

extreme dimensions of this boat are as follows: length, two hundred and eighty-two feet; breadth of beam, seventy-two feet. The main saloon is one hundred and thirty-six feet; its width, twenty-eight feet. In the earlier parts of the day there are half-hourly trips. The first boat leaving San Francisco at 6:10 A.M. and the second at 7 A.M., after which there are half hourly trips until 10 A.M., then hourly trips until 3 P.M., after which there are half hourly trips till 7 P.M., when the trips are at longer intervals, the last boat leaving San Francisco at 11:45 P.M. The company has recently reconstructed the steamer Capital, of over one thousand and six hundred tons tonnage, and at an early day she will be placed on the Creek Route to Oakland.

SAUCELITO FERRY.—The landing of the Saucelito Ferry is at the foot of Davis Street. Five round trips per day are made. The boats connect on certain trips with the trains of the North Pacific Coast Railroad Company.

BERKELEY FERRY.—Four trips per day are made to the Berkeley landing, which is connected by a stage line with the University grounds.

MISCELLANEOUS.—Besides the ferries already mentioned as making regular trips each way daily, are others running to San Rafael, Antioch, New York, Martinez, Benicia, and Vallejo. To some of these places, these ferries, running once a day, furnish the only regular means of public conveyance; to others they merely supplement the more important and regular lines which take these places merely as way stations, on their passage to other and generally more important sections.

Hotels, Etc.

Having learned something of the general facilities for reaching this city from all parts of the world, the traveler and business man, or the capitalist who contemplates a visit to, or, it may be, a permanent residence in San Francisco, naturally desires, in the next place, information concerning her hotels. Long celebrated for the number and excellence of her accommodations for the traveling public, or for that large class of residents whose tastes incline them rather to hotel living than to the maintenance of a private home establishment, the Pacific metropolis has recently added to her famous hotels a mammoth structure, which not only incomparably surpasses any hotel previously known in San Francisco, but also upon the entire continent and, indeed, throughout the civilized world.

There is probably no city on earth, not even the French capital itself, that presents as many and as great facilities for carrying on a strictly first-class hotel, as San Francisco. The leading hotels of this city now in successful operation, are hardly surpassed and very rarely indeed even equaled, in their manifold excellencies, by those of any metropolitan city of the world. We have in full abundance all those peculiar requisites that a first-class hotel needs, or that its guests could possibly desire. The climate, almost uniformly mild; a temperature singularly equable and agreeable; markets abounding with the finest of fish, flesh, and fowl—domestic and wild; vegetables and fruits of both temperate and tropical climates, in a perfection and profusion which fairly astonish the newly-arrived visitor. If any city this side of Paris can justly lay claim to be called the Sybarite's Paradise, San Francisco may confidently present that claim. Excellent and ample, however, as our hotels have hitherto proved, the greatly-increased influx of pleasure-seeking and business visitors, not only from the eastern and southern portions of our own country, but from Europe and even Asia, made it plainly apparent a few years since, that all the metropolitan hotels then existing, numerous and ample as they were considered at the time of their erection, had already begun to prove very appreciably and increasingly insufficient for the annually swelling throng of guests. Realizing this already existing deficiency, and fully assured that each successive month would only witness its increase, on the first of March, 1874, Messrs. Ralston and Sharon, two of the heaviest capitalists and most public-spirited citizens who ever contributed to build up the fortunes of any metropolis while successfully accumulating their own, commenced the erection of a mammoth hotel, which has been named the

PALACE HOTEL, and by the constant employment of a literal army of the most skillful mechanics to be obtained in this State, or imported from the East, they have steadily pushed the gigantic structure toward completion with a rapidity, and at the same time a substantiality, unprecedented in the history of great building enterprises. Occupying the southwest corner of New Montgomery and Market streets, this architectural monster rears its huge front for two hundred and seventy-five feet along the south side of Market Street, from New Montgomery to Anna, and stretches its vast flank three hundred and fifty feet along New Montgomery and Anna streets to Jessie. It covers ninety-six thousand two hundred and fifty square feet, or nearly two acres and a quarter. Its form is that of an immense hollow quadrangle. Its main front and entrances are on New Montgomery Street. Commencing two stories underground, it rises seven full stories above, and through a considerable portion has eight. Stone, marble, iron, and brick are the chief materials. Of the latter, twenty-six million were used in its construction. The lower story has a height of twenty-five feet in the clear, while the uppermost is fourteen. The walls and partitions are built of stone and brick, laid in cement, and everywhere made as nearly earthquake proof as possible by broad, iron bands of such immense size as to require nearly three thousand tons for this purpose alone. The building incloses three inner courts, connecting with the adjoining streets on either side, and with each