Bos'n Johnson and Shipswriter, Reddin for their services and excellent work throughout the great calamity. Both of these men have each day worked very hard under most trying circumstances, if at all times not directly under military authority, their line of work was to assist and care for people in distress, wherever they were found. Bos'n Johnson sheltered 7 refugees in his home in Oakland and is

still caring for that number until they can find other quarters.

I respectfully enclose herewith one copy of guide made, showing the area destroyed by fire. The limits as shown by the green lines were established Sunday, April 22, 1906.

Respectfully,

  
.....  
1st. Lieut., U. S. R. C. S.,  
Purchasing Officer, P. C.

Approved and respectfully forwarded,

  
.....  
Captain, U. S. R. C. S.,  
Commanding U. S. Revenue Cutter Forces,  
San Francisco, Cal.

U. S. Steamer GOLDEN GATE,

San Francisco, Cal.

May 1, 1906.

The Honorable,

The Secretary of the Treasury,

Washington, D. C.

Sir:-

I have the honor to submit herewith a report of the work done by this vessel toward quenching the fire along the water front of this City; of the assistance rendered to the homeless and helpless; of the patrol along the wharves to prevent pillaging or forced requisitions and care of the treasure placed on board.

On the morning of April 18, 1906, at about 5.15 o'clock, the city was visited by an earthquake that shook every building in the city, causing many to collapse. Immediately afterward, large buildings in the business section caught fire and within one hour, the whole of that part of the city in the vicinity of Market Street ferries was in a state of conflagration. There were upheavals in some places and depression in others, but the whole of the lower part of the City was twisted so, that the gas mains and connections were broken, and fresh fires started here and there that could not be controlled, also the water mains and connections were broken and all means for fighting the fire with water was cut off, excepting that obtained through the assistance of vessels stationed along the water front. These vessels rendered valuable assistance, and poured water into the flames as fast as their limited means would allow them.

In spite of the efforts made to check the progress of the fire, it continued to spread rapidly, and after reaching the west side of East Street, it started off in the direction of the Pacific Mail Dock, where large quantities of stores and provisions were piled, and many people were hemmed in. The fire continued toward the north side of Market Street where large and costly buildings were located.

After attending to boarding and other duties in connection with

the Customs, I placed the Steamer HARTLEY on duty for boarding and other purposes connected with the Customs; I then proceeded with my command to Oakland, and took on board a detachment of men from the Steamers BEAR and THETIS and landed them in San Francisco to guard the Custom house and Appraisers Building. I then reported to the Federal and State authorities and placed the services of the vessel at their disposal, and received the following order: "Proceed to Pier #10 and render such assistance as required". We proceeded to the place designated and made fast to the south side of the wharf. The hose was run out and the fire fought until 6.15 P.M.. At this hour a very urgent request came from the authorities for me to proceed with the vessel to the Pacific Mail Docks and try to save them. We got underway at once and proceeded to these docks and made fast to the north side. Up to this time, the fire had traveled so rapidly that the docks, and about two hundred people, were walled in on three sides by the burning buildings, and all chance of escape was cut off. The people were panic stricken and hardly knew which way to seek shelter. Many were helplessly drunk and had probably given up to die, and the whole place was in a state of chaos, with no leading hand to guide them until the arrival of the GOLDEN GATE. As soon as we made the vessel fast to the wharf, the hose was run out and at 6.45 P.M. started the pump. The fire was creeping rapidly up the dock, and at first it looked like an almost impossible task to check it, but the men carried the nozzle of the hose up to this seething mass of burning houses and lumber and fought the fire until 11.45 P.M.. At that hour, the progress of the flames on the north side of the dock were checked and kept under control. In the meantime, the people who had been made homeless and were roving the streets, were taken on board, fed, given hot coffee and sheltered, those who were too drunk to move were carried on board and sheltered. They were hauled out of the burning buildings where they lay helplessly drunk, and carried on board the GOLDEN GATE. In this work the lives of about sixty people were actually saved.

In this work too much praise cannot be given the force on this vessel; they fought the flames at such close quarters that their

faces and hands were blistered, their persistence in fighting the fire became so aggressive, that in order to prevent their clothing from catching fire, and injury being done to themselves, they were covered with wet blankets and water was thrown over them by a squad of dock hands detailed for that purpose.

Some of the drunken people referred to in this letter, obtained their liquor from the gutters of the streets. They were flowing with wines and liquors of all kind, that had been let out of barrels and casks by beating in the heads. These people became so frenzied, and determined to interfere with our work, that it was necessary to use almost extreme measures to subdue them.

After the people had been taken on board and the fire checked on the north side, and valuable papers belonging to the Pacific Mail Company had been safely stored on board, we steamed around to the south side of the dock and checked the fire that was creeping up at that side. This fire we fought from 11.45 P.M. until 12.30 A.M. of April 19, when we stopped the pumps and stood by until 8.00 A.M. to render assistance. The amount of property actually saved in this work, as estimated by the State Superintendent of wharves is \$3,000,000 which consists of the Pacific Mail wharves, buildings, the cargoes and supplies stored thereon, all of which would have been destroyed, had it not been for the timely arrival of the GOLDEN GATE.

April 19, at 8.00 A.M. sent all the refugees on shore and proceeded with my command to Meiggs wharf thence to Black Point. At the request of the state authorities, we took on board a number of refugees and transported them to various places on the Bay. This work was continued the greater part of the day.

At 2.00 o'clock P.M. a number of trunks and cases containing negotiable notes and securities of the Crocker Woolworth National Bank to the amount of \$23,000,000.00 were taken on board. The cabin was cleared and the trunks and cases stowed therein, and placed under the care of an armed guard, which was maintained day and night. At 8.30 P.M. made fast to Meiggs wharf at Barge Office, ran out fire hose and wet down the building.

April 20 at 4.30 A.M. conveyed City Firemen to Black Point,

thence to the Roslyn Coal Bunkers and took onboard about five (5) tons of Bituminous coal, and returned to Meiggs wharf. At the request of one of the City engine men, the vessel was moved further along the dock at a point near the foot of Mason Street. At this place the City had placed a fire engine, but on account of its long and continuous service, broke down and became disabled and useless. As soon as the changes were made in order to connect the City fitting with the fitting on board, the hose was connected and the ships pump started. The water was forced to a fire engine stationed about  $\frac{3}{4}$  of a mile up Mason Street, and from the fire engine it was forced to the burning building. In this work most efficient service was rendered. All the pumps in the GOLDEN GATE that were connected with the fire main, were brought in action and a pressure of 90 lbs was maintained on the guage at the fire engine  $\frac{3}{4}$  of a mile distant. At one time it seemed as if we had the fire under control and nearly quenched, but a strong wind sprung up from the westward, which fanned the flames, and drove the fire along a line parallel with the water front. In a short time the whole of that section east of Taylor Street, known as North Beach was fiercely burning. During the progress of this fire, the people became excited and were running and driving wildly in all directions in their effort to get away. As our hose lay stretched along Mason Street and was in danger of being cut by passing vehicles, I stationed as many armed men as could be spared from this vessel, at the different street crossings, with instructions to shoot any one attempting to drive over the hose against their orders. In this way order was preserved along the line of hose until the heat became so intense that it was necessary for the men to fall back. The fire continued to spread and worked in the direction of this vessel, our men were called in and the straggling people, who were cut off from the City by the flames were taken on board and out of danger. The vessel remained at the wharf until the fire surrounded the Gas holder and the Oil tanks at the foot of Mason Street caught fire, when we were compelled to move on account of the heat and danger of explosion.

From Meiggs wharf I proceeded to Sausalito and landed refugees.

On returning to San Francisco, the Brig LURLINE was seen flying distress signals. I steamed alongside and arrested two mutineers and handed them over to the U.S.S. MARBLEHEAD. By this time, the fire that we had been fighting had swept the west part of North Beach district, it had reached the water front and was travelling eastward rapidly, destroying buildings and thousands of feet of lumber. We proceeded with the vessel to the West side of Lombard Street wharf and made fast. As this part of the City is considerably controlled owing to the proximity of Telegraph Hill it was considered the most advantageous part to attack the fire. Our hose was run out and connected with the City line, and from 4.45 P.M. to 7.45 P.M. fought the fire and helped check it at this point. In this work, the Piers between Lombard Street and the Ferries were saved, for had it gone east of this point every Pier along the water front would have undoubtedly been swept away. After subduing this fire, smoke was seen coming from under the eaves of the Sea Wall U.S. Bonded Warehouse and in order to get to the burning part, a portion of the roof had to be cut away. This our men did, and making a clearing, dragged the hose to the opening and poured water in until the fire was out and the contents of the building saved. While this work was going on, vandalism was rampant, firing here and there was kept up by hidden rowdies when finally one man (a longshoreman) was shot and killed, but our work went on until we had stopped the fire and at 7.45 P.M. gathered in the hose, cast off and steamed to Sausalito where we landed men belonging to the U.S. Steamer BEAR and THETIS on the McCULLOCH. Then proceeded to the wharf and made fast at 9.00 P.M. to give the men a much needed rest.

April 21st. After filling the fresh water tanks at the quarantine station on Angel Island, and taking on board Captain J.C. Cantwell U.S.R.C.S., of the U.S.S. McCULLOCH and the men belonging to the BEAR and THETIS, I proceeded with my command to San Francisco. We landed passengers at Black Point, and took on board a number of refugees and landed them at various points on the Bay. Then we went to the Pacific Mail Dock and delivered the records belonging to that Company. There we took on stores and proceeded along the water front distributing

the greater part of the day, and at 7.40 P.M. made fast to the wharf at Sausalito for the night.

April 22nd. At 6.05 A.M. returned to San Francisco and reported to General Funston. Received instructions to render all possible assistance to the people along the water front.

After taking on board A. W. Foster, President of the N.W.R.R. and rendering him service in the interest of the people, We steamed to Pier #9 where our passengers were landed, together with the Treasure belonging to the Crocker Woolworth National Bank. The Treasure was in charge of the cashier and other officials of the Bank but as a further precaution against emergencies, I detailed an armed guard to protect it until safely landed at its destination.

On the completion of the above work, the vessel returned to Black Point, and the work of transporting homeless people to various points of the Bay and distributing of food continued. In all about seven hundred and fifty people were given passage on this day. At 8.20 P.M. after landing passengers we made fast at Sausalito for the night.

April 23rd. Returned to Black Point for orders. As there was nothing special to do we proceeded to Meiggs wharf and supplied the Customs Inspectors with water and provisions, then along the water front to give food and water to those found hungry and thirsty. At 11.00 A.M. boarded U.S.S. CHICAGO in company with Captain O.C. Hamlet, U.S.R.C.S., who had been placed in command of the Revenue Cutter Forces on the Pacific Coast, under instructions contained in the Department telegram of the 19th ultimo. After a conference with Admiral Goodrich at the Admirals request it was decided that the vessel should work under the direction of the Naval authority as he considered her of great value to him to maintain order and protection against fires along the water front. We then conveyed the Collector of Customs to various points on the Bay, and returned to pier #9 and reported for duty to Flag-Captain Badger, U.S.N., and received the following order, - "Patrol water front, twice during the night for the purpose of maintaining order and quenching fires, and to report to the Admiral as often as circumstances would permit." At 6.00

P.M. steamed to Pier #25 and made fast. At 9:00 P.M. got underway and steamed south along the water front as far as the Pacific Mail Dock, thence back to Meiggs wharf and at 10:25 P.M. made fast at the Barge Office.

April 24th. At 2:00 A.M. got underway and steamed south to Pacific Mail Dock, then back to Meiggs wharf and made fast for the rest of the night. At 8:25 A.M. got underway and steamed to Pier #9, thence to Oakland for the Collector of Customs and other officials and returned to San Francisco. I then communicated with Captain O. C. Hamlet, U.S.R.C.S., and received a copy of the the following Department order:

Washington, D. C.

April 19, 1906.

Captain O.C.Hamlet, Revenue Cutter THETIS, Oakland, Cal.,  
Direct all officers and men on McCULLOCH, HARTLEY and GOLDEN GATE to assist General Funston in every way required. You are directed to take charge of the Revenue Cutter Forces. Keep this Department advised. This is telegraphic authority. (Signed) H.A.Taylor, Assi. Secretary.

In connection with this order, I received the following order from Captain O.C.Hamlet, U.S.R.C.S.,

1st Lieut. F. G. Dodge,

Commanding Steamer GOLDEN GATE,

San Francisco, Cal.

Sir:-

In conformity with the Department telegram to me of the 19th instant, a copy of which is herewith furnished you, you are ordered to report to Admiral Goodrich U.S.N. of the Flag Ship CHICAGO, for such duty on the Harbor front in connection with the present duty carried on there by the Navy, as he or his Flag-Captain may issue. You will do all you consistently can in assisting or carrying the Collector of Customs, but report to the Flag Ship as often as you are able, and carry out the orders given you to the best of your ability.

I shall detail Lieut. G. C. Carmine, U.S.R.C.S., as your Assistant

as soon as he finishes his present duty of mapping of the fire district for the Army.

Respectfully,

(Signed) O. C. Hamlet,

Captain, R.C.S.,

At 11.00 A.M. steamed to the wharf of the U.S.S. CHICAGO, and reported to Admiral Goodrich, U.S.N. and received instructions to report to Flag-Captain Badger, U.S.N., and at 3.00 P.M. received the following order,

1. Patrol entire water front and Harbor lines.

(2) During night at such hours as deemed advisable, hail all vessels practicable. Investigate if conditions are O.K.. Permit no stealing or forced requisitions of any description. If violators of this order are caught, take charge of, hold and turn over same to Headquarters. Make day patrol of Harbor as often as circumstances will permit, written orders will be published to morrow. Make out list of provision required for crew, on as economical scale as possible. Keep special watch for fires along the wharves, and be prepared to render all possible aid with fire apparatus and crew of the vessel. Report at Headquarters between 9.00 A.M. and 9.30 A.M. until further orders.

In conformity with the preceeding order, a vigilant patrol of the water front and Harbor lines was maintained day and night, and report made to the Flag-Captain as circumstances would permit, until May 1, 1906, when the vessel was released by the Admiral from further duty in connection with the Navy, and returned to her regular duties in connection with the Customs Service. Then we steamed to Meiggs wharf to await orders from the Collector of Customs. At 5.45 P.M. steamed to Lombard Street wharf and made the vessel fast for the night.

May 2nd at 11.00 A.M. gave orders to the Chief Engineer to blow down boiler and clean same.

Before closing this report, I desire to call the Departments special attention to the willing and efficient service rendered by the force of this vessel. Where the men were called upon to perform hazardous work, the deck and engineer forces united in their effort

to accomplish results, and worked together like one machine. Great courage was shown in many instances that won the admiration of all who witnessed it. They worked night and day without complain of hunger or weariness, and obeyed orders given them with cheerfulness and alacrity. The care they gave to those who were helpless, was like that they would give to their own. Generous to a fault in giving food and water to the hungry and thirsty and apparently a thought of themselves only came, after they had done all they could for the homeless people, and the remains of stricken San Francisco.

In conclusion I wish to state that the only damage sustained by the GOLDEN GATE was blistered paint by the heat of fires, which is now being scraped and gotten ready for re-painting by the ships force.

Respectfully,

*R. G. Dodge*

1st Lieut., U.S.R.C.S.,  
Commanding.

Respectfully submitted through

*Captain O. C. Hamlet*, U.S.R.C.S.,

Commanding U.S. Revenue Cutter Forces.

TOWN TRUSTEES

JACQUES THOMAS, - President  
W. J. MARTIN  
L. C. PISTOLESI  
E. H. SHOEMAKER  
D. T. HUGHES

BOARD OF HEALTH

W. Z. TIFFANY - - President  
C. O. SHARPE - - Secretary  
C. H. PARCELL  
DR. A. H. MAYS  
W. A. COULTER

REPRODUCED AT THE NATIONAL ARCHIVES

**TOWN CLERK**  
**TOWN of SAUSALITO**



The regular meetings of the Board of Town Trustees are held on the Second Monday of each month.

TOWN OFFICERS

Clerk ..... F. D. LINSLEY  
Marshal... JOHN A. HANNON  
Treasurer ..... JOS. V. SILVA  
Town Attorney, O. F. MELDON  
Recorder ..... J. H. PRYOR  
Supt. of Streets, C. H. PARCELL  
Engineer..... C. H. PARCELL  
Health Officer..... DR. MAYS  
Poundmaster.... C. H. BRIGHT  
Nightwatchman.. P. TROUETTE  
Fire Marshal, JACQUES THOMAS

*Sausalito, Marin Co., Cal., June 1, 1906. 190*

To the Honorable Secretary of the Treasury,  
Washington, D. C.;

Sir:-

- On behalf of the Trustees of the town of Sausalito I desire to call your attention to the valuable services rendered this City <sup>by the</sup> U.S. Steamer Mc.Culloch, her officers and men, during the period following the recent disaster to San Francisco and extending for almost a month thereafter.

Immediately after the earthquake and fire which partially destroyed San Francisco, thousands of refugees were driven from the City and sought shelter in our town. Among them were many Italian fishermen and their families, ignorant of our language and laws, sick, destitute and desperate and hundreds of others of the rougher class of the city's population.

The little town with its meager police force was practically helpless to control this horde of transients, constantly arriving by water craft from across the bay. The authorities requested aid from Genl. Funston to preserve order and assist in the work of taking care of these people. The Mc.Culloch, on arrival, was sent here with directions to render what assistance

OFFICE OF

**TOWN CLERK**  
**TOWN of SAUSALITO**



The regular meetings of the Board of Town Trustees are held on the Second Monday of each month.

**TRUSTEES**

- THOMAS, - President
- J. MARTIN
- C. PISTOLESI
- E. H. SHOORMAKER
- D. T. HUGHES

**BOARD OF HEALTH**

- W. Z. TIFFANY - - President
- C. O. SHARPE - - Secretary
- C. H. PARCELL
- DR. A. H. MAYS
- W. A. COULTER

**TOWN OFFICERS**

- Clerk ..... F. D. LINSLEY
- Marshal ... JOHN A. HANNON
- Treasurer ..... JOS. V. SILVA
- Town Attorney, O. F. MELDON
- Recorder ..... J. H. PRYOR
- Supt. of Streets, C. H. PARCELL
- Engineer ..... C. H. PARCELL
- Health Officer ..... DR. MAYS
- Poundmaster ... C. H. BRIGHT
- Nightwatchman .. P. TROUETTE
- Fire Marshal, JACQUES THOMAS

Secretary of the Treasury -2- *Sausalito, Marin Co., Cal.,*

was necessary to the town authorities.

Immediately upon the arrival of the vessel Captain Cantwell conferred with the town authorities and at their request directed his men with such energy, courage and good judgment that complete order was maintained. Not only on shore but in the harbor the men of the Mc/Culloch were on duty night and day. Valuable stores were guarded, the boats patrolled and every boat arriving from the city was subjected to a rigid scrutiny, and if any liquor was found therein it was seized, and in case any of the refugees showed signs of being afflicted with contagious disease, they were compelled to land at a specially designated place where they could be examined by the town medical officers.

In the collection and distribution of relief supplies the Mc.Culloch rendered invaluable aid, transporting food and clothing from the city and maintaining order in its distribution.

I particularly wish to call your attention to the admirable discipline shown by the Mc.Culloch's officers and crew during this trying period. Their conduct was such as to compel the admiration and respect of every one, and the Treasury Department

EES

- President

ATIN

STOLESI

SHOEMAKER

A. HUGHES

**BOARD OF HEALTH**

W. Z. TIFFANY - - President

C. O. SHARPE - - Secretary

C. H. PARCELL

DR. A. H. MAYS

W. A. COULTER

REPRODUCED AT THE NATIONAL ARCHIVES

**TOWN CLERK**  
**TOWN of SAUSALITO**

o o o

The regular meetings of the Board of Town Trustees are held  
on the Second Monday of each month.

**TOWN OFFICERS**

Clerk ..... F. D. LINSLEY  
Marshal ... JOHN A. HANNON  
Treasurer ..... JOS. V. SILVA  
Town Attorney, O. F. MELDON  
Recorder ..... J. H. PRYOR  
Supt. of Streets, C. H. PARCELL  
Engineer ..... C. H. PARCELL  
Health Officer ..... DR. MAYS  
Poundmaster .... C. H. BRIGHT  
Nightwatchman . P. TROUETTE  
Fire Marshal, JACQUES THOMAS

*Sausalito, Marin Co., Cal.,*

190

Secretary of the Treasury-3-

should be proud of such a ship and such a crew, as the citizens of  
Sausalito are proud and happy to have them in this harbor.

Respectfully,

*Jacques Thomas*  
Chairman Board of Town Trustees.

ATTEST:

*John E. Kipp*  
Town Clerk.



## UNITED STATES REVENUE-CUTTER SERVICE,

STEAMER PERRY,

Oakland, Cal., May 15, 1906.

The Honorable,

The Secretary of the Treasury,

Washington, D.C.

Sir:

I respectfully submit the following report of my movements during the interval from April 18th to 27th last covering the period of the recent great calamity which occurred in San Francisco.

I was residing, with my family, at the Occidental Hotel, when on the morning of the 18th at about a quarter after five o'clock, we were awakened by the sudden and unusual roaring and vibrations to realize that the talk which we had often heard of earthquakes and the possibility of a serious shake-up some day, was verified and felt, at first, that the "real thing" had come at last. The vibrations seemed to be in all directions, circular, vertical and lateral and each second appeared to increase in intensity, so that it was difficult to stand upright. The sensations experienced were indescribable, as each moment it seemed that the building would collapse and carry death and destruction to all within. At the first shock we instantly arose, Mrs. Dunwoody put on her bath robe and went out of our apartments to assist a lady friend take her invalid mother down stairs. I dressed myself completely before going down. There was a comparatively small degree of excitement, after recovering from the first shock, the main characteristic seemed to be one of dazed wonder. Some flocked into the street and gazed at the ruin wrought in sur-

rounding buildings, while others walked or sat about the corridor of the hotel, wondering if the end had come.

I found Mrs. Dunwoody on the sidewalk, in front of the hotel, and induced her to return and dress herself, as fires had already broken out in several places. While she was dressing I drew a sheet from the bed and put into it some wearing apparel, put a few things into a suit case and satchel and took them with us down to the office floor. I then left Mrs. D. for a short time to look about and take some observations. I found fires raging in several quarters and in many places between the hotel and the ferry at the foot of Market street, and was told that the boats were not running to Oakland. I met people driven from the burned district by the flames, who had saved nothing but what they stood in and I realized that we might soon have to join the procession. On returning to the hotel I found that a friend, Mrs. Albert Sutton, had arrived, with her automobile, to take Mrs. D. and the few things we had already got together out to her home near the Presidio. Sometime after they left I secured an expressman and saved out of four trunks and four packing cases which were in the hotel, one trunk and one packing case. My uniforms and equipments, which were stored at S. Foster's, were a total loss. The articles which I saved from the hotel were taken to the home of our friend, Mrs. Sutton.

During the afternoon I went down town as far as the hotel at which Lieut. and Mrs. Carmine were stopping, to ascertain, if possible, their whereabouts, but could only learn that they had gone out early in the day.

The fires were burning fiercely and had reached the magnitude of a conflagration. At night fall of the first day it seem as if the

city could not escape destruction. The resort to dynamite instead of arresting the progress of the flames helped to promote it. The complete ineffectiveness of the efforts of the fire fighters, the knowledge, which seemed to be general, that the water supply was inadequate, and in many cases almost entirely cut off, should have produced a state of panic, but there was no exhibition of anything of the sort, and from first to last people kept their heads.

During the next day we learned that the ferry boats were running to Oakland and other points about the Bay, and that many people were leaving the city. While the fire had not reached our locality no one knew but it might ultimately, and as the supply of food was not great we concluded it would be best to go to Oakland. We experienced no difficulty in reaching the ferry station in an automobile. On the way we passed crowds of humanity dragging all sorts of effects in waggons improvised out of lounges with casters, baby carriages doing duty as express waggons, and trunks being moved by means of a rope or a sheet passed through the handle and used as a hauling line, all trying to keep ahead of the fire and making for Golden Gate Park and the Presidio. We arrived in Oakland about noon. I spent the afternoon in getting together some supplies of food and water which were intended for the relief of the family of Mr. and Mrs. Sutton, and I intended taking them to the city as soon as an opportunity offered. It was not until the 21st. when, through the courtesy of Captain Hamlet, who had the use of a launch belonging to W.A.Boole & Co., that I was able to get them across the Bay. By this time the fire had burned itself out and we learned that the Sutton home had escaped destruction. After delivering the supplies, Mr. Sutton expressed a desire to turn over his automobile to the use of the military authorities

and asked me if I could arrange the matter. I visited General Funston's headquarters and made the necessary arrangements, and I am informed it rendered valuable assistance to the authorities as long as they required it. Later in the day I returned to Oakland with Captain Hamlet, bringing what few things I had taken from the hotel on the 18th.

When I returned to the THETIS on the 19th I was informed by Mrs. Carmine, who was a refugee temporarily located on the BEAR, that the force on the THETIS had accompanied 2nd Asst. Engr. McMillan and the available force from the BEAR to the city, to assist in protecting property and doing guard duty.

I visited the city only once in the interval between the 19th and the 24th on which date I was relieved of duty in connection with the THETIS. On the latter date I secured transportation to Portland, Or., intending to leave on the 26th to carry out Department orders directing me to assume command of the PERRY at Astoria. Upon my return I found two telegrams from the Department, one dated the 18th by train from Chicago the 19th granting me seven days leave of absence, and one dated the 23rd informing me that I had been directed by telegram of the 20th (received on the 25th) to join the PERRY at San Francisco. I immediately cancelled my transportation and reported to Captain Hamlet, in charge of Revenue Cutter Force, for such duty as he might assign me, informing him of the above facts and also the Department, and stating that I did not wish to avail myself of the leave of absence which had been granted. On the 25th I received an order from Captain Hamlet to take charge of the Revenue Cutter Office, Appraiser's Building, temporarily, and on the 26th was relieved by Lieut. Carmine who had been relieved from other

duties to which he had been assigned by Captain Hamlet, the PERRY, in the mean time, having arrived I was directed to obey my orders from the Department, to assume command of that vessel. I reported on board the PERRY on the 27th and assumed command on the 28th all of which information has been already forwarded to the Department.

Very respectfully,

*G. M. Dumwoody*  
Captain, U.S. R.C.S.



## REVENUE-CUTTER SERVICE,

U. S. STEAMER McCulloch,

Sausalito, California,

April 22, 1906.

The Honorable,

The Secretary of the Treasury,

Washington, D. C.

Sir:

In explanation of my departure from San Diego, on April 18, 1906, and procedure to this port without orders, I have the honor to state that at 10 A.M. on the 18<sup>th</sup> instant telegraphic reports were received at San Diego, stating that San Francisco had been visited by an earthquake, that the city had caught on fire, that the loss of life had been very great, and that the entire city seemed doomed to destruction.

I immediately dispatched an officer on shore to ascertain if the news was authentic, and if so, to send a telegram to the Department stating the facts and requesting permission to proceed immediately to San Francisco for the purpose of rendering what assistance I could at that place.

Near noon of the same date the U.S.S. Marblehead received orders by wireless telegraph from the admiral commanding the North Pacific fleet, enroute to Long Beach, California, to proceed with all speed to San Francisco, and at 12 o'clock she left port.

At 4 P.M. not having received any reply to my telegram to the Department, and later reports of the condition of

affairs indicate, that it was even worse than at first reported, I deemed it my duty to leave for the scene feeling confident that the Department would approve my action. I therefore wired the Department my decision, and at 4:30 p.m. we left port.

All haste was made, and at 6 A.M. of the 20th instant we reached San Francisco, finding it almost completely in flames.

It was impossible to report to the Department, owing to the fact that all communication with the outside was cut off, and the Collector of Customs could not be reached for similar reasons.

The city was in charge of General Funston, U.S. Army, and as soon as I ascertained these facts I dispatched an officer to his headquarters and tendered the services of this Command to him in any capacity where we could be of use. An officer representing the Commanding General stated that we could not be of any service at that time in that locality, but that troops had been requested to protect Sausalito from rioting and pillage from refugees, who were fleeing thence, and if we would proceed there and afford the protection requested it would greatly relieve his mind, as no troops could be spared for this duty.

We thereupon shifted anchorage to Sausalito, and upon arrival there I visited the shore and tendered the services of the vessel to the local authorities, which tender was accepted. We immediately organized a landing force of thirty men to be used as a patrol of the town during the night, and,

as hundreds of refugees were arriving in boats from the city, began to overhaul these and confiscate all intoxicating liquor found in the boats, and to compel any person suspected of having contagious diseases to land where they could be subjected to examination by the health officers on shore.

During the afternoon a mass meeting of the citizens was held, presided over by one of the County Superwisors, and it was unanimously decided to place the town under martial law, and the Commanding Officer of this vessel was requested to assume complete control.

At six o'clock our infantry section, with two commissioned officers, was sent ashore and patrolled the water front during the night.

There was no disturbance whatever noted, and with the exception of one liquor seller who was suspected of selling intoxicating liquor; whose case was investigated by our guard and who was warned not to do so; there was no action necessary on the part of our force to preserve order. Our men rendered valuable assistance to the relief committee on shore in the distribution of food and clothing to the homeless and destitute, and there is no doubt but that their presence tended greatly to the prevention of any disorder which would likely have taken place had no such force been present.

The next day I had a consultation with the Mayor of the city and told him while I had assumed temporary control of the policing of the town, at the urgent request of the citizens, that I could not legally continue doing so unless a request

from him was made, and it was shown that the civil authority was incapable of preserving order.

It did not appear to me that any <sup>such</sup> exigency existed at the present time, and that I would advise him to organize a civil police force by appointing special deputies from among the citizens, and that I should, in any case, withdraw my men until their services were requested by him as the chief civil officer of the town.

I would however hold them in readiness to land at a moments notice to render any assistance in our power which might be required.

The situation at the present time, then,, is that the McCulloch is lying off Sausalito with all hands on board, and ready for any duty which may be required of us, either to preserve order or to render assistance. In my opinion it is impossible to prevent an immense amount of suffering and inconvenience among the thousands of refugees who are coming over from the city as fast as they can secure transportation this way, and while there is no disorder at the present time, unless the strictest discipline is maintained, it is very likely to occur at any time; and I think that there is no better duty which this vessel could be assigned to just now than remaining where she is in close touch and in perfect agreement with the authorities at this point.

I have received from many sources the assurance that the presence of the ship has contributed more than any other factor toward allaying excitement and calming the fears of the citizens under the present most extraordinary conditions.

I trust my action throughout this matter will meet with the approval of the Department.

Respectfully

*J. P. Cantwell*

Captain, U.S.R.C.F.,

Commanding.