

ing and part warehouse. He then summoned all the leading Mexican families and other prominent persons to an Independence Day celebration which lasted two days and a night. During the celebration the Stars and Stripes were raised beside the Mexican flag for the first time in San Francisco.

First Survey

In the autumn of 1839, Jacques Vioget, a versatile Swiss of the Peruvian brig "Delmira," was commissioned by Alcalde de Haro to make the first land survey of Yerba Buena. By 1841 thirty families comprised the village population. During the next five years some of the prominent early settlers shifted to other localities in the Bay Area. At the same time, Yerba Buena, out-ruled by the port of Honolulu, drifted back into obscurity.

"The Portsmouth"

Then, on July 9, 1846, the "U. S. S. Portsmouth" quietly dropped anchor in Yerba Buena Cove, and Capt. John B. Montgomery and 70 sailors and marines came ashore and ran up the Stars and Stripes on Mexico's flagpole atop the adobe Custom House near the Plaza, as the "Portsmouth" gave a 21-gun salute. Thus passed the rule of the village of Yerba Buena from Spanish to American. On Aug. 6, 1846, Captain Montgomery appointed Lieut. Washington Allen Bartlett as the first Alcalde of Yerba Buena under the American flag. Bartlett was confirmed by public vote on Sept. 15. His first important decree ordered the revision of Vioget's survey, which had served to locate building lots since 1839. His civil engineer, Jasper O'Farrell, in making the survey, discovered in 1847 that streets as laid out in the early survey intersected at $2\frac{1}{2}$ degrees from a right angle. Correction of this error, known as "O'Farrell's Swing," was made promptly.

A Reception Center Since Gold Days

When gold was discovered on Jan. 24, 1848, in Sutter's millrace on the American River, and the evidence reached San Francisco's nearly 900 inhabitants, the first gold rush, led by Sam Brannan, publisher of the town's newspaper, "The Star," left only seven inhabitants behind. As the news spread around the world and ships came streaming into the harbor, a year later found over 6,000 miners at the diggings, and San Francisco again was a cantonment of tents with a population reported at 2,000 excited transients.

GOVERNMENT

San Francisco has a consolidated City and County government, with legislative powers vested in a board of supervisors of eleven members, five and six being elected every two years for four-year terms. The Mayor, Treasurer, Assessor, City Attorney, Public Defender, District Attorney, Sheriff, and Superior and Municipal Court Judges are elected by the people and serve terms of four years. The Mayor receives \$22,400 a year. The Chief Administrative Officer, appointed by the Mayor but thereafter having permanent tenure, receives \$17,000 per annum. The Controller, appointed by the Mayor, subject to confirmation by the Supervisors, also has tenure. The Mayor appoints members of and supervises police, fire, civil service, public utilities, park and recreation, welfare, library, city planning, art, housing, parking permit appeals, redevelopment, retirement (in part) and welfare boards or commissions, and may remove his appointees except civil service, public utilities and welfare commissioners. The Mayor also has a power of veto over legislation.

The San Francisco Unified School District and the City and County have coterminous boundaries. Members of the Board of Education are nominated by the Mayor and passed upon by the voters.

San Francisco has operated under five charters, granted in 1850, 1856, 1861, 1898 and 1932.

Initiative and referendum clauses were first embraced in the 1898 charter.

Mayor James Rolph, Jr., took office in 1911 and

served five successive terms, until he became Governor of the State. In 1931 he was succeeded by Angelo J. Rossi, who served until 1944, when he was succeeded by Roger D. Lapham, who pledged himself in advance to one term only. Mayor Elmer E. Robinson took office Jan. 8, 1948, for a four-year term, and was re-elected for a second four-year term ending Jan. 8, 1956. The present mayor is George Christopher.

HARBOR AND COMMERCE

Centered in the San Francisco Bay Area, San Francisco is an important port of general commerce, handling a large and valuable domestic and foreign trade. It is the main gateway of commerce for the vast territory of the Central Pacific Coast Area and Intermountain States. The Bay extends from the Golden Gate to the confluence of the Sacramento and San Joaquin rivers on the northeast, and to a point near San Jose on the south, covering an area of 450 square miles. The deep-water commerce enters San Francisco Bay through the mile-wide Golden Gate, and thus shipping is afforded natural protection in the waters of the Bay. To this has been added a comprehensive system of docking and berthing facilities, rail and freight connections, modern and well-equipped warehouses, etc. San Francisco harbor has 18 miles of berthing space; 229 acres of pier and wharf area; 43 modern piers; facilities to dock the largest vessels; several dry docks; 61 miles of harbor trackage connecting piers and warehouses; foreign-trade zone; and modern grain, refrigeration, banana, cotton, copra and heliport terminals.

The harbor is controlled by the State of California and is governed by the State Board of Harbor Commissioners appointed by the Governor. Of the 43 piers, most of them are assigned to steamship companies having their own fleets and operating their own schedules. San Francisco harbor facilities are valued at more than \$100,000,000.

The water-borne cargo tonnage of San Francisco Bay is foremost on the Pacific Coast and high among those of the nation's ports.

Exports during 1954 amounted to . . \$403,696,502

Imports during 1954 amounted to . . \$324,758,091

The principal exports by value have been cotton (un-manufactured); fruits, dried and evaporated; petroleum products; rice; milk, canned, evaporated and dried; machinery; medical and pharmaceutical preparations; and electrical machinery and apparatus.

The principal imports, have been coffee, copra, crude petroleum, lead ores, newsprint paper stock, jute and burlap, tea, nut preparations, wool and rubber.

The 1953 report of the U. S. Army Engineers shows the distribution of the cargo tonnage, domestic and foreign, as follows:

Total tonnage, San Francisco Bay. .44,922,586

Foreign tonnage 6,367,967

Inland waterway tonnage. 14,360,265

Domestic coastwise tonnage. 24,194,354

Besides the movement of commodities by water, there is a large rail traffic in San Francisco; during 1954 it reached 162,117 freight-car movements, and 3,435,646 truck movements over Bay and Golden Gate bridges.

San Francisco also is the ocean port for the great inland valleys of California, 500 miles in length and 50 miles wide and containing 16,100,000 acres of farm land. About 6,400,000 acres of this is crop land, of which several million acres are irrigated.

San Francisco is normally a port of call for some 70 shipping lines, with ships serving at least 300 of the world's ports.

TRANSPORTATION

Distribution Facilities—A vast transportation network, including transcontinental rail and highway facilities, air transport services, and steamship lines, converges in San Francisco, bringing unexcelled transportation services to local industry and business. San Francisco's fortunate geographic position on the Pacific