

registered tons, were built in this Customs District, and many more of large tonnage were launched from the shipyards of Puget Sound and other northern places, for San Francisco owners. Accurate calculations, based upon the sums actually paid on inward and outward freights for 1874, prove that the amount paid for that service alone was in the neighborhood of \$12,000,000. Taking the increased disbursements for freight charges that have occurred year by year, and adopting that as a criterion, we shall, at the same rate, be compelled to pay over \$100,000,000 gold coin, by the close of 1879, and as nearly the whole of this service is performed by ships owned at the East and in foreign countries, it is obvious that this enormous amount will find its way into the pockets of such owners instead of those of our own people. It is, therefore, a signal service that is being rendered to the community by our ship builders. The question of superiority of timber for that purpose has been elaborately discussed, experimented upon, and decided in our favor. The facilities of this coast are unsurpassed for the prosecution of this business, and the climate is all that could be desired.

MANUFACTURES.

Probably no country on the globe possesses more natural facilities and better opportunities for manufacturing purposes than California. As it is not subject to the sudden and excessive changes of heat and cold, and has nearly an equal temperature throughout the year, all sorts of manufacturing industries can be carried on with great advantage. So thoroughly has this fact impressed itself upon observant minds that during the past year several large interests of this kind were removed from the East, where they had been long established, and transferred to this city. Few people not personally concerned are aware to what extent manufactures are now carried on in San Francisco, and it is worthy of note that wherever our products have come into competition with those of other places we have borne off the palm of victory. The incessant demands of our miners and farmers have called into existence a system of large foundries, the principal of which are the Union, Miners', Fulton, Ætna, Golden State, Vulcan, Pacific, Pioneer, Phoenix, Portland, California, Eureka, Columbia, Occidental, Risdon Boiler Works and Pacific Rolling Mills. The articles turned out of these hives of industry are superior to any others known. We have also the largest smelting and reduction works in the country, wire and wire rope works, a number of first-class woolen mills, cordage factories, thirty-five to forty tanneries, silk factories, cigar factories by the hundred, match makers, box, sash and door factories; glass factories, saw and planing mills, basket and broom makers by the score, shot towers, cooperages, furniture and cabinetmakers, boat and ship builders, musical instrument makers, carriage makers, clock and watchmakers, and so on, to the number of nearly two hundred establishments, representing many millions of money. We are fast becoming independent of outside supplies for many articles of consumption, and are beginning to occupy the field as factors for other markets.

REAL ESTATE—NEW BUILDINGS.

The progressive tendencies of our people are admirably depicted in the style, size and general appearance of the edifices now built as compared with those constructed prior to 1860. The era for paper and pasteboard houses has passed away forever, and San Francisco now boasts a very large number of buildings which will compare favorably with those of any city in the Union. During 1873 there were six hundred and seventy-one new