

of property caused by this improvement is estimated at nearly two millions of dollars. At the present time the widened portion of this street has been brought to the required grade, a double-track rail-road laid down with the Nicolson pavement and asphaltum sidewalks throughout nearly its entire length; further adding to the comfort of travel and enhancing the value of property along it.

The contemplated Montgomery Street Extension, a work rendered formidable not only on account of its inherent magnitude, but because of the strong opposition urged against it and the willingness of many, even of those destined to be benefited by its accomplishment, to take advantage of the public necessities, after being initiated in the early part of the summer by the appointment of Commissioners who had appraised the damages and completed a map of the property to be affected by the proposed improvement, was delayed by legal proceedings, which it is expected will be disposed of at an early day, determining the probable fate of this measure for the present.

**BOARD OF TIDE LAND COMMISSIONERS.**—This body, created under a law of the State Legislature at its last session, having organized on the seventeenth of June, proceeded to the discharge of their duties, which consist mainly in establishing the water front of the city south of Rincon Point, and disposing of the State's interest to the land inside of that line. The Board have caused surveys for ascertaining the depth of water to be made, and set apart reservations for all needed docks and wharves; but the duty having been imposed upon them of examining and determining all claims to ownership in these submerged lands, as well as of fixing the prices at which they shall be sold, the progress of their labors has been necessarily delayed—about thirty notices having been served upon them by adverse claimants, up to the middle of October. These claims are based upon possession, improvements, school land warrants, etc., and in the aggregate cover nearly the whole of Mission Bay inside the line established for the city front. The Board, consisting of B. F. Washington, H. P. Coon and L. L. Bullock, have their office on the southwest corner of Clay and Kearny streets.

**SEA WALL.**—Two sections of the Sea Wall to extend along the city front, commenced early in September, 1867, had by the middle of the following month of September been completed except in so far as the embankment might require further filling up in consequence of its settling. These two sections extend, the first from the northern line of Union, along Front to the northern line of Vallejo street, six hundred and fifty feet, and the second from the southern line of Pacific, along East to the southern line of Washington street, seven hundred and forty-three feet, making the total length of the embankment completed and ready for receiving the wall, one thousand three hundred and ninety-three feet. This work complete and including dredging for the foundation, was performed by A. H. Houston, the first section for \$141,030 being \$217 per lineal foot; and the second section for \$206,554, being at the rate of \$278 per lineal foot. Early in October proposals for bids to build the third section of the embankment, extending along East from the southern line of Washington street to the southern line of Market street, seven hundred and twenty-nine and a half feet, was advertised by the Board of State Harbor Commissioners, to whom the business of letting contracts has been intrusted, and a contract was made therefor at the rate of \$219 per lineal foot. So far as constructed, this work seems likely to fully answer the best expectations of the Commissioners and its projectors. The plan of constructing this Sea Wall, the outer edge of which corresponds with the city water front, is briefly as follows: A channel seventy-five feet wide is excavated by dredging out the mud, into which loose rock is thrown and allowed to settle until it has reached a firm foundation. This rocky embankment is to be seventy-five feet wide at the bottom and seventeen on top at an elevation of seven feet above mean low tide. When it has sufficiently settled, a body of concrete two feet in thickness and ten feet in width is to be laid upon it. On this mass of concrete the Sea Wall, seven feet three inches wide at the bottom, and nine feet eight inches in height, composed of granite, is to rest. The top of the wall will be four inches below the city grade, and its face forty feet back from the line of the water front; it being the intention to extend wharves out from it as far as its slope may render necessary. Through the wall a brick sewer with granite facings is to be constructed at the center of every street crossed by it. Every precaution has been taken that the material employed in building this Sea Wall should be of the most durable quality, and the work performed in the most approved style, both of which objects are likely to be attained through the prudent management of the Board of Commissioners, and the able direction of William J. Lewis, the superintending and constructing engineer.

**COMMERCIAL STATISTICS, SAN FRANCISCO.**—The following figures compiled from the *Evening Bulletin*, July 10th, 1868, will illustrate the importance and extent of the trade and commerce of this city for the six months ending June 30th, 1868. Imports: foreign, value, \$8,000,000; domestic, \$22,457,000. Tonnage: arrivals, vessels, 1,550, representing a tonnage of over 500,000. Passengers: arrivals, 32,186; departures, 11,367; gain, 20,819. Exports: merchandise, foreign, \$6,563,000; domestic, \$3,182,000. Total exports for the year ending June 30th, 1868,