

and the trans-Pacific line of steamers established. These great enterprises were the natural consequence of the progress of empire, and over their path is destined to be carried the chief commerce of the world.

Since the completion of the Trans-Continental Railroad, there has been a continuance of general depression and complaints of business, but notwithstanding this, there has been a continual advancement in improvements, the trade of the city is in a very healthy condition, and great wealth is every where manifest. Lines of magnificent steamers are established connecting the city with every seaport on the west-coast of the continent, the Japan and China line is in successful operation, and monthly steamers now running via the Hawaiian Islands and New Zealand to Australia, presage the opening of a new channel of commerce of the highest importance to San Francisco and America.

In the interior of the State numerous lines of railroads have been constructed aiding the development of the country and sending the trade to this city. Other interior roads, and two grand trans-continental railroads, are contemplated and will soon be in course of construction. Both the Northern and Southern Pacific Railroads terminate at noble harbors, but neither can ever be considered as completed until perfect and direct connection is made with San Francisco, the center of commerce on the western coast.

BOARD OF TIDE LAND COMMISSIONERS.—The proceedings of this Board since it went into operation in 1868 have been of great importance, saving from spoliation a vast amount of most valuable land, and netting to the Treasury a large sum of money. By an Act of the Legislature of 1868, the commission was formed with powers to survey and dispose of the salt marsh and tide lands of the City and County of San Francisco, also to reserve blocks, channels and basins for the public use as the necessity of the future commerce might demand. Under this authority, there were surveyed all the salt marsh and tide lands—lands lying under water—belonging to the State of California, situate along the Bay of San Francisco and in this city and county, and lying within a depth of twenty-four feet at the lowest tide, and extending from Fort Point to the southern boundary of the county. The principal and most valuable body of these lands was that lying south of Second street, constituting the Southern Division; the Northern Division comprised the area between the Western charter line of 1850 and Fort Point. In the Southern Division, a body of sixty acres was reserved from sale as a donation to the Southern and Western Pacific Railroads for depot purposes, and large areas in convenient localities were reserved for docks, piers, slips, basins and other purposes of commerce, as China Basin, Central Basin, India Basin, Dry Dock Basin, and South Basin. In June 1869, the first sale occurred of the most southerly portion of the Southerly Division, resulting in the sale of two thousand four hundred and forty full lots, of fifty by one hundred feet each, and two hundred and thirty-four fractional lots, aggregating the sum of \$328,467.63, twenty-five per cent. of which, to wit; \$82,116.89 was paid at the time of sale. A second sale took place in September, disposing of three thousand and eighteen full and four hundred and six fractional lots, aggregating \$484,651.11, of which \$121,160.27 was paid on the day of sale. This sale showed an average price of \$146.64 for a full lot or at the rate of \$1,277.52 per acre. This high rate was not maintained at subsequent sales, owing to the stringency in monetary affairs and the abatement in the land speculative fever, consequently some purchasers permitted the twenty-five per cent., paid at the time of sale, to be forfeited, afterwards buying the same ground on more advantageous terms. Notwithstanding the "hard times" complained of, the sales of tide lands have been large, realizing up to Jan. 1st, 1871 about \$1,000,000. During the ensuing year public sales of these lands will continue monthly. The present Board of Commissioners consists of Messrs B. F. Washington, L. L. Bullock, and Rodmond Gibbons, with William S. Byrne, Secretary and George F. Allardt, Chief Engineer. The office is on the southwest corner of Kearny and Clay streets. By Act of the Legislature of 1869-70, the authority of the Board was extended over all tide lands within five miles of the boundaries of San Francisco, and under this a large area of land has been surveyed in Marin and Alameda counties.

THE CITY FRONT AND BULKHEAD.—The construction of the bulkhead, or sea wall, has not progressed to a very great extent during the past year. The Act providing for its construction was approved April 24th, 1863, but it was not until 1867 that any of the bulkhead was built. The first section along Front Street from the North line of Union Street to the South line of Vallejo Street was completed in March 1868, and has since been continued from Pacific Street along East Street to within 52½ feet of the North line of Howard Street. The delay in construction awaits the accumulation of funds received from harbor dues to carry on the work. Originally it was designed that this structure should consist of a foundation of rock dumped into a channel dredged for the purpose, on which was to be laid a wall of cut stone, or concrete masonry. The embankment of rubble, however, seeming to answer all purposes, the ornamental facing has been abandoned as a useless expense. The channel has been dredged at an expense of fifty cents per cubic yard, and the embankment laid at a cost of two hundred and forty dollars per lineal foot, the total amount expended being about \$681,000. When completed, as designed, from Chestnut Street on the North to Harrison Street on the South, the total length will be eight thousand three hundred and thirty-seven feet. From the line of the sea-wall, wharves constructed on piles, extend to the water front, being from five to six hundred feet in length. The Front Street Wharf is appropriated to the uses of the California Pacific Railroad, the Broadway Wharf also to the purposes of the California Pacific R. R. Company; at Davis and Pacific Streets are the landings of the Oakland and Alameda ferries, being the terminal passenger depot of the Central Pacific Railroad; on East Street at the foot of Folsom is the extensive landing of the North Pacific Transportation Company; the Pacific Mail Steamship Company