

occupy the wharf at the foot of First Street, and the freight depot of the Central Pacific Railroad is at the foot of Second Street. These great transportation companies, among the most important of the world, have but slight and quite inelegant structures for the terminal depots of their extended routes. Capacious sheds have been erected, protecting passengers, employees and goods from sun and rain, but while fulfilling these requirements do not give full accommodation for the great traffic nor are they architectural ornaments to the City front. The other wharves, as the Vallejo Street, Pacific Street, Jackson Street, Washington Street, Clay Street, Commercial Street, Market Street, La Rue's, Mission Street, and Howard Street are under the immediate control of the State Board of Harbor Commissioners and devoted to the general purposes of commerce. The gross revenues arising from port charges amount annually to about \$235,000. The high rates of dockage are often condemned, but the Commissioners contend that the port charges bear no unfavorable comparison with those of other States; saying that, "while it is true that our rates of dockage are largely in excess of those established in Boston, New York and some other Eastern harbors, our rates of wharfage and tolls are very materially less. The object of this discrimination was to impose the greater burden on the ship rather than on the shipper or consignee, and a sound reason exists for it, in the fact that the facilities afforded here are greatly superior to those furnished in most of the large ports of the United States."

The completion of the sea-wall along the greater portion of the City front has removed the objections formerly raised to the construction of heavy buildings in that quarter. The broad streets and convenience to the wharves where the great commerce of the City is carried on invite the construction of stores, warehouses, etc., of the first class but instead, the City front, both that in possession of the great companies and that owned by individuals, is most meanly built and forms the most shabby part of San Francisco.

**CITY HALL COMMISSIONERS.**—The Legislature of this State, at its session of 1869-70, enacted a law providing for the appointment of three Commissioners by the Governor to superintend the erection of a new City Hall on the tract of land known as Yerba Buena Park. The Commissioners are to receive an annual salary of \$3,000 each, and they are authorized to employ a Secretary at a salary of \$1,800 per annum, and to rent an office at a monthly expense of \$50; to take possession of Yerba Buena Park; to have the same graded, to have a portion of it laid out in lots and sold at public auction, the proceeds from which are to form the building fund; to have maps prepared; to appoint an architect; who shall prepare specifications, plans, etc., for the building and superintend its erection; to make contracts for the furnishing of supplies, etc. The Commissioners are Messrs. P. H. Canavan (President), Charles E. McLane and Joseph G. Eastland; Robert George, Secretary. The plans and specifications presented by Mr. Augustus Lavar have been adopted and that gentleman chosen architect. The sale of the lots has not yet been advertised, but probably will be at no distant day. The law provides that all the work shall be done in three years, but it is doubtful if it can be done within that time.

In accordance with the provisions of the law, contracts have been awarded to the Steam Paddy Company for the grading, which has been completed, and to Mr. J. R. Meyer for the excavations for the foundations, who has already commenced operations.

**CITY PARK COMMISSIONERS.**—The law of 1869-70 provides for the appointment by the Governor of three Commissioners who shall have control of the "Golden Gate Park," "Buena Vista Park" and that piece of land marked "avenue" upon the map of the outside lands of the City and County of San Francisco. The Commissioners are to hold their offices for the term of four years, without any compensation for their services. Messrs. S. F. Butterworth (President), C. F. McDermott and D. W. Connelly have been appointed Commissioners and Andrew J. Moulder elected Secretary. The law gives the Commissioners full and exclusive power to govern, manage and direct said parks and avenues; to lay out, regulate and improve the same; to pass ordinances for the regulation and government thereof; to appoint such engineers, surveyors, clerks and other officers as may be necessary; to prescribe and define their respective duties and authority; to fix the amount of their compensation, and to have the management of the funds provided for the improvement thereof. They are also empowered to lease such portion of the grounds as they in their judgment may deem fit and proper, and to expend during the year next ensuing their appointment the sum of \$100,000; during the second year, \$75,000, and annually thereafter for the next three years, \$50,000. The Commissioners are also authorized to issue bonds from time to time in sums of not less than \$300 nor more than \$1,000, which bonds shall not exceed in the aggregate \$225,000, and shall be payable in fifty years, or sooner, as the Legislature shall hereafter provide. These bonds cannot be sold for less than their par value. They are payable in gold coin and bear interest at six per cent. per annum. In July, 1870, \$100,000 worth of bonds were advertised for sale, but only a small amount was purchased. A topographical survey has been made of the various parks, a green house erected, and the seeds for some fifty thousand trees procured. It is believed that the trees can be grown from the seeds fully as well as from plants and at a far more economical price. The Topographical Engineer has also prepared and filed with the Commissioners, a plan for the improvement of the avenue, but owing to the inability of the Commissioners to dispose of the bonds, they find it difficult to carry out the proposed improvements.

**MARKET STREET COMMISSIONERS.**—The Act of the Legislature of 1869-70, providing for the extension of Market Street, appointed Messrs. Frank McCoppin, Charles D. Carter and Edward Barry Commissioners to assess damages arising from the opening of Market Street on a straight line from