

a municipal government went into power. Events of importance now followed each other in rapid succession. The marvellous growth of the City, the great fires of 1850 and 1851, the violent deeds and rigid reforms of the Vigilance Committee of 1856, the mining excitements and other catastrophes, scenes and incidents of a most interesting period must be passed without further notice. In April, 1856, the Consolidation Act," prepared by Horace Hawes, was passed, giving the City a new charter, consolidating the City and County Governments in one. The greater portion of the territory was formed into the County of San Mateo, the dividing line being the U. S. land survey of the line separating townships two and three south of Mount Diablo base and Meridian. The Farallone, Angel, Alcatraz and Goat Islands are included in San Francisco City and County. The boundaries are the Golden Gate on the north, the Bay of San Francisco on the east, San Mateo County on the south, and the Pacific Ocean on the west. The land area is 42 square miles, or 26,880 acres. Under the well guarded provisions of the Consolidation Act the City has been well governed and protected from contracting indebtedness, so that its public finances are in a condition unsurpassed by any city in the Union. The discovery of silver-bearing ores on the eastern slope of the Sierra Nevada in 1859-60 enlarged the area of business and gave new life to the place. In 1869, one hundred years from the discovery of the Bay by Portala, the great Pacific Railroad was completed and a new era begun. For many years prior to the acquisition of California by the United States the turning of the India trade, as all the South Sea and Pacific commerce was called, across the American continent had been a favorite theme with prominent statesmen, and with such a harbor as that of San Francisco in our possession the consummation of this grand idea seemed at hand. For this the trans-continental railroad was necessary, and to it have been added lines of mammoth steamers concentrating at this port, and the hoped for channel of commerce has become a fixed fact. Railroads have been constructed in every direction throughout the State, there being an aggregate of 2,250 miles, centering the traffic in this city.

Trade and Commerce.

The annual review of the commerce of this port shows a general increase of business, notwithstanding the universal complaint of hard times. Our report for 1878 showed the exports of merchandise by sea amounted to \$34,155,400, and by rail \$22,329,671, and of treasure, \$34,287,293.

From Custom House reports and compilations by the *Commercial Herald* we find that during 1879 the merchandise exports by sea amounted to \$36,564,328, and of treasure \$26,218,172. The exports by rail have been very large, but the value is not ascertainable. In the exports of merchandise we have an increase of \$2,408,928, and a decrease of treasure exported of \$8,069,121. The freight movement by the Central Pacific Railroad was 3,030,317,000 pounds, and by the Southern Pacific, 367,812,845 pounds. The number of vessels entering the Golden Gate during the year 1879 was 3,600, with 1,609,530 tons of tonnage; being a decrease of 103 vessels and 69,935 tons from 1878. From domestic, Atlantic and foreign ports there arrived 500 ships with an aggregate of 612,615 tons. The amount of freight money paid to said vessels for imports was \$2,461,266, against \$3,510,782 in 1878, and \$4,422,937 in 1877. The value of imports in 1879 was \$34,124,417. The amount paid at the Custom House for duties on imports in 1879 was \$5,528,548. The amount collected in the First District of the Internal Revenue, 1879, was \$2,115,024. Total, \$7,643,572.

The imports of coffee during the year aggregated 13,694,860 pounds. On hand at the beginning of the year, 2,999,840 pounds; on hand at the end of the year, 2,313,374 pounds; shipped east by rail, 2,831,755 pounds; consumption for the year, 11,549,571 pounds. The imports of tea during 1879 were 19,977,672 pounds, of the value of \$6,324,982.

The large proportions which the industry of sugar refining has assumed on this Coast is best shown by the following, which exhibits the total imports received at the port of San Francisco during the last ten years closing with 1879. The table also exhibits the amount brought from the various ports which, in the matter of Raw Sugars, have been tributary to this Coast. Manila, which represents the Phillipine Islands, ranks highest in the total, and the Sandwich Islands next, with but a slight difference between them. But the relative importance of the Sandwich Islands is constantly increasing, and that group has filled the leading place among our sources of supply for several years past. The large import from the Phillipine Islands was mainly in the early years of the refining business. Last year, the importations from the Sandwich Islands were more than twenty times as great as those from Manila. Mexican and Central American Sugars will in all probability make a much larger display within a few years, as American planters are turning their attention towards those regions. With the proper energy on the part of our business men, the bulk of the Raw Sugars of the Pacific Islands of Mexico and Central America should, and doubtless will, find their way to this Coast for refining.

The imports of Raw Sugars from 1870 to 1879, inclusive, were: Manila, 205,775,814 lbs; Hawaiian, 204,187,706 lbs; China, 75,929,343 lbs; Batavian, 61,050,605 lbs; Peruvian, 30,446,733 lbs; Central American, 24,362,928 lbs; East Indies, 4,402,605 lbs; Mexican, 2,079,146 lbs; Tahitian, 294,428 lbs. Total 608,529,308 lbs.