

In addition to these lines there are several steamships running at stated intervals to various points on the coast, viz: To Coso Bay, Crescent City, etc., steamship Empire; to Eureka, etc., steamship Pelican; to Eureka, etc., steamship Coquille; Point Arenas, steamship Mary Taylor

#### Ferries.

THE OAKLAND FERRY, at the foot of Market Street, leaves every hour for Oakland from 7 A.M., until 10 A.M.; from that time a boat leaves every half hour until 12 M., when steamers leave hourly until 3 o'clock, P.M.; after 3 o'clock, boats leave half hourly until 7 P.M. The next boat leaves at 8:10; the next, 9:20, and the last at 10:30. It is estimated that about twelve thousand passengers cross to and from Oakland daily, and about twenty thousand on Sundays. Fare, fifteen cents each way. Commutation tickets, good for one trip, each way, per day, for one month, and are sold at \$3. The following statistics concerning the travel on this ferry will prove quite interesting: Number of trips, 1873, two millions six hundred and fifty-five thousand six hundred and seventy-one; 1874, three millions one hundred and sixty-two thousand nine hundred and four; 1875, five millions twenty-eight thousand three hundred and ten; from Jan. 1, to Dec. 1, 1876, four millions one hundred and ninety-three thousand six hundred and seventy-eight.

THE SAN QUENTIN FERRY is at the foot of Clay Street. Three trips are made daily, boats leaving at 9:30 A.M., and at 1, and 4:30 P.M. In addition to the above, a boat leaves Green Street at 3:30 P.M., daily, for Martinez, Vallejo, Benicia, Pittsburg, etc., etc.

SAUCELITO FERRY.—The landing for these ferry steamers is at the foot of Davis Street. Four round trips are made daily. About three thousand passengers are carried daily. Connection is made with the North Pacific Coast Railroad Co., for Tomales, etc. Boats leave as follows: 8:45 and 11 A.M. and 3:15 and 5 P.M.

BERKELEY FERRY.—Trips are made daily to Berkeley landing. Connection is there made, per stage, for the University Grounds. Boats leave San Francisco as follows: 7:30, 8:30 and 11:30 A.M., and 4, 5, and 6 P.M. Time, forty-five minutes. Commutation tickets, good for one round trip per day, are issued at \$3.00.

#### Water Front and Harbor Improvements.

An Act of the last Legislature authorized the Board of Harbor Commissioners to appoint a Board of Engineers to examine the harbor, with a view of establishing a "harbor bulkhead," or outer line of water front. The Engineers selected were Major Mendell, of the U. S. Engineer Department, Prof. Davidson, of the U. S. Coast Survey, and Mr. Arnold, Engineer of the Harbor Commission. There is about \$300,000 in the State Treasury, set apart for the construction of wharves and other harbor improvements. The water front bulkhead has a total length of three thousand two hundred and fifty-two feet. It is not in a continuous line. One portion extends from Vallejo to Union—six hundred and fifty feet; the other, from Pacific Street to a point near Howard, being two thousand six hundred and two feet. Mr. Arnold, the Engineer of the sea wall, thinks our water front would be much better protected if it extended from the end of Montgomery Street, or North Beach, clear around to the eastern foot of Harrison Street, or even further—to the China Basin. The Engineers will favor the extension of the wharves further into the Bay, and not on a direct line with the streets from which the wharves are named. This is to be done with a view of striking the drift of the current, so as to bear away all sediment and prevent the settlement of mud around the wharf landing; thus doing away with a great deal of "dredging" work. Three new wharves, are being built in place of the worn out structures, as follows: At the foot of Jackson, Pacific and Washington streets. These are all planned in conformity with the above idea—building them at right angles with the current, so that the posts will give the least possible resistance to the easy flow of the stream; and the current preventing the accumulation of sediments, etc. Improvements on the water front during the past two years, in the matter of wharves are: One wharf foot of Montgomery Street; one foot of Sanson, and one foot of Chestnut; a wharf four hundred feet long at the foot of Union Street; a wharf six hundred feet long at the foot of Green Street; a wharf three hundred and fifty feet long at the foot of Harrison Street; a wharf along the city front from Steuart to Spear, along Spear to Bryant, and along Bryant to Beale; a wharf at the foot of Main Street, six hundred feet in length; besides the new ferry slips at the foot of Market Street. The Harbor Commissioners have now obtained possession of the wharf on the north side of Channel Street, between Fourth and Fifth streets. It was disposed of to the Board by H. F. Williams, at a cost of \$7,500. The Board proposes to build a wharf three hundred and forty-four feet long. At this part of the water front the water is very shallow, but for bay crafts it has sufficient depth. With dredging it could be made deep enough for the larger class. China Basin is about a mile in length by about two hundred and thirty yards in breadth. The Legislature gave the Basin to the city, and subsequently placed it under control of the Harbor Commissioners. Should the Harbor Commissioners continue in control, they will undoubtedly carry out their plan of constructing a substantial wharf into the Basin and doing a great deal of necessary dredging.