

the line of water front adopted by the Board of Harbor Commissioners. The buildings are conveniently arranged, and contain waiting and refreshment rooms, ticket offices, baggage and express rooms, for the accommodation of passengers awaiting the ferries. This connects with all trains of the Central Pacific Railroad.

**THE SAN QUENTIN FERRY** is at the foot of Market street. Four trips are made daily, boats leaving at 9:20 and 11:40 A. M., and at 2:15 and 4:45 P. M., connecting with the North Pacific Coast Railroad for San Rafael and Duncan's Mills.

**SAUCELITO FERRY.**—The landing of these ferry steamers is at the foot of Market 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 San Rafael, Duncan's Mills, etc. Boats leave as follows: 8:45 and 10:30 A. M., and 3:15 and 5:15 P. M. An extra trip is made on Mondays, leaving the wharf at 7:00 A. M.

**BERKELEY FERRY.**—A boat leaves San Francisco daily (Sundays excepted) at 3:30 P. M. Time, forty-five minutes.

**THE ALAMEDA FERRY** has its landing at the foot of Market street, immediately adjoining and southeast of the Oakland Ferry landing. Boats leave at 5:30, 6:40, 7:45, 9:00 and 10:30 A. M., and 12:00 M., 1:30, 4:00, 5:15, 6:30 and 8:30 P. M. The trip requires twenty-five minutes. This ferry is run by the South Pacific Coast Railroad Company.

### Water Front and Harbor Improvements.

The Board of Engineers appointed by the Harbor Commissioners under the provisions of the Act of the Legislature of 1875-6, have established a new line of water front, which begins two hundred feet seaward from the northern prolongation of the Presidio Reservation, and extends in an easterly and southerly direction upon straight 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 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. An important feature of the readjustment of the water front is that it will afford a 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 will be very materially shortened. The new line provides for free entrance to China, Central, India, South and Dry Dock Basins. The following is the estimate of costs 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 fifty-one 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, \$4,359,086.

During the past year, the receipts from all sources for the Harbor Fund have been \$708,184 94. Expenditures, \$433,814 07; turned in to State Treasury, \$274,370 87. Of the expenditures, \$137,378 39 have been devoted to permanent improvement, \$3,948 84 to the purchase of dredges and steam tugs, \$27,182 16 to urgent repairs, \$107,091 87 to sea wall account, and the remainder to maintenance and contingent expenses.

Work contemplated in China Basin has been delayed by questions on the part of property owners as to the right of the Board to enter China Basin. The matter is now before the Supreme Court, and if favorably decided, important and extensive improvements will be immediately undertaken, the effect of which will be to afford a vast increase of accommodations to our lumbermen.

Work under three separate contracts is now in progress, covering the contemplated bulkhead at North Beach, from Stockton to Lombard streets. For the first thousand feet the gross price is about \$145,000. The second thousand feet has been let at forty-six cents per cubic yard for the rock work, and twenty cents for earth, and \$20,000 additional for wharf; the third thousand feet, for sixty-five cents per cubic yard for rock work, and twenty-five cents for earth, with \$20,000 additional for wharf. An additional section of six hundred and twenty-five feet has also been let, extending from the westerly end of section one to the westerly line of Powell street, at fifty three cents per cubic yard for rock work, and twenty-four and nine hundredths cents for earth, with \$14,800 additional for wharf. A section of one thousand feet between Lombard and Filbert streets will be let at an early date. Kearny street has been filled in from the shore-line to the bulkhead, at a cost of \$11,975.

### Water Supply.

**THE SPRING VALLEY WATER WORKS** draw their principal supply at present from the Peninsula, where they control the water-shed of thirty-nine square miles, which supplies their three storage reservoirs, namely: the Pilarcitos, the San Andreas, and the Crystal Springs. They are located at a sufficiently high altitude to supply all parts of the city by gravitation. These three reservoirs together have a storage capacity of over fifteen thousand