

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 10:45 A.M. and 3:30 and 5 P.M. An extra trip is made on Mondays, leaving the wharf at 7:00 A.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: 9:00 A.M., and 2:00 and 4:45 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.

In accordance with an Act of the Legislature of 1875-6, authorizing the Board of Harbor Commissioners to appoint a Board of Engineers to examine the harbor, with a view to the construction of a "harbor bulkhead," or outer line of water front, Major Mendell, of the U. S. Engineer Department, Professor George Davidson, of the U. S. Coast Survey, and Mr. Arnold, Engineer of the Harbor Commission, were selected for that task, and entered upon their duties. The result of their labors has been as follows: They recommend a new line of water front, which shall begin two hundred feet seaward from the northern prolongation of the Presidio Reservation, and extend in an easterly and southerly direction upon straight or curved lines in such manner as to approach as near as practicable the extreme outer projections of the water front, established by Act of 1851, to a point near the intersection of Second and Berry streets, and thence to continue southerly upon straight or curved lines in such manner as to approach as near as practicable the extreme outer projections of the water-line front, established by the Board of State Tide Land Commissioners, to the southern boundary of the City and County of San Francisco. The principal advantages claimed for the new line are economy in the cost of construction, and parallelism with the tidal currents. An important feature of the readjustment of the water front is also a proposed new thoroughfare, two hundred feet in width, extending in straight lines from point to point along the water front, and affording easy access to all parts of it. Distances would be very materially shortened. For example, as compared with the present zigzag line from Larkin Street, on the north, to Alameda Street, just south of China Basin, the distance would be shortened by four thousand two hundred and sixty feet, and correspondingly with reference to distances between other points, while there would be no decrease of available dockage room. The engineers were agreed that, although the new line crosses the entrances to the China, Central, India, South and Dry Dock Basins, there should be free entrance to all. The engineer of the Harbor Commissioners makes the following estimate of the cost of the new line, including the expense of dredging a channel sixty feet wide and twenty feet deep, filling it with large stone, filling the thoroughfare with small stone and earth, planking the roadway and constructing a wharf thirty feet wide, to serve as a facing to the sea wall: From Chestnut to Harrison Street, 7,000 feet, \$2,357,886; from Chestnut to Powell Street, 3,170 feet, \$844,800; from Harrison to the foot of Second Street, 3,080 feet, \$1,156,400. Total distance, 13,250 feet; total cost, \$4,362,086.

Hotels.

PALACE HOTEL.—This seven-story palatial structure covers nearly two and a quarter acres of ground. It has a frontage of two hundred and seventy-five feet on the south side of Market, and three hundred and fifty feet on New Montgomery. Thirty-two million bricks were used in its construction. The walls and partitions are built of stone and brick, laid in cement, and thus made earthquake and fire-proof. The lower story is twenty-five feet high, in the clear, and the seventh is fourteen. The building contains three inner courts, within which are miniature gardens of rare plants, ever in bloom. Broad galleries, or piazzas, on each story, extend around these open courts, thus affording the guests opportunities for afternoon or evening promenades, without going into the public streets. There are seven hundred and fifty-five rooms in the hotel, above the ground floor. The accommodating capacity of the hotel is estimated at twelve hundred.

THE BALDWIN.—This hotel is an addition to our already numerous palatial structures. E. J. Baldwin, Esq., is the proprietor, and John A. Rice, recently of the Chicago Grand Pacific, is the lessee. The building is on the conical-shaped lot bounded by Market, Powell, and Ellis streets, and has a frontage of twenty-five feet on Eddy. It also has a frontage of one hundred and eighty-four feet on Market, two hundred and seventy-five on Powell, and one hundred and thirty-eight on Ellis. The basement is entirely of brick and iron. The building is six stories high, and contains four hundred and ninety-five rooms. The mansard roof and towers are of heavy timber, framed and bolted together. On the roof are several walks, laid out for the accommodation of guests who wish to take an elevated promenade, and at the same time have a beautiful view of the city and bay. The principal dome on Powell Street is one hundred and twenty feet from the pavement. In the base of the dome is a ladies' sewing room, where the fair sex can pursue their tating free from the interruption of man, as none but ladies are allowed to enter the portals of this chamber dedicated to woman. It also contains a billiard parlor exclusively for ladies, and a conservatory, which will not only beautify the billiard and sewing rooms, but afford the ladies an excellent opportunity to study botany, and at the same time see what is going on all over the city. As a check against fire, a tank containing eighty-