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BOARD OF
STATE HARBOR COMMISSIONERS
PORT OF SAN FRANCISCO

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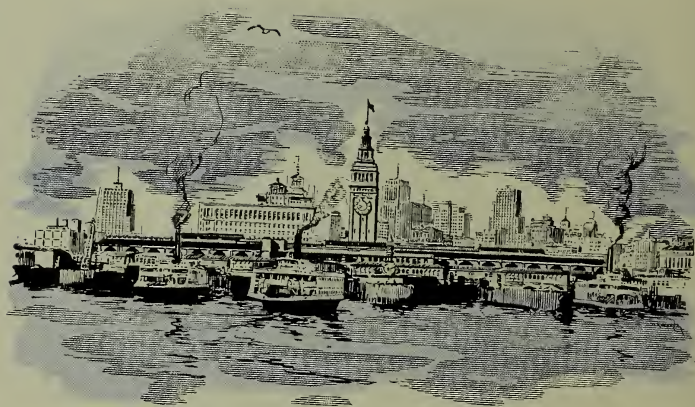
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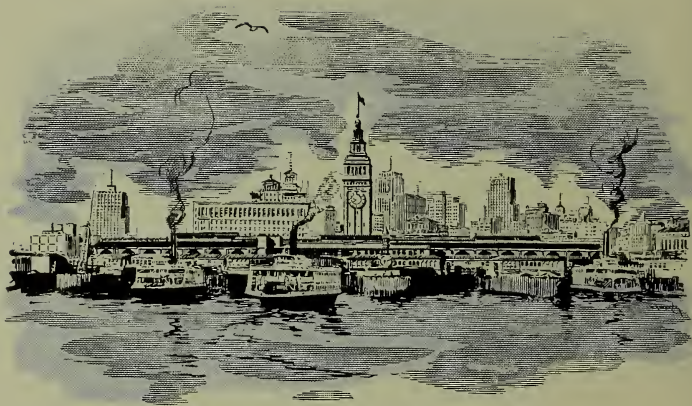
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BIENNIAL REPORT

OF THE

Board of
State Harbor Commissioners

PORT OF SAN FRANCISCO



For the Fiscal Years Commencing July 1, 1936
And Ending June 30, 1938

Commissioners:
P. W. MEHERIN, President
JOS. A. MOORE
DR. CELESTINE J. SULLIVAN

GENERAL OFFICES, FERRY BUILDING
SAN FRANCISCO, CALIFORNIA

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Board of State Harbor Commissioners

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JOSEPH A. MOORE

Dr. CELESTINE J. SULLIVAN

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LETTER OF TRANSMITTAL

“ ”

October 1, 1938

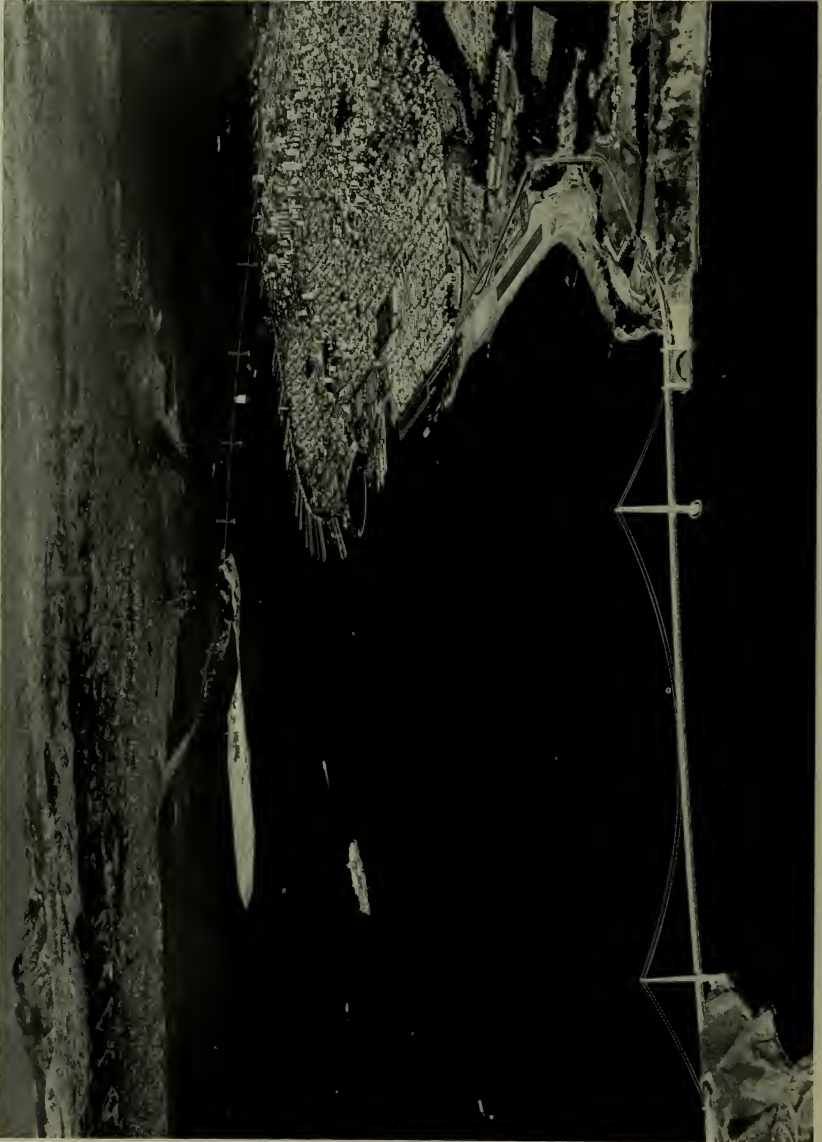
TO HIS EXCELLENCY,
HON. FRANK F. MERRIAM,
Governor of the State of California.

DEAR SIR: In accordance with Section 3507 of the Harbors and Navigation Code of the State of California, the Board of State Harbor Commissioners submits herewith its report for the biennium commencing July 1, 1936, and ending June 30, 1938, the eighty-eighth and eighty-ninth fiscal years.

Respectfully,

BOARD OF STATE HARBOR COMMISSIONERS,

P. W. MEHERIN, President.
JOSEPH A. MOORE.
DR. CELESTINE J. SULLIVAN.



AERIAL VIEW OF SAN FRANCISCO HARBOR—GOLDEN GATE BRIDGE SPANS FAMED ENTRANCE

THE PORT OF SAN FRANCISCO

By P. W. MEHERIN

President, Board of State Harbor Commissioners



It has been aptly said that San Francisco is a world city and its harbor is its charter. San Francisco, the city, has ever been linked with San Francisco, the bay. Trafficking with all peoples, it has become America's most cosmopolitan community.

In consequence of its central location on the Pacific Coast of the United States and its excellent natural conditions, San Francisco Harbor has occupied a position of strategic importance in ocean traffic from the earliest period of its commercial history—and that specific history represents a century, but it has been a century of amazing development.

In reckoning the time factor in the birth and life of the leading seaports of the world, San Francisco is still in its sturdy youth. London was a place for ships to discharge and load goods more than 2,000 years ago, and Bremen, the famous old "Hansa" port, goes back almost to prehistoric times.

Among the great seaports of the United States, New York, Philadelphia, Boston, Baltimore on the Atlantic seaboard long had been important ports of entry before San Francisco harbor was discovered by white men. In reviewing the galaxy of major seaports of the world, San Francisco today stands stalwart in the front rank. In total value of waterborne commerce it is the second-ranking port of America, and is fourth in volume.

STABILITY OF COMMERCE

As a rule each port has its own peculiar problems. Geographical and physical conditions vary greatly and local demands are often entirely different. But in the case of the Port of San Francisco, its stability of commerce has been fixed by its diversity of cargoes as well as volume. Its advantageous position on the Pacific has, of course, added greatly to its world trade and its maritime prestige.

What demands are likely to be made for increased dock accommodations and other harbor facilities in this country during the next 25 years, and indeed, what the even more remote future holds in the drama of international waterborne commerce, are matters of prophecy, just as they were many years ago. It can be pointed out,

however, that the Port of San Francisco, owned by the State of California, and under the jurisdiction of the Board of State Harbor Commissioners, possesses potentialities for vast expansion.

One of the first Yankee ships to sail in through the Golden Gate something more than a hundred years ago had a prophet among its crew—Richard Henry Dana. In his famous book, "Two Years Before the Mast," Dana wrote of San Francisco Bay:

"If California ever becomes a prosperous country, this bay will be the center of its prosperity."

Since these words were written, a century has passed—a century of commerce such as even Dana's prophetic eye could hardly have foreseen. The very cove where his ship dropped anchor in 1835 has vanished beneath man-made land. The single canvas shack then standing upon the shore has become the City of today.

Thirteen years later, however, the discovery of gold brought immense trade to the Port of San Francisco; tides of men rapidly swelled the population, and the fulfillment of Dana's prophecy began.

From the discovery of San Francisco Bay by Portola from the land, and the crew of the San Carlos from the sea, in 1775, up to 1835, the harbor was virtually noncommercial. A trading schooner occasionally entered the Golden Gate for safe anchorage and to trade in hides and tallow, but it was not until the gold rush days of 1848 and 1849 that the port actually had its inception of commerce which constituted the background of its present greatness.

UNDER STATE MANAGEMENT

In 1863 the harbor came under State management and the first Board of State Harbor Commissioners was created by an act of the legislature. During seventy-five years of changing conditions and pivotal periods of history, the continuous constructive service of the harbor of San Francisco has played an important part in the progress and prosperity of California, and few ports have contributed so vital a part in the commercial development of the Nation.

To nature's bounty in giving to San Francisco one of the finest landlocked harbors of the world, man has added much and done his work well throughout the years.



SAN FRANCISCO'S EMBARCADERO, LOOKING SOUTH FROM FERRY BUILDING
ATHWART AND HIGH OVERHEAD RANGES THE BAY BRIDGE

In its evolution to serve modern ocean traffic, the Port of San Francisco is provided with shipping facilities that are today unexcelled anywhere. It is the function of the Board of State Harbor Commissioners to provide these facilities which are designed to handle the immense volume of incoming and outgoing traffic with safety, economy and dispatch.

Today San Francisco is the only port in the United States where all the activities, rail and water, are coordinated and harmonized under a single control. Low port charges, made possible by nonprofit State administration, benefits and stimulates shipping. Summed up admirably, the United States Board of Engineers for Rivers and Harbors says in an official report: "San Francisco is the only port in the United States where the waterfront is owned and has been developed by the State, and where, also, the public terminal developments have been connected with one another and with rail carriers by the Belt Line, owned and operated by the State. San Francisco is a shining example of efficient control and terminal and interchange facilities. There is no friction, no congestion, no delays at this port."

Through the years it has been the aim of the Board to keep abreast the modern trend in harbor construction; to consistently improve the port's facilities not only to meet present day progress, but to build for posterity and in preparation for future world trade.

The piers, wharves and terminals of the port have been built to withstand the hardest use, to be serviceable and appropriate for each and every trade for which they were designed, and to remain sound for many decades.

SOUND FINANCIAL STRUCTURE

Then, too, the financial structure of the Port of San Francisco is sound, as may be seen in statistical accounts set forth elsewhere in this 1936-1938 Biennial Report of the Board of State Harbor Commissioners. The harbor's improvement bonds, voted by the people of the State, are always eagerly sought by investors. Recent appraisal fixes the total value of the harbor's property at \$86,000,000.

San Francisco is a port of call for ships of every nation—a tremendous factor in the Western economic structure. Over the great wharves flow a gigantic stream of diversified freight cargoes. Shipping at the port is also measured in terms of passenger service. It is a great west coast gateway for travelers to and from Oriental countries, Hawaii, Australia, New Zealand, India, Central and South America and Europe, and the east coast of the United States via the Panama Canal.

Twelve million people living in eleven western states of the Union make contact with the sealanes of commerce throughout five principal Pacific Coast ports. San Francisco, because of its geographical situation, its fine harbor and its excellent facilities for handling ocean traffic, is the key port of the Pacific Coast area.

Eminent authorities declare that the chief function of a seaport is to facilitate the movement of goods between its own region and the regions of other seaports, and that the stability of commerce of a port is based upon the diversity of cargoes received and shipped. In variety of domestic and foreign commerce handled over its piers, the Port of San Francisco is outstanding on the Pacific Coast in that no one commodity represents any appreciable value of the total tonnage of the port.

GATEWAY FOR INLAND EMPIRE

Distinctive on the Pacific as a combined river and bay port, San Francisco is located near the confluence of the large, navigable rivers, the Sacramento and the San Joaquin, which empty into the bay. It is the gateway to the markets of the world for the products of the great Central Valleys of California which have today more than 3,000,000 acres of highly productive land under irrigation. There is shipped from these valley regions through the Port of San Francisco a yearly average of about 4,500,000 tons of produce. Through the medium of the State Grain Terminal, the State Shippers Refrigeration Terminal and other facilities, the Board of State Harbor Commissioners gives every possible aid to the farmers and fruit growers in marketing their seasonal crops.

Californians are proud of San Francisco harbor, and rightfully so. If there be any who are fretful of passing business lulls which have beset the port from time to time, let them take assurance that it has what it takes to make a great world seaport; that for one thing, it has at its back a vastly rich and fast growing hinterland, and that agriculture is the backbone of California. Waterfront labor disputes have largely been composed by definite contractive arrangement, and men of the shipping industry turn to the brighter side of the shield.

KNOW YOUR HARBOR

To be convinced of its greatness and that it will ultimately achieve its destiny, as the first port of the world, one need only to look about San Francisco harbor. Pause to ponder the vastness of its natural resources and its potentialities for expansion, consider how far it has progressed even in the last twenty-five of the seventy-five years it has been under State operation; reckon the transport lines that converge on the waterfront; view again the Golden Gate and its enchanting vista; gaze intently upon the two mighty bridges that span the bay; the Magic City on Treasure Island, home of the Golden Gate International Exposition two miles off the shoreline of San Francisco, and, above all look forward! You'll be cheered by the picture.

San Francisco and her sister cities of the bay area will be host to the world during the 1939 Exposition on Treasure Island. Hundreds of thousands of visitors from all points in this country and from all parts of the world will come to see its assembled wonders. The harbor and its equipment are an essential part of the impressive panorama that will unfold to our World Fair guests.

HARBOR HIGHLIGHTS

In the event you haven't available at the moment something better in the way of epitomized facts about the harbor, here are a few streamlined ones you may impart to your visitors:



THE IMPRESSIVE WATERFRONT OF SAN FRANCISCO, WITH THE CITY IN THE BACKGROUND, AS IT APPEARS FROM AN AIRPLANE

San Francisco harbor is one of the great ports of the world. First on the Pacific, second among the American ports in total value of waterborne commerce. For 75 years it has been managed by the State of California; all modern facilities of this great world port are controlled and operated by the Board of State Harbor Commissioners appointed by the Governor.

The ambit of San Francisco Harbor is not local—the world is its market place. Golden gateway to the Orient, Hawaiian Islands, Australia, India, Europe, Mexico, Central and South America.

The port has 43 piers available for handling general cargo; 17.5 miles of berthing space; 193 acres of cargo space; terminals and warehouses for special cargo—a grand total land area of 1,912 acres owned by the State of California. A shipside refrigeration and products terminal equipped with modern facilities for handling and storing agricultural products and perishable commodities in transit; a grain terminal for cleaning, grading and loading grain for export; special facilities for the promotion and development of the fishing industry at Fisherman's world-renowned wharf; tanks and pipelines for handling Oriental vegetable oils and molasses; fumigating plants for cotton; lumber terminals.

The entire waterfront and adjacent warehouses and industries are served by the State Belt Railroad, which has 66 miles of track and direct connections with all transcontinental and local railroads. The Embarcadero, a broad street extending the length of the waterfront, permits orderly and rapid trucking.

A passenger terminal, the world famed Ferry Building is situated flush with the water front at the foot of Market Street.

San Francisco Harbor pays its own way, no funds coming out of general taxation for its construction or maintenance. Due to non-profit operations, port charges are low and encourage and stimulate shipping.

The Port's ensemble of wharves, piers, terminals and commercial shipping facilities virtually as they exist today, have been constructed during the last 28 years and are valued at close to \$42,000,000. All the facilities of the port are appraised at \$86,000,000. Due to its natural advantages, its modern equipment, its efficient terminal interchange by means of the State Belt Railroad, the port ranks high in serving modern ocean traffic.



WHEN THE PORT WAS YOUNG—AUTHENTICATED VIEW OF SAN FRANCISCO IN 1849

The Port of San Francisco, physically efficient with modern facilities, is well prepared to meet expansion in world trade. Five miles of the water front are still available for piers, wharves, channels and industries.

The chief imports through the Port of San Francisco are copra, sugar, coffee, paper and paper products, vegetable oils, iron and steel products, fertilizer, burlap, nitrates, sand, ore, cement, chalk, petroleum products and lumber.

The leading exports are petroleum products, canned goods, dried fruit, fresh fruit, lumber, flour, rice, canned and cured fish, explosives, tin plate, barley, paint, machinery, raw cotton, asphalt, fertilizer and zinc.

Tonnage figures, financial statements, departmental reports and other factual information bearing on the affairs of the Port of San Francisco will be found in a section of this 1936-1938 Report of the Board of State Harbor Commissioners. Read them; study them, and you will really KNOW YOUR PORT.

HISTORICAL BACKGROUND

"The most magnificent bay on all the west coast of the Americas was found by Portola from the land, and by a crew of a Spanish packet, San Carlos, from the sea, and it was named San Francisco for St. Francis of Assisi."

That was in 1775, some two hundred years after Cabrillo, Drake, Vancouver, and other stout adventurers of Spain and England sailed up and down the west coast of America in quest of some such anchorage, and failed to find it.

History points out that the early navigators and settlers readily learned the native Indians of the bay country were timorous of the sea, and had never mastered its mysteries.



MODERN OCEAN TRAFFIC NEGOTIATING THE CHANNEL, NEAR THE THIRD STREET BRIDGE,
PORT OF SAN FRANCISCO



FOREIGN-FLAG FREIGHTER LOADING FULL CARGO OF FABRICATED STEEL AND IRON AT PIER 45—SHED B

Documents of the time and consensus of valid opinion are in accord that Commander Juan Manuel de Ayala, his pilots and sailormen of the San Carlos were the first human beings known to have sailed into or upon San Francisco Bay. They entered the Golden Gate on August 5, 1775, and dropped anchor at what was later known as Presidio Anchorage. This was six years after Don Gaspar de Portola looked upon the great bay from atop the brown hills on its ample shores.

The work of de Ayala in safely passing the straits and bringing his boat into the new-found, great landlocked harbor was greatly appreciated by the then viceroy of Spain. It also "mightily rejoiced his majesty, the King of Spain."

While de Ayala is believed to have been a man of broader vision than Portola, it is a near certainty that he had no dream of a day when the land surrounding his little packet boat would be the site of great populous cities that would have need of tremendous bridges of steel to span the harbor entrance and the bay proper in order to meet the demands of twentieth century commerce.

For a quarter of a century after de Ayala viewed the wooded hills about the bay from the San Carlos' decks, but few vessels found their way in through the Golden Gate. Then one day in April, 1806, the Russian trading schooner Juno, down from the northern settlements of Alaska for supplies of meat and grain, dropped anchor off the shores of Yerba Buena, and San Francisco's first waterborne commerce had its beginning. It was at this anchorage that the English sloop Raccoon lay when she entered the port in 1816, to hear the news of Waterloo.



TRANS-PACIFIC LINERS, AT PIERS SOUTH OF THE FERRY BUILDING, "WORKING CARGO" IN PREPARATION FOR DEPARTURE

The first suggestion of possible development of the port occurred under the Mexican regime in 1835. Before that date San Francisco was not a port of entry, and would-be traders were expected to go to Monterey for official pratique. In 1837 Captain W. A. Richardson, erstwhile mate of a British merchant ship, was appointed "Captain of the Port" by Governor Mariano Goudeloupe Vallejo.

In 1849 the harbor was filled with ships—idle because their crews deserted to become miners in the great gold rush. The ships grounded at the wharfs, became shops, hotels, warehouses, sunk in the mud and were built over; the growing city was born in the sea. In that year the first steamer, "California," began to ply between Panama and San Francisco.

Men of middle age today who are still active in the shipping and commerce of the port can remember when the waterfront was a forest of tall masts and long spars, with their hempen foliage. The fleets brought coal and carried to Europe California's staples of wheat and wool.

Gradually the sails were reefed before the intrusion of steam and electricity. The sprawling docks of the early period gave way to modern harbor development started when the State took over control in 1863. Today many miles of great modern piers jut out into San Francisco Bay.



LOADING SACKED BARLEY AT THE STATE GRAIN TERMINAL, ISLAIS CREEK, FOR DELIVERY IN FOREIGN MARKETS

STATE GRAIN TERMINAL

Installation and maintenance of modern terminal facilities designed to aid the farmers of California in marketing their seasonal crops with speed and economy, is a policy to which the San Francisco Harbor Board is definitely committed.

As a result of the affluent production of grain, particularly barley, in the Central Pacific Area, there are seasons of the year when these field crops for export move through the Port of San Francisco in large volume.

Ships and barges full-laden with bulk and sacked barley move down the rivers into San Francisco Bay from the Central Valley regions of California and discharge their loads at the State-owned Islais Creek Terminal. The plant is given over almost entirely to the handling of barley.

Here the barley is given necessary treatment before being reloaded for shipment abroad or across-country by rail. The barley is cleaned and graded with modern machine installation. At intervals during the 1937 season, as much as 50,000 tons of sacked barley was stored in the terminal awaiting shipment. An average of 125,000 tons of the grain is handled yearly at this storage manipulating and transfer plant.

The Islais Creek Grain terminal is 1,250 feet long and 220 feet wide, with adequate wharf space, and is equipped throughout with modern machinery. This State facility, while under the jurisdiction of the Board of State Harbor Commissioners, is operated by a private corporation by rental arrangement.

Opened in 1923 as a relatively small unit, the terminal has been extended by various additions and mechanical installations to meet the ever-growing demands during the barley shipping seasons. In order to permit the handling of larger proportions in bulk, both inbound and outbound, an additional elevator building and bins were constructed at the plant in 1932 by direction of the present Harbor Board.

TERMINAL CAPACITY

The total area occupied by the grain terminal, including sheds, wharves, driveways, railroad tracks and trucking platform is 341,600 square feet. Of this the shed area covers 254,320 feet. The bin capacity for bulk grain is 1,100 tons. Bulk unloading capacity is 90 tons per hour; loading capacity to ship, 200 tons per hour; loading capacity to car per hour, 160 tons. The cleaning capacity per hour is 80 tons.

Machinery equipment, including power shovels, bucket elevators, belt conveyors and spouts for bulk grain, belt conveyors for sacked grain and cleaning machinery is all motor-driven.

The grain terminal is conveniently located in the Islais Creek channel, about half a mile from the bay pierhead line. The channel is kept dredged to from 25 to 35 feet so that grain ships and barges from up-river go handily alongside the terminal and discharge and load. The channel runs almost due north from the bay a distance inland of about a mile.

The elevator building of the plant, a five-story structure, is located on the channel side and is adjacent to the depressed railroad tracks, a part of the State Belt Railroad system.

The bin structure extends from the new elevator building to the existing grading building. The buildings are all constructed of timber with corrugated galvanized iron over all. The large warehouses with their concrete floors provide safe, clean storage free from rodents.

ISLAIS CREEK ACTIVITIES

In addition to the State Grain Terminal, which is most conveniently located for the handling of grain shipments either by rail or water on property under the jurisdiction of the Board of State Harbor Commissioners in the Islais Creek district of the Port of San Francisco, other public services also operate in this important water front area. A large part of these industrial lands are leased for lumber storage, an industry that is one of the mainstays of the port both in shipping and distribution. Plants for canning sardines and the reduction of sardines into oil and fishmeal operate in this locality. One of the major broadcasting organizations has a parcel of this land under lease. Other sections in the district are leased by oil companies for temporary storage and distribution purposes.



STATE GRAIN TERMINAL OF THE PORT OF SAN FRANCISCO—VIEWED FROM THE CHANNEL SIDE



SCENE AT STATE SHIPSIDE REFRIGERATION TERMINAL, CHINA BASIN—
LOADING CALIFORNIA FRESH FRUITS FOR EXPORT



INTERIOR VIEW, STATE REFRIGERATION TERMINAL, SHOWING COMPRESSOR ROOM

STATE REFRIGERATION TERMINAL

The State-owned and operated shipside Refrigeration Terminal, conveniently located in the China Basin area of the San Francisco waterfront, has proved of invaluable assistance to the farmers and fruitgrowers of the great Central Valleys of California in the movement of fresh fruits to foreign markets—and in getting them there in perfect condition.

Fully equipped with every modern refrigeration facility, immense quantities of seasonal fresh fruits are received, handled, precooled and otherwise made ready for export at the plant. Movement of the fruit to eastern markets of the United States is also facilitated.

The large measure of business with fruitgrowers that has developed at this State terminal in the last six years has definitely stamped it as one of the outstanding facilities of the harbor.

Always mindful that San Francisco Harbor is the natural gateway to the markets of the world for the abounding products of the vast and resourceful agricultural regions contiguous to this port, the Board of State Harbor Commissioners has made liberal provision for the development and maintenance of every facility at the harbor that would aid agriculture and expedite the movement of crops. The State Refrigeration Terminal and the State Grain Terminal are among the units of port equipment that have justified this policy.

Some idea of the sizeable foreign business that has grown up in recent years in the export of Northern California deciduous fresh fruits may be had when it is pointed out that during 1938 fruit season a total of 750,000 packages of fresh fruits for export were handled through the facilities of the State's refrigeration plant in San Francisco Harbor. This was approximately 200,000 more packages than passed through the terminal in 1937. The gain is attributed to the inexorable law of supply and demand—unusually large crops and a brisk foreign demand for California's fresh, luscious pears, plums, grapes and apples.

The United Kingdom takes the greatest volume of our fresh fruits, beginning with the early variety of plums late in May or early June. By mid-summer pears, grapes and apples are moving in heavy shipments.

Some of the early fresh fruits for export and domestic consumption go forward in intercoastal ships provided with refrigeration space and in refrigeration rail cars to the Atlantic seaboard, but the great bulk of the exports of fresh fruits go forward to the European Continent and the Far East in vessels equipped with refrigeration.

In season, the fresh fruits are brought in from the back country by rail cars and motor trucks and delivered at the China Basin refrigeration terminal. The turnover there is rapid. Fresh fruits for export can be precooled and made ready for loading on ships alongside in forty-eight hours and less from the time shipments are received from the valley regions.

The plant occupies all the second floor of the State Products Terminal Building, the foundations of which are capable of supporting four additional floors. Some 450,000 cubic feet of refrigeration space is available and there is capacity for more than 200,000 packages for precooling at one time.

The storage space at the plant is located adjacent to the second floor trucking platform on the land side, and the ship loading platform on the water side. The terminal is served by two depressed railroad tracks and one flush track which connects with the State Belt Railroad.

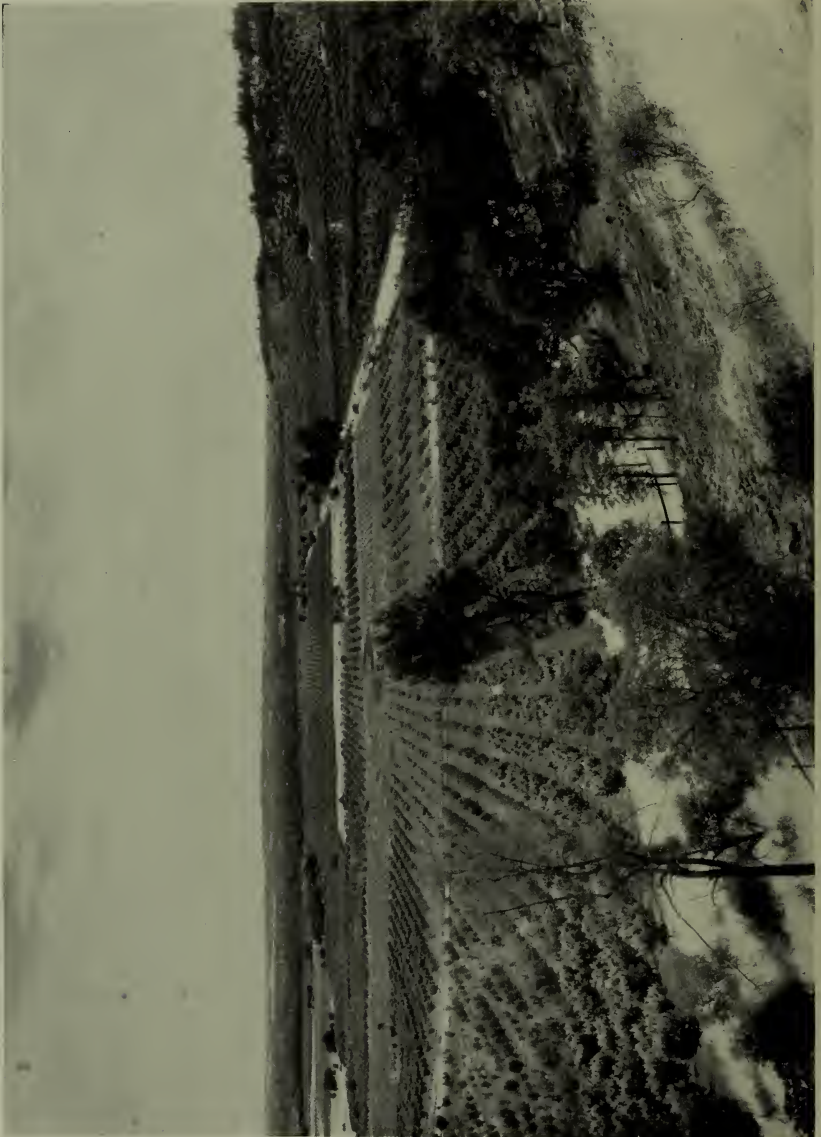
Work on a two-story reinforced concrete addition to the State Products Terminal Building at Berry and Channel Streets, is now well under way and is expected to be completed early in 1939. It will cost about \$250,000.

WATER FRONT INDUSTRIAL LANDS

The total area of undeveloped property under the jurisdiction of the Board of State Harbor Commissioners is approximately 430 acres. This includes Central Basin, India Basin, Drydock Basin, South Basin, the area between the pierhead and bulkhead lines south of China Basin and the area included in the India Basin purchase located between Islais Creek and India Basin proper. The last named tract is available for industrial development. Approximately 37 acres of this area has been reclaimed, and 25 acres are still available for industrial purposes. The remainder of the tract, comprising some 128 acres, is at present unreclaimed.



MODERN SHIPS LINEUP FOR FRESH FRUIT CARGOES FOR FOREIGN DELIVERY



AGRICULTURE, TODAY, IS KING IN CALIFORNIA—SECTIONAL VIEW IN GREAT SACRAMENTO VALLEY

THE GREAT CENTRAL VALLEYS

Out of the great Central Valleys of California—the Sacramento and the San Joaquin—pours an avalanche of golden wealth every month in the year. It is an area perhaps unrivaled in the world for the wealth and diversity of its resources.

From 3,000,000 acres under irrigation in these two valleys there normally is produced crop and livestock income of nearly \$500,000,000 a year.

The irrigated lands, together with the improvements on them and the money expended in preparing the lands for irrigation, represents an investment of \$1,333,000,000 according to United States census reports. An additional \$600,000,000 is invested in orchards and vineyards.

San Francisco Harbor is essentially related to this great Inland Empire in that it is the natural gateway to the markets of the world for its abounding field crops, its fruits and vegetables and its livestock and livestock products.

Fifty-three per cent of the State's total crop value as reported by the Federal census, and 77 per cent of the livestock value on farms, are attributed to the Central Pacific Coast area contiguous to San Francisco.

Through San Francisco Harbor, destined to the ports of America and the world, annually pass millions of cases of canned fruits and vegetables, hundreds of thousands of tons of dried fruit and millions of boxes of fresh products.

LIFE BLOOD OF THE HARBOR

This vast, rich and growing agricultural region sometimes referred to as a "Two Billion Dollar Empire"—drained by the Sacramento River and the San Joaquin River into San Francisco Bay, contributes a large part of the total tonnage handled over the piers of the Port of San Francisco. From this trade territory comes an average of about 4,500,000 tons a year to the Port.

Census and crop reports of the State and Federal governments tell graphically the importance of the yield of the fields and orchards of the Central Valleys of California.

Three-fourths of the world's supply of grapes, raisins and dried fruits comes from the highly productive lands in the Central Valleys. Fully one-fourth of all the vegetables purchased by the American housewife comes from the same region.

These great inland valleys which comprise an important part of San Francisco's back country, produce immense volume and numerous variety of fruits, vegetables, field crops and live stock. Deciduous and citrus fruits, nuts, olives, cotton, truck crops, and grains, including rice, predominate. Cattle, sheep, swine and poultry are raised in abundance.

And yet, great as is the productivity of the Sacramento and the San Joaquin Valleys where irrigation is available, the agricultural potentialities are vast. There are millions of acres on the valley floor and in the marginal plains and foothills awaiting intensive production.



HUGE TRACTORS PREPARE THE VALLEY LANDS FOR AFFLUENT PRODUCTION



THIS ORCHARD VIEW IS TYPICAL OF MANY CALIFORNIA VALLEY AREAS—DESPITE THE MODERN TREND, FRUIT-PICKING IS STILL DONE BY HAND



THIS VIEW SHOWS THAT THE CHOICEST PRODUCTS OF TEMPERATE ZONE AND SUB-TROPICS ARE GROWN ALIKE IN CALIFORNIA CENTRAL VALLEY REGIONS

California's mighty \$170,000,000 Central Valleys Project, now on the way to realization, by conserving water and distributing it through the inland empire, will make possible extensive development for the immediate future. But it is only the beginning of a greater and more far-reaching plan which will make California truly the garden spot of the world.

Of the fifty-eight counties in California, twenty-two comprise the great agricultural empire, about 425 miles in length and from 30 to 50 miles in width, drained by the Sacramento and the San Joaquin rivers, navigable streams that empty into San Francisco Bay.

THE GREAT SACRAMENTO VALLEY

The Sacramento Valley northeast of San Francisco, is 175 miles long and from 30 to 50 miles wide and contains 2,900,000 acres of land on the valley floor and 2,300,000 acres in its marginal plains and foothills. Something about 1,000,000 acres in the valley are now under irrigation. These acreages have been growing rapidly.

The San Joaquin Valley, east and south of San Francisco, is 250 miles long and 40 miles wide and comprises the largest continuous block of agricultural land in the State, or about 8,400,000 acres. About one-half of all the lands now under irrigation in California are in the San Joaquin Valley.

Agricultural production in the Sacramento and the San Joaquin Valleys depends chiefly upon irrigation developments and the great Central Valleys Project, conserving and stabilizing water now wasted to the sea, is intended to provide sufficient water for irrigation in all seasons of the year.

In the early days following the Gold Rush of the late '40s and early '50s grain and farming without irrigation predominated. This rapidly displaced the cattle industry on the more favorably situated lands and grew to large magnitude. Up to 1885, the growth of agriculture and the increase of agricultural production were obtained by an increase in farm area, mostly by dry farming.

Agriculture in the valleys as it exists today originated with the early adoption of irrigation, which coupled with the fertile soils and equable climate, was found to provide an unusually favorable combination for the growing of fruits and vegetables and almost all varieties of crops.



3,000,000 ACRES IRRIGATED

Up to the beginning of the century the growth of irrigation was slow. Since 1900, however, the area irrigated has increased rapidly until at the present time nearly 3,000,000 acres are irrigated in the Sacramento and San Joaquin Valleys—a greater area than that irrigated in all the Federal reclamation projects in the West.

The bulk of the present agricultural production depends upon irrigation and hence irrigation is of paramount importance. The crops grown in the Sacramento and San Joaquin Valleys by irrigation largely are what may be termed specialty crops which are not grown on any large commercial scale elsewhere in the nation.

Such crops as lemons, raisins, apricots, prunes, figs, olives, almonds, English walnuts, canning asparagus, canning spinach and several truck crops during the year are some of the important specialty crops grown.

These are marketed throughout the United States and in foreign nations as well. The great bulk of these crops are waterborne to their destinations and are handled through the facilities of the Port of San Francisco.

Although cotton, in terms of dollar value, ranks as a relatively minor California crop, its economic importance to the State is increasing steadily. The soil and climate of a certain section of the San Joaquin Valley is extremely favorable to the production of long-fibre, premium grade cotton on the highest per-acre yield in the United States. Of the 620,000 acres of cotton harvested in the State in 1937, 589,600 were in San Joaquin Valley. Expansion of California's cotton acreage in the last decade has been marked.

Other agricultural products of the Sacramento and San Joaquin Valleys, such as forage, live stock and dairy products, are important but these are consumed largely within the State.



PHOTO BY U. S. BUREAU OF RECLAMATION
THIS PICTURE SHOWS A BRISK BARGE BUSINESS AT SACRAMENTO WHARVES—SACKED GRAIN FOR WORLD MARKETS THROUGH THE PORT OF SAN FRANCISCO

SOIL WORKS ALL YEAR

California is America's first ranking agricultural state, a position largely attained through the farming activities in the Central Valleys, where irrigation plays a more important role than it does anywhere else in the country.

In this region there is no such thing as quarter-year production as obtains in some snowbound states. Here, there is nothing wasted for the soil works for the farmer twelve months in the year.

The latest statistical reports of the United States Department of Agriculture tell the story graphically of truck crops. In acreage, for example, here is how the leading ten states ranked in 1937:

	For Market	For Canning	Total
California.....	361,690	148,870	510,560
Texas.....	244,950	26,600	271,550
Indiana.....	26,640	154,520	181,160
Wisconsin.....	13,110	165,950	179,060
Maryland.....	32,070	133,570	165,640
New York.....	71,390	93,000	164,390
Florida.....	151,650	3,750	155,400
New Jersey.....	105,030	49,500	154,530
Illinois.....	19,290	124,270	143,560
Minnesota.....	6,330	100,290	106,620

In so far as cash income from truck crops is concerned, here is how the leaders placed in 1937:

	For Market	For Canning	Total
California.....	\$72,401,000	\$12,677,000	\$85,078,000
Florida.....	25,586,000	131,000	25,717,000
New York.....	13,159,000	5,357,000	18,516,000
Texas.....	15,367,000	547,000	15,914,000
New Jersey.....	12,259,000	2,869,000	15,128,000
Arizona.....	9,522,000	7,000	9,529,000
Michigan.....	5,991,000	2,794,000	8,785,000
Indiana.....	2,391,000	6,180,000	8,571,000
Maryland.....	2,812,000	5,286,000	8,098,000
Ohio.....	1,982,000	1,770,000	3,752,000

Represented by 6,145,000 tons, the combined farm value of the main California fruit and nut crops of 1937 was estimated as \$205,255,000 by the California Cooperative Crop Reporting Service.

This was an increase of 33 per cent in tonnage and 12 per cent in farm value over 1936. All of the crops are raised in major proportions in the Central Valleys, the waterborne output of which is chiefly serviced through the facilities of the Port of San Francisco.



PHOTO BY U. S. BUREAU OF RECLAMATION

VIEW OF A FLOURISHING RICE FIELD IN THE SACRAMENTO VALLEY



PHOTO BY U. S. BUREAU OF RECLAMATION

OUTLINED AGAINST THE SHOULDERS OF THE SACRAMENTO RIVER CANYON IS THE FUTURE AXIS OF THE GIANT SHASTA DAM OF THE CENTRAL VALLEY PROJECT



GENERAL VIEW OF HUGE SUGAR REFINERY AT CROCKETT—ONE OF MANY TRADE TERRITORY INDUSTRIES SERVED THROUGH THE PORT OF SAN FRANCISCO

INLAND WATERWAYS TONNAGE

The great agricultural empire drained by the Sacramento River and the San Joaquin River and tributary streams flowing into San Francisco Bay contributed a very substantial part of the total tonnage that passed over the piers of the port. The following table shows the tonnage by years during the twelve-year period, 1927-1938, inclusive:

1927.....	4,637,621	1932.....	4,461,869	1937.....	4,230,249
1928.....	4,372,222	1933.....	3,950,744	1938.....	3,461,847
1929.....	4,657,884	1934.....	3,957,603		
1930.....	5,561,929	1935.....	4,148,662	Total.....	53,029,575
1931.....	5,396,295	1936.....	4,192,650		

INLAND EMPIRE KEYNOTES

The following brief paragraphs, supported by census and crop reports of the State and Federal governments, show—at a glance—the importance of the great Central Valleys as a food basket for the nation:

California ranks high in production of fruits and nuts, and vegetables and grains, and the fertile Sacramento and San Joaquin Valleys, through the magic of irrigation waters and plentiful sunshine, play a major role in the drama of agricultural superiority for the Golden State.

California produces nearly half of the nation's fruits and nuts, leading her nearest competitor by 6 to 1.

California produces 45 per cent of the nation's peaches, leading Georgia, her nearest competitor, by 4 to 1; California packs 98 per cent of the world's canned peaches, 44 per cent of the canning clings being produced in the Sacramento region.

California packs 60 per cent of the nation's canned pears and 40 per cent of car lot shipments of fresh pears; 57.6 per cent of the state's acreage is in the Sacramento area.

California leads in plums and prunes, producing twice as many tons of fresh fruits as her nearest competitor, and seven times as much dried fruit as the same state; 57.4 per cent of California's plums and 31 per cent of the prunes are grown in the Sacramento region.

California has 95 per cent of the nation's acreage of apricots, the Sacramento Valley being a heavy producer.

California produces 90 per cent of the nation's supply of grapes. Both the Sacramento and San Joaquin Valleys abound with vineyards.

California ranks first in the value of her cherry crop, even though the production ranks her third; the Sacramento region is major producing area.

California grows 71 per cent of the nation's crop of oranges with Sacramento County oranges regularly reaching the market first. California has a monopoly on ripe olives, 44.2 per cent being produced in the Sacramento area.

ADJACENT VALLEYS

San Francisco, America's second-ranking harbor, not only is the hub of the gigantic industry of the soil of the Sacramento and San Joaquin Valleys, but it is the center for distribution of the products of the rich agricultural stock and poultry raising areas immediately south and north of San Francisco Bay.

The Santa Clara, Salinas and Pajaro valleys, and the Sonoma and Napa valleys are particularly important contributors to the commercial life of the harbor.

Methods of transport of farm products between these particular districts and San Francisco's water front is three-way—barge, rail and truck. The movement is also facilitated by the State-owned Belt Railroad.

Since the openings of the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge trucking over the spans to and from the harbor has increased steadily.

The Santa Clara Valley, directly to the south of San Francisco, is prominent in the production of prunes, apricots, cherries, pears and generally is one of the most intensive fruit production areas in the world.

The Sonoma and Napa valleys on the north are rich in fertility; prunes, apples, pears, table grapes and wine grapes are among the leading fruit crops. The region is also widely known for poultry production.

The Salinas and Pajaro valleys, and the area directly bordering on San Francisco Bay, produce a wide range of field, fruit, vegetable and grain crops, and are also important stock and poultry raising centers. These valleys also produce immense quantities of lettuce. They are the "salad bowls" of the country.

INDUSTRIAL TONNAGE

In addition to the fabulously productive near-by agricultural area which San Francisco Harbor serves as the natural gateway for transportation, the commercial life of the harbor is very materially stimulated by the varied activities of scores of major industries situated in the San Francisco Bay trade territory.

In San Francisco's immediate trade range are concentrated some of the nation's basic industries. They include a great chain of oil refineries and petroleum products' distributing centers; sugar refineries; smelters and smelting refineries; powder works; chemical plants; numerous shipbuilding plants and drydocks; including Mare Island Navy Yard; iron works; cotton compressing installations and extensive facilities for handling of lumber.

Important among the trade commodity industries in the Bay area, and one that figures potentially in the tonnage totals of the Port of San Francisco, is the canning of fruits, vegetables and fish. The territory contiguous to San Francisco is also the center of the wine industry, which with grapes, ranks as the second largest in California agriculture.

In hundreds of factories dotting the shores of San Francisco Bay almost every known article is fabricated and the output surges into old and new fields of profit in world trade.

Seventy per cent of the nation's gold production comes from the western states, and nearly one-half of this amount comes from the mines in the immediate trade territory to San Francisco, adjacent to the pioneers' first discovery.



THE STATE BELT RAILROAD IS AN OUTSTANDING HARBOR FACILITY—VIEW OF FREIGHT MOVEMENT ON THE EMBARCADERO



GENERAL CARGO MAKES UP THE BULK OF SAN FRANCISCO'S TONNAGE. THIS PICTURE SHOWS MORE THAN 200 CARLOADS OF DIVERSIFIED MERCHANDISE ASSEMBLED ON ONE PIER FOR SHIPMENT

TERMINAL INTERCHANGE FACILITIES



More than thirty common carrier truck lines, regulated by State and Federal commissions, radiate from San Francisco, serving California and neighboring states. Four transcontinental bus lines have terminals here.

Three modern air terminals are within thirty minutes of downtown San Francisco, including the trans-Pacific air line with a San Francisco harbor base on Treasure Island, home of the Golden Gate International Exposition.

Facilities for both freight and passenger transportation are excellent—and they are constantly being improved.

STATE BELT RAILROAD A MAJOR FACILITY

The State Belt Railroad with its 70 miles of track along the Embarcadero is the connecting link between land and water transportation lines that converge at the Port of San Francisco.

In the port's system of coordinated activities, land and water, harmonized under a single control, the State-owned Belt Line's efficient switching system, is an indispensable factor because it is the vehicle which prevents congestion and promotes dispatch and economy in the transfer of goods from ship to shore and shore to ship.

The State Belt Railroad has played an important part in the long-range harbor development program which has made San Francisco the first port of the Pacific.

The chief function of the State Belt Railroad is that of bringing ship and railroad car close together, side by side, when possible. Development and extension of the Belt Line's switching system has kept pace with every phase of terminal and interchange development and has improved its service constantly until today it offers the most complete harbor rail switching system anywhere in the country.

The Belt Line operates on the Embarcadero, a busy marginal thoroughfare 200 feet wide, located behind the great seawall. The system connects directly with transcontinental and shortline railroads, with pier rails and with trackage maintained by industrial warehouses on the water front. The Belt Line handles an average of 450 freight cars daily.

By means of this highly important facility, goods may be unloaded from the ship's side at San Francisco, trucked into the awaiting freight cars and switched off on a railroad journey to Mexico or New York without further transfer.

SERVES ENTIRE WATER FRONT

Operated since 1890 under the Board of State Harbor Commissioners, the road was originally confined to the waterfront north of Market Street. The Belt Line crossed to the southern Embarcadero in 1912 and gradually extended its rails in both directions as the line of San Francisco's piers lengthened. Today the tracks extend from the Presidio to Islais Creek.

Physical properties of the road include, in addition to its 70 miles of track, seven locomotives, several cars, its own shops opposite Pier 27 and three barge slips, at Piers 45, 43 and 36. Fulltime employees of the Belt Line total one hundred and fifty.

By means of the Belt Line's switching system traffic moves to and from the piers with smoothness and facility. The flat switching charge between any two points serves to avoid overdevelopment and congestion. The road is an important link in car-barging operations on the bay, an important industry by itself.

It is a matter of record that the idea of such a railroad was first officially conceived by the Harbor Commission in 1873, but it was not until 1889 that a law was passed authorizing its construction.

The road was a small affair in 1890 when the first unit was built. Its total length was about a mile. The system was primitive, but it served a good pioneer purpose and as the nucleus of the present-day State Belt Railroad.



THE PHOTOGRAPH OF THIS GIANT 74-PASSENGER TRANSOCEANIC CLIPPER PLANE WAS TAKEN AS IT APPROACHED ITS NEW SAN FRANCISCO HARBOR BASE ON ITS INITIAL FLIGHT



GENERAL VIEW OF HANGAR B, ONE OF TWO SUCH STRUCTURES COMPLETED AT TREASURE ISLAND AT A COST OF \$450,000 EACH

THE CLIPPER SHIPS



Within the last few years the Clipper Ships have become an accepted and important part of the activities in San Francisco Harbor. The huge Clippers fly weekly schedules from this port to the Orient with passengers, mail and express. This ocean-air service has accelerated the tempo of trade intercourse with the Orient, just as definitely as the bridges have unified the San Francisco Bay Area in new efficiency.

A definite and concrete future for San Francisco in the field of international air transport was assured when in August, 1938, Pan American Airways signed with the City of San Francisco a ten-year lease beginning in 1940, and with the option of ten-year renewal, for use of hangar and seaplane facilities on Treasure Island.

In order to make the new arrangement effective immediately and through 1939, the air company entered into agreements with the Golden Gate International Exposition whereby the trans-Pacific Clippers are enabled to use in regular operation the new mid-bay man-made island during Exposition year.

Pan American Airways will operate from Hangar B, one of the two giant heavier-than-air hangars which have been constructed on the Island at a cost of \$450,000 each. These hangars of steel and concrete construction, each

measuring 287 x 335 feet and 40 feet high, are the largest airplane hangars. The operating headquarters of Pan American Airways trans-Pacific airline is housed in the permanent Administration Building on Treasure Island.

It is announced by Pan American Airways that it will have in operation from the new San Francisco Harbor base in 1939 the first of the fleet of four 74-passenger transoceanic Clipper planes. They are rated as the largest commercial airplanes ever built. The new Clippers, each with a gross weight of 41½ tons and manned by a crew of ten, are twice as large as the Clippers which pioneered the trans-Pacific air route from San Francisco to the Orient and which in the past several years proved the feasibility of regular air transport service from San Francisco Harbor across the world's largest ocean to the Philippines and China.

WORLD'S LARGEST HARBOR

San Francisco is the largest landlocked harbor in the world, having an area of 450 square miles and a shoreline 100 miles in length. It is 48 miles long and has a maximum width of 13 miles. Surrounded by high hills and bluffs, it is so thoroughly protected that the annual damage to shipping from storms is practically nil.

The Golden Gate is three miles long, nearly a mile wide at its narrowest part and has a minimum depth of 105 feet. Directly under the Golden Gate Bridge the main channel is about 325 feet deep. Three deep channels connect the open sea with the Golden Gate. The north, or Bonita channel, has a minimum depth at low tide of 54 feet and is more than 2,000 feet wide. In recent years the central, or main channel has been dredged to a depth of 47 feet at low tide. The south channel has a depth of about 3 feet at low tide.

In the Port of San Francisco the depth of the water at pier ends varies from 40 to 80 feet. The largest vessels afloat find no difficulty in berthing at San Francisco piers.

HARBOR DAY

One of the most significant events on the port's calendar each year is the celebration of Harbor Day early in August. Designed to make San Francisco port conscious, Harbor Day was established nine years ago by the San Francisco Junior Chamber of Commerce, and it has succeeded admirably in its aims and purpose. New features are planned for the gala celebration each year, and year by year Harbor Day has become more and more popular with the people of the city and the bay area. It is a day given over to aquatic events in which the United States fleet and commercial and pleasure boats participate. The regatta along the Marina is always colorful and exciting. But, in deeper significance, Harbor Day commemorates the continuous and constructive service the harbor of San Francisco has played in the progress and prosperity of California and the Nation.

HARBOR LIGHTS

Nightfall on San Francisco's vast stretch of water front finds it illuminated by myriad of electric light units constituting a standard of lighting unsurpassed in any harbor of the world.

A high standard of harbor lighting has always been a distinguishing function of the Electrical Department of every Board of State Harbor Commissioners under State ownership.

Harbor lighting facilities considered adequate fifteen years ago would be obsolete today. Replacement, and new installation of the most advanced types of lighting and other electrical equipment, is part of the job of harbor electricians.

Every pier, dock, wharf and terminal of the port has its lighting problem, but they have all been adequately met so as to facilitate necessary night work and minimize hazard.



PHOTOGRAPHIC TECHNIQUE AND WEATHER CONDITIONS WERE AT THEIR BEST IN PRODUCING THIS PICTURE OF THE GOLDEN GATE BRIDGE



VIEW OF SAN FRANCISCO-OAKLAND BAY BRIDGE WITH A STRETCH OF THE EMBARCADERO AND PORT PIERS IN THE FOREGROUND

THE BRIDGES

Metropolitan San Francisco, girded by an impressive water front, today reaches East Bay cities over giant spans of steel. Completion of the world's two greatest bridges linked together the 2,000,000 population of the San Francisco Bay communities, and thus forged a truly metropolitan area.

In the commercial life of San Francisco Harbor, as well as the wider economic and social life of the entire region, the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge play an important contemporary part.

Impressive as the great engineering triumphs always will be in the Bay panorama, the bridges are today serving the utilitarian purpose which finally prompted their construction at a total cost of more than \$100,000,000.

Trucking over the spans has increased steadily since their openings. Today much of the port's inbound and out-bound water-borne cargo is moved to and from the docks by trucks using the bridges.

Readjustment of bay ferry boat traffic, due to the bridge, doubtless will have a bearing upon future improvements at the Port of San Francisco such as replacement of ferry slips in the immediate Ferry Building area with cargo piers, giving the port still more berthing space for deep water ships.

Construction work on the Bay Bridge railroad is rapidly nearing completion. According to present schedules, transbay commuters will be enjoying the service early in 1939, possibly before the Golden Gate International Exposition opens in mid-February.

The number of visitors attracted to San Francisco by the bridges is incalculable. By sea and overland, tourists have converged on the Bay region by tens of thousands to look upon, admire and ponder these mighty monuments. Millions of visitors, expected during the 1939 Exposition, likewise will transit the famous bridges.

SUMMARY OF THE TWO BRIDGES

Not taking into account the human element, the engineers who labored long over cold mathematical realities, and above all those workmen who faced unflinchingly the hazards entailed in their construction, the following composite table shows what it took to make the Bridges:

SAN FRANCISCO- OAKLAND BAY BRIDGE	GOLDEN GATE BRIDGE	
\$77,200,000.....	total cost.....	\$35,000,000
*23,000 feet (4 $\frac{1}{2}$ miles).....	total length.....	**8,940 feet (1 $\frac{3}{4}$ miles)
235 feet.....	deepest pier.....	100 feet
92 x 197.....	largest pier.....	90 x 185
51.....	number of piers.....	5 main piers
518 feet.....	height of towers.....	746 feet
2,310 feet.....	longest single span.....	4,200 feet
200,000 tons.....	steel used.....	100,000 tons
18,500 tons.....	cable wire weight.....	22,000 tons
70,800 miles.....	cable wire length.....	80,000 miles
28 $\frac{3}{4}$ inches.....	size of cables.....	36 $\frac{1}{2}$ inches
17,464 strands.....	number of wires.....	27,572 strands
1,000,000 cubic yards.....	concrete.....	254,690 cubic yards
42,000,000 pounds.....	tension in one cable.....	63,000,000 pounds
249,000,000 pounds.....	cable supporting capacity.....	430,000,000 pounds
77,000,000 pounds.....	pull at anchorage.....	126,000,000 pounds
200,000 gallons.....	paint.....	110,000 gallons
6,038,000 cubic yards.....	excavation.....	511,000 cubic yards
54,850,000.....	man hours.....	25,000,000
Autos and trains.....	vehicle facilities.....	Autos only
50,000,000.....	train passengers.....	None
Nine, plus two car tracks.....	travel lanes.....	Six
July 9, 1933.....	work started.....	January 5, 1933
For vehicle traffic, Nov. 12, 1936.....	completion date.....	May 27, 1937
1,400 feet.....	length of cantilever span.....	None

* With approaches, 12 miles.

** With approaches, 7 miles.

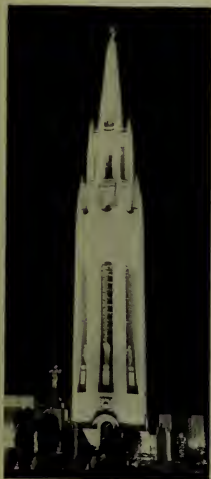
From the opening of the Golden Gate Bridge on May 27, 1937, to May 31, 1938, a total of 3,564,695 vehicles, carrying an approximate total of 8,000,000 passengers crossed the span at the harbor entrance.

From the opening of the San Francisco-Oakland Bay Bridge on November 12, 1936, to May 31, 1938, the total number of vehicles making the crossing was 13,797,331 for a total of approximately 32,000,000 passengers.



THIS PICTURE SHOWS THE RELATIVE PROXIMITY OF TREASURE ISLAND TO SAN FRANCISCO'S SHORELINE

GOLDEN GATE INTERNATIONAL EXPOSITION



Years of planning and high-speed construction have brought the Golden Gate International Exposition to its final stage of completion.

Gates of the great Western World's Fair on man-made Treasure Island in the center of San Francisco Bay will be opened to the invited world on February 18, 1939, and will stay open for 288 days until December 2 of the same year.

The Fair has come a long way to become the reality it is today—a glittering Magic City created in the bay two miles off the shoreline of San Francisco where the visible proof of progress is impressive.

Here stand two of the greatest bridges in the world—the \$77,000,000 San Francisco-Oakland Bay Bridge, longest and most costly anywhere; and the \$35,000,000 Golden Gate Bridge; crossing the harbor entrance with the longest single span ever created.

Eleven Western states are squarely behind the 1939 Golden Gate International Exposition, co-hosts with the San Francisco-Oakland Bay area in an invitation to the world to come and see their assembled wonders.

WORLD'S FAIR HIGHLIGHTS

In epitomized form, here are some of the highlights of the Golden Gate International Exposition:

WHERE: The Golden Gate International Exposition . . . on the world's largest man-made island created in San Francisco Bay, midway between San Francisco and Metropolitan Oakland.

WHEN: Opens on February 18, 1939, and stays open for 288 days until December 2 of the same year.

HOW LARGE: Physically, 400 acres—more than a mile long and two-thirds of a mile wide; financially, representing up to \$50,000,000; culturally, international in scope but stressing Pacific participation and progress.

ATTENDANCE: 6,000,000 Californians live within ten hours' ride of Treasure Island. 4,000,000 out-of-state visitors are expected individually or with 1,500 conventions . . . totaling estimated admissions of 20,000,000 for Exposition year.

ACCESSIBILITY: Ferry service from San Francisco's famed Ferry Building; ferry service from Oakland and other East Bay cities (ten minutes). By auto or bus over a six-lane highway from the San Francisco-Oakland Bay Bridge; and by auto over all highways convergent to traffic lanes across Yerba Buena Island to the Fair grounds . . . and by airlines to Treasure Island airports. Parking area for 12,000 automobiles beneath the walls of the Exposition City.

THEME: International in scope and as broad as the civilization of the Western states and the nations of the Pacific. Also dedicated to modern development in transportation and communication, symbolized by the completion of the world's two largest bridges spanning San Francisco Bay; by the trans-Pacific and transcontinental air routes; by network of western highways and streamlined rail service; and the progress in the arts and sciences of cinema, radio and television will feature the more pleasurable and abundant life over mechanical achievements.

ARCHITECTURE: The Exposition palaces combine the beauty and pageantry of the Occident and the Orient. Foreign and state buildings are grouped around the World's Fair Lagoon. The 392-foot Exposition Tower dominates the central court.

LANDSCAPING AND ILLUMINATION: Treasure Island will be a garden by day, and a jewel by night. Thousands of trees and plants, millions of flowers, patterned by arbors, boulevards and rainbow-colored Magic Carpets will give way at night to the mystery and gayety of multi-colored lighting.

EXHIBITORS: Business will dramatize its story in pavilion and exhibits valued at more than \$15,000,000. Participation of foreign nations, particularly those countries bordering the Pacific Ocean is pledged and provided for, according to the Fair management.

CONSTRUCTION: Federal government grants of approximately \$7,000,000 were used in reclamation of the island and installations of facilities of enduring use. The State of California appropriated \$5,000,000 for a California building group, and for complete portrayal of the Golden State's varied offerings to those who seek business and pleasure.

FUTURE AIRPORTS: As Exposition Island will later become one of the world's leading metropolitan air terminals, aviation progress and development will be a dominant feature of the 1939 World's Fair.

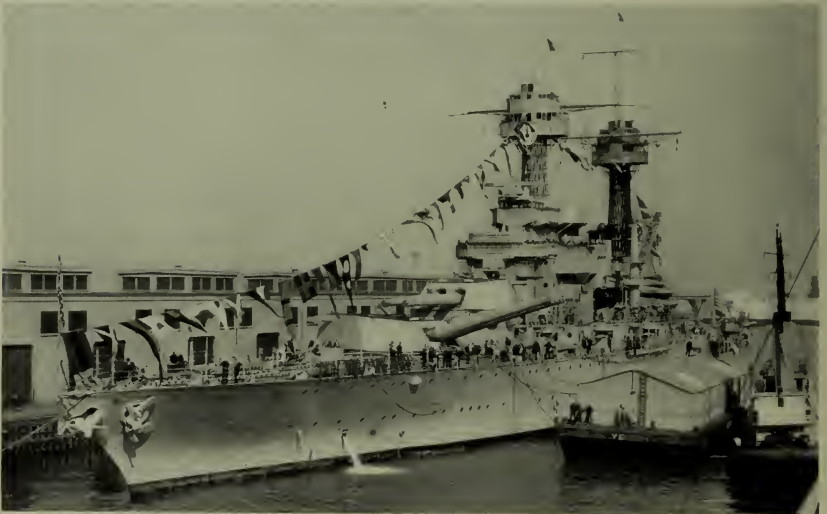
In the field of Fine Arts the Western World's Fair will make history, it is announced. The world's finest symphony orchestras, great choirs, will converge. Water sports and athletic events, carnivals, pyrotechnic displays will give more strenuous life to the island. A still more robust culture will whoop it up on the Exposition's Gayway—its Forty Acres of Fun.

HARBOR MOULDED BY NATURE

San Francisco's harbor is the city's physical characteristic of outstanding importance. It shaped the city's growth. Because of this magnificent land-locked expanse of bay and waterways, San Francisco's destiny as a great trading city was moulded for her by nature.



VIEW OF THE MAMMOTH HUNTER'S POINT DRYDOCK, PORT OF SAN FRANCISCO—
MODERN BATTLESHIP PASSING IN FOR SERVICE



HERE IS THE U.S. BATTLESHIP COLORADO IN GALA DRESS—THE GIANT WARCRAFT
COMES ALONGSIDE PIER 33 ON HARBOR DAY

THE WEST COAST'S GREAT NAVAL BASE

The United States Navy and San Francisco Harbor have much in common. For one thing, this port is the fleet's principal West Coast repair and supply base.

In the Pacific Coast area there are but two dry docks capable of handling a modern battleship—one is at San Francisco. The other is located at Bremerton, Puget Sound.

Capital ships of the fleet also can be drydocked at Pearl Harbor, Hawaii, and the Canal Zone. Vessels of the cruiser type and auxiliary naval craft, are drydocked at the Mare Island Navy Yard, San Francisco Bay.

Another naval development in San Francisco Harbor includes the \$15,000,000 Naval Air Base, work upon which is now well advanced on the East Bay site. The Navy Department is also pressing for the establishment of a \$12,000,000 supply base at some suitable location in the San Francisco Bay area. The Board of State Harbor Commissioners has offered a site at India Basin on the San Francisco water front.

When these projects of Pacific naval defense are completed, the United States Navy will have a total investment of \$50,000,000 in San Francisco Bay, giving year round employment to more than 8,000 persons. This, of course, includes the activities of Mare Island.

From time to time, in accordance with directed movements in Pacific coastal waters, massive battleships of the United States fleet parade their might in through the Golden Gate and come up to anchorage just east, and within the slanting shadows of the great Bay Bridge. There, at their moorings close to the San Francisco shoreline, the huge fighting ships shimmer in the golden sunlight.



A SECTION OF SAN FRANCISCO'S WATERFRONT, THE BAY BRIDGE AND U. S. BATTLEFLEET AS VIEWED FROM TELEGRAPH HILL

Few harbors in the world equal or even approach San Francisco in variety and vastness of its natural resources and for the accommodation of naval and commercial fleets. The entire United States fleet of battleships could find safe anchorage in this vast deep water harbor at one time, and there would still be plenty of room for commercial ships to operate.

San Francisco's harbor is in a unique position on the Pacific Coast of the United States, in that it is the only landlocked harbor with deep water approaches throughout hundreds of miles of coastline. Here nature has provided a haven for virtually an unlimited number of modern ships of any size or draft.

From the founding of the city to the present time, naval vessels found San Francisco to be an invaluable base for outfitting and a delightful port of visit for pleasure and creation.

HISTORICAL ASSOCIATION

The Navy is entwined in the romantic history of the Port of San Francisco, even before Mexican rule in California terminated in 1846.



MONTGOMERY, TODAY'S BUSY STREET OF THE FINANCIAL WEST, ONCE (IN 1846) FORMED THE SHORE OF SAN FRANCISCO BAY. THE OLD PRINT AT TOP SHOWS OLD U. S. NAVAL VESSELS ANCHORED IN WATERS WHOSE SITE HAS LONG BEEN RECLAIMED AND UPON WHICH THE CITY'S BUSY WHOLESALE DISTRICT NOW RESTS. CROSS INDICATES PRE-GOLD DAYS LOCATION OF CALIFORNIA AND MONTGOMERY STREETS, BUSY SECTION, WHICH IS PICTURED IN THE LOWER PHOTO.

The first recorded visit of a United States naval vessel to this port was in 1841, when an exploring expedition under Lieut. Charles Wilkes, U. S. Navy, with a fleet of six vessels, visited San Francisco Bay and made a partial survey of the bay and its rivers.

When San Francisco was changed from a Mexican pueblo into the nucleus of a truly American city, the Navy was on the job. California school boys have well thumbed the pages in their history books which tell of this important contemporary event.

It was on July 9, 1846, that Captain John B. Montgomery, in command of the United States sloop of war "Portsmouth," landed a force of sailors and marines on the beach of San Francisco and took possession in the name of the United States. On January 3, 1847, Lieut. Bartlett, U. S. Navy, as mayor, issued an ordinance proclaiming the name of the town thereby changed from Yerba Buena—"Good Herb" to San Francisco.

The names of naval officers who participated in the early development of San Francisco are perpetuated in many of the city's streets and monuments, with those of other pioneers.

Portsmouth Square on Kearny Street, between Clay and Washington, was named after the naval vessel "Portsmouth" from which the marines were landed and who hoisted the Stars and Stripes. Montgomery Street is named after the captain of the ship.

Stockton Street and the City of Stockton took the name of Commodore Stockton, early-day commander of the Pacific Squadron and military commander of California for a short time. He relieved Commodore Sloat, after whom Sloat Boulevard was named. Dupont Street, now Grant Avenue, Powell Street and Beale Street are supposed to have acquired their names for naval officers of pioneer days.

Names of Sloat, Stockton and Shubrick appear on the James Lick Monument at San Francisco's Civic Center, together with the early navigators, Cabrillo, Drake, and the early Spaniards Portola, Castro, Vallejo, and Serra, and our own pioneers, Fremont, Larkin, Marshall and Sutter.

FREMONT NAMED THE GOLDEN GATE

World-famed Golden Gate, entrance to the San Francisco Harbor, was so named by Capt. John C. Fremont, "Pathfinder of the Continent," and the Golden Gate it has remained throughout the years. "Lovely indeed, is this Gateway where the sun lingers a moment when its course is run!"

The Golden Gate has been glorified in song and story. It is pointed out that the name was prophetic, for in ten years after the christening, thousands of seekers after gold had sailed in through the straits, and hundreds of thousands of dollars worth of gold had sailed out. But all the gold of '49 never was and never will be worth as much to the City of St. Francis as her Golden Gateway to the sea and the safe harbor that is her front yard.

GOLDEN GATE LIGHTHOUSE

Mile Rock and its lighthouse, at the entrance to San Francisco Harbor, known to navigators the world over, and familiar to passengers on ocean vessels entering and leaving the port, has its place in any complete picture of the Golden Gate.

The name "Mile Rock" is a misnomer, according to old-timers in the United States Lighthouse Service in San Francisco, as they hold that "it isn't a mile from anywhere." Moreover, Mile Rock is two small black rocks lying three-eighths of a mile northwest from the sharp projecting point on the north face of Point Lobos. They are twenty feet high and 100 feet apart with deep water between. The light is located on the outer and larger rock.

As to when it was named Mile Rock, and who named it, there appears to be no official record. It is assumed, however, that it is merely an acceptance from the logs of early mariners. On the official Pacific Coast pilot charts issued by the United States Coast and Geodetic Survey the light is designated as Mile Rock, and doubtless it will always so remain.

The present lighthouse at the harbor's entrance was established in 1906. It is an indispensable guide to shipmasters and pilots in navigating the straits. Three keepers, working in eight-hour shifts, operate the light on Mile Rock. They communicate with shore stations by radio telephone.

FIRST WARSHIPS IN PORT

The first warship to fly the Stars and Stripes in San Francisco was the sloop San Luis in 1841. The French frigate, *Aremisia*, was the first to bring the tricolor of France into the harbor. The frigate arrived in 1827.

TELEGRAPH HILL

San Francisco's pioneer effort at space annihilation in the hurly-burly mining town of '49 was the semaphore erected on the hill south of the town to signal arrival of ships in the harbor. As is well known, the semaphore gave to the eminence the name of Telegraph Hill. The Chamber of Commerce, organized in 1851, made haste to erect a signal station for reporting the arrivals of ships off the heads. It was built on the slopes of Point Lobos, where it has remained to this day.

DISTANCE TO PORTS FROM GOLDEN GATE

Distances, in nautical miles, from San Francisco's harbor entrance to other leading harbors of the world are: Buenos Aires, 7,765; Calcutta, 8,999; Capetown, 9,953; Manila, 6,221; Marseilles, 8,308; Naples, 8,596; New York, 5,262; Rio de Janeiro, 7,353; Sydney, 6,448; Yokohama, 4,536; London, 8,051.

OLD WATER FRONT RECORD

A brass-headed nail was for many years one of the most important official records in San Francisco. It was driven into a wharf at Pacific and Davis streets to indicate the level to which all gradients for streets, sewers and buildings were to be built when the water front was filled in the '80s.



VIEW OF AREA BETWEEN SHEDS A AND B, PIER 45, WITH TELEGRAPH HILL IN BACKGROUND—
UNLOADING SCRAP IRON FOR TRANSSHIPMENT



GENERAL VIEW OF PIER 45, PORT OF SAN FRANCISCO. PROPOSED LOCATION FOR FOREIGN TRADE ZONE

PROPOSED FOREIGN TRADE ZONE



To persons concerned with ocean commerce and things maritime, the story of free ports as they existed in Europe as early as the fifteenth century is interesting reading.

Now that the fundamentals of this time-honored device in foreign trade have appeared on the American scene and the nation's first foreign trade zones established in New York and Mobile, and a similar zone proposed for the Port of San Francisco, it may have been that the Middle Ages actually were setting the stage for modern times.

The application of the Board of State Harbor Commissioners for a Foreign Trade Zone is still before the Foreign Trade Zones Board, Washington, D. C.

The application proposes that Pier 45 be utilized for this purpose, it being the largest on the San Francisco waterfront and considered one of the best piers on the Pacific Coast.

The Harbor Board has agreed to barricade this pier on the land side, provide for necessary customs guards, lighting and other facilities as required by liberalized interpretation of the Federal law of June, 1934, providing for the creation of foreign trade zones in ports of entry of the United States.

The present status of San Francisco's application for a Foreign Trade Zone is one of abeyance. The Foreign

Trade Zones Board advised the Board of State Harbor Commissioners that after carefully considering the San Francisco application, approval had been withheld because the proposed plan did not fully meet with the requirements contemplated by the law.

The Washington Board pointed out, however, that this action did not prevent further revision of the application so as to fully meet the requirements of the law as they interpreted it.

Since approval of the San Francisco application has been withheld by the Foreign Trade Zones Board, no further immediate official action has been taken to date because the San Francisco Harbor Board believes the site offered to be the best for the purpose, and has not as yet decided upon any other site which would adequately meet all requirements without the expenditure of large sums of money.

The Harbor Board is hopeful, however, that the rules governing these zones will be liberalized so as to permit their successful operation, that an understanding can be reached whereby Pier 45 can be made acceptable to the Washington authorities for foreign trade zone purposes.

Immediately following the promulgation of rules and regulations for the creation of foreign trade zones in June, 1935, the San Francisco Harbor Board gave the matter careful consideration from every angle, and finally, decided that creation of such a zone would encourage a considerable additional amount of foreign trade through the Golden Gate, and that it would generally serve the broadening scope and character of the port's international trade.

SURVEYS PROVE FAVORABLE

After necessary enabling legislation by the State, and extensive economic surveys and public hearings, all of which reacted decidedly favorably to the venture, the Harbor Board filed application at Washington for a permit, closely following New York, the first to file.

Later applications were filed by Mobile, Alabama; San Juan, Puerto Rico; and the American Foreign Trade Zones, Inc., Jersey City, New Jersey. So far but two of these permits have been granted—one to New York and one to Mobile.

Foreign trade zones are authorized under the law as primarily in the interest of reexport trade. Within the segregated, policed area merchandise may be unloaded, stored, broken up, repacked, assembled, sorted, graded, cleaned, mixed with foreign or domestic merchandise, and otherwise manipulated and exported. The zone rules propose to eliminate cumbersome restrictions necessarily imposed on goods under customs supervision, and its chief design is to attract increased transshipment and reconsignment trade.

The initial site proposed for the foreign trade zone is the whole of Pier 45, this being the first commercial pier reached by ships upon entering San Francisco Bay.

If rules are liberalized to permit of its use for the purpose, the area will be enclosed by adequate barriers, thus providing ample space where dutiable goods from all parts of the world may be landed and dealt with according to regulations, which include nonpayment of duty if reexported or transhipped.

This pier, the port's largest, consists of four concrete and steel sheds, with covered floor area of more than 400,000 square feet. The entire concrete floor space of the pier covers approximately eleven and one-half acres. This pier is constructed on solid fill, and can conveniently berth five large deep sea vessels at one time.



SAN FRANCISCO IS ONE OF THE LARGEST FISH SUPPLY CENTERS ON THE CALIFORNIA COAST—
SECTIONAL VIEW OF FAMED FISHERMAN'S WHARF



ANOTHER SCENE AT FISHERMAN'S WHARF, BASE FOR THE SARDINE FLEET. AT TIMES DURING THE SEASON
MORE THAN 100 PURSE-SEINERS ARE MOORED HERE

CENTER OF FISHING INDUSTRY

San Francisco is the Northern California coastal territory headquarters of an important fishing industry that brings a return to its operators of more than \$3,000,000 annually, according to research reports.

As a base for the fleet of sardine trawlers that operate in the open sea off the Golden Gate, and for several hundred smaller fishing craft that scout the nearby beaches outside the heads and the waters of the bay for their daily catch, San Francisco Harbor not only offers the fishermen a safe and convenient haven for their boats, but is provided extensively with modern facilities that make the strenuous work of the fishermen easier, and also add materially to profits of operation.

The fishing industry, as carried on at this port, is not one of corporation domination, but is largely individual in character. Of the more than four hundred fishing boats that find snug moorings at Fishermen's Lagoon, about two-thirds of them are owned and operated by fishermen whose homes are in the North Beach residential district near the wharf.

At famed Fishermen's Wharf, a zone at the northern end of the Embarcadero, always teeming with activity, and one of world-wide renown as a tourist attraction, the Board of State Harbor Commissioners has provided piers, wharves, marine ways, housings and a wide range of equipment to facilitate expeditious transfer of the catch of the fishing fleets to shoreside channels of distribution.

As reckoned by the Fish and Game Division of the California Department of Natural Resources, the San Francisco district includes the coastal territory from the Oregon line to (but does not include) Santa Cruz. Approximately 3,000 fishermen in the area derive their livelihood from the industry. The San Francisco district catch of fresh fish last year amounted to 263,198,766 pounds, plus an additional 1,412,595 pounds of crabs and 695,000 pounds of shrimp.

The district is also a large producer of manufactured fishery products, including smoked and cured fish. Directly within San Francisco's territory are plants at Benicia, Pittsburg, Richmond, McNear's Point, Sausalito, and, of course, San Francisco itself.

San Francisco is the center of the crab fishing industry on the Pacific Coast. The largest catches, by far, are made in the San Francisco area.

San Francisco Harbor is also the home base of the salmon fishing fleet which in the spring of the year passes through the Golden Gate for the Alaska fishing banks, and returns in the fall full laden with canned salmon.

During the sardine season, as many as 125 sturdy ocean-going trawlers or purse-seiners made this port their base. They find mooring convenient at Fishermen's Lagoon and China Basin Channel.

ALL YEAR PORT

San Francisco enjoys a cool, bracing, equable climate where out-door work can be carried on every day in the year without discomfort to men engaged in the work of handling ships and cargo on the water front, or in other outside employment.

San Francisco is a city of sunshine. The daily mean maximum temperature is 62.4 degrees and with a daily mean minimum temperature of 50.2 degrees. Records of the United States Weather Bureau reveal temperatures for San Francisco that are dependably uniform with a daily average range of not more than 11 degrees with the months of September and October the warmest.

DRYDOCKING EQUIPMENT

In the Port of San Francisco are available not alone some of the world's largest and finest drydocks, but also marine ways and excellent facilities for handling cargo. At Hunter's Point there are two graving docks, one 750 feet long and 103 feet wide, and the other 1,020 feet long and 153 feet wide. Five floating drydocks vary in length from 271 to 460 feet and in width from 66 to 92 feet, with capacities of 2,000 to 15,000 tons. There are eight marine railways from 82 to 452 feet in length and from 32 to 76 feet in width; three shear-leg derricks, two stationary and one floating; and ten floating boom derricks with lifting capacities from 7 to 100 tons.

FIRE EQUIPMENT

Due to cooperation between the City of San Francisco and the Board of State Harbor Commissioners, the harbor has a well equipped and highly efficient fire-fighting force.

Two well equipped and speedy fireboats, the Dennis T. Sullivan and the David Scannell, are under steam at all times to protect the vast shipping in the bay. In addition the State keeps in commission two auxiliary fire-fighting tugs, the Governor Markham and the Governor Irwin.

Two monitor batteries and water towers with nozzles two and a half to four inches in diameter are mounted on the deck houses of the Sullivan and Scannell. The water towers may be raised to a height of 55 feet above deck. Each boat carries 5,000 feet of three-inch hose, 200 feet of three and one-half inch hose and 100 feet of one and a half inch hose.

Vessels exposed to waterfront fires are towed to safety points by the fire tugs. Fire protection from the land side is furnished by equipment of the City of San Francisco.

GENERAL CARGO PORT

The foreign and domestic cargo story of the Port of San Francisco is so general and diversified in actual summation as to be bewildering in detail. Cargo passing over its piers runs into a vast array of commodities imported and exported, inbound and outbound, foreign and intercoastally, as to make up a well balanced trade of staggering collective value.



PIER 9, CONSTRUCTION COMPLETED IN 1938



THIS IS A VIEW OF GENERAL CARGO ASSEMBLED FOR SHIPMENT IN TRANSIT SHED,
PIER 35, PORT OF SAN FRANCISCO

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS

COMMERCE OF THE PORT

The port of San Francisco, along with other ports of the nation, has suffered a decline in the total cargo tons handled during the past two year period. Cargo passing over the facilities of the port during the previous biennial period totaled 19,214,955 tons, and for this biennium 16,714,671 tons. The decrease amounts to 2,500,284 tons and represents a decline of thirteen per cent under the tonnage of the previous biennial period.

The Board classifies the commerce of the Port according to the following trade routes:

COASTWISE: service along the Pacific Coast of the United States, between Mexico and Canadian borders, and including coastwise vessels also operating from British Columbia ports. **INLAND WATERWAYS:** service between San Francisco and points located upon San Francisco Bay and other inland waters tributary thereto. **INTER-COASTAL:** service between San Francisco and Eastern coast and Gulf of Mexico coast of the United States. **FOREIGN AND OFFSHORE:** service other than heretofore described.

An analysis of the decrease of 2,500,284 cargo tons indicates that the loss was general, occurring in all of the classified trade routes. Of the total loss 954,659 tons occurred in the coastwise trade; 649,212 tons in the inland waterway trade; 721,116 tons in the intercoastal trade, and 175,297 tons in the foreign and offshore trade.

Withdrawal and curtailment of service by several steamship companies during the past biennium, and a general decline in the movement of commodities have both adversely affected the commerce of the port. With the reestablishment of some of the discontinued steamship services now accomplished, and a more favorable outlook on the general business horizon, it is reasonable to expect that the loss of tonnage incurred will be recovered, and that cargo tonnage for the ensuing biennium will at least equal that of the 1934-1936 period, which period represents the recent high in cargo tonnage.

San Francisco is a port of diversified cargoes, no one commodity representing any appreciable proportion of the total tonnage of the port. It is typically a general cargo port, not dependent upon a few industries or commodities for its water-borne commerce.

FINANCIAL

The total revenue of the port for the previous biennium amounted to \$5,583,335.69, and for the biennium just ended \$5,140,368.34, a decrease of \$442,967.35 or seven and 9-10th per cent.

Expenses for administration, operation and maintenance remained practically stationary comparing the two biennial periods. Funds expended for this purpose during the 1934-1936 period totaled \$3,085,137.17 and for the present biennium \$3,087,944.95. Net income from operations for the biennium after meeting all expenses for administration, operation and maintenance amounted to \$2,052,423.39. After giving expression for additions to net operating income comprised of bond sale premiums and interest earnings on sinking fund deposits, and deductions from net operating income, consisting of bond interest and uncollectible accounts receivable, the amount carried to surplus for the biennium totals \$923,669.36. Of this surplus an amount of \$675,013.92 was deposited in sinking funds created for the purpose of retiring the funded debt, the balance remaining in the San Francisco Harbor Improvement Fund available for the replacement and maintenance of port facilities. The total bonded debt at the end of the present biennium amounted to \$19,303,000. There is an amount of \$2,702,840.40 in cash and securities contained in sinking funds for bond redemptions, and the physical properties of the Port have an appraised valuation of \$85,753,012.61.

The total current assets at the end of the present biennium amounted to \$2,247,494.18 with current liabilities of \$501,604.45. Of the total current assets \$1,451,486.26 represents cash on deposit in the San Francisco Harbor Improvement Fund which is available to meet the expenses of the port and the replacement and rehabilitation of port facilities.

Applications granted by the Public Works Administration to the end of the present biennium total \$926,143.00, of which \$668,259.05 has been received on projects completed, and through progress payments on those under construction. These Public Works Administration grants represent funds advanced by the Federal Government for projects meeting their approval to the extent of forty-five per cent of the total cost, the amount contributed by them being an outright grant requiring neither the repayment of principal or interest. The balance of the cost of such projects (fifty-five per cent) is financed from harbor funds.

During the past biennium capital expenditures total \$1,933,441.44, of which \$337,116.42 was financed from revenues produced by the harbor, and \$1,596,325.02 from the proceeds of the sale of bonds and Public Works Administration funds.





TYPICAL CARGO SCENE OF INTERIOR OF ONE OF THE HUGE TRANSIT SHEDS AT PIER 45



VIEW OF INTERCOASTAL FREIGHTER UNLOADING AT PIER 9, PORT OF SAN FRANCISCO

MAJOR CONSTRUCTION AND IMPROVEMENTS

A continuing program of construction, improvements and maintenance is necessary to meet the demands of commerce and furnish facilities for the economical and expeditious handling of ships and cargo. During the biennium two new piers were completed, i.e., Nos. 9 and 19; a connecting wharf and building constructed between Piers 35 and 37; the superstructure of Pier 46 reconstructed; a connecting shed erected on the outer end of Pier 48 and a storage shed constructed on Seawall Lot 29, adjacent to Pier 54. Elsewhere in this report will be found the detail covering construction and maintenance activities for the biennium just concluded.

Reports of operations of the various departments and a section containing financial and statistical reports will be found on the following pages:

SAN FRANCISCO'S GREAT SEAWALL

The invisible seawall behind which the present water front land of San Francisco was filled, and about which we have all heard but possibly have never seen, is really a wall—a very sturdy wall. Construction was started in 1867. It was built in sections and today extends along the city-front shoreline from the foot of Hyde Street to the Channel, and thence south to Central Basin. The great barrier follows a course about four miles long.

A channel from 60 to 100 feet wide was dug into the mud to a depth of from 20 to 45 feet below mean tide level. Huge rocks were dumped into the trench and allowed to settle to hard bottom. Then concrete 2 feet thick and 13 feet across was placed on top of the rock and a wall of solid masonry 7 feet 3 inches wide at the bottom and 9 feet 8 inches high was constructed on the concrete. This general plan was followed in early sections of the seawall, but construction plans were readjusted somewhat as the wall was extended section by section. The last two sections, south of the Channel, were completed in 1913. Since the fire of 1906, all new construction and reconstruction work upon the seawall has been of concrete.

Though it was originally suggested that the rock for the early-day sections of the seawall should be brought down from Sacramento or Folsom, a task that would have involved an enormous expense, it was found upon experiment that the rock from Telegraph Hill or from Sheep Island, off Point Richmond, would excellently serve the purpose. Court action stopped the gougings from Telegraph Hill, and thereafter a million tons of rock were stripped off Sheep Island and deposited in the seawall.



EVERY MODERN FACILITY AT PORT OF SAN FRANCISCO

DEPARTMENTAL
FINANCIAL AND STATISTICAL
REPORTS



SUBSTRUCTURE OF PIER 9 UNDER CONSTRUCTION



STEEL FRAME TRANSIT SHED ON PIER 9 UNDER CONSTRUCTION

REPORT OF CHIEF ENGINEER

TO THE BOARD OF STATE HARBOR COMMISSIONERS,
San Francisco, California.

GENTLEMEN:

I submit herewith my report as Chief Engineer of the Board of State Harbor Commissioners for San Francisco Harbor, for the biennium beginning July 1, 1936, and ending June 30, 1938.

1. STRUCTURES.

In accordance with the established policy of the Board to replace old and obsolete piers with modern structures and to construct such new facilities as are required by the commerce of the port, the construction program was definitely expanded during the biennium. This was facilitated in the case of several of the structures by grants from the Public Works Administration amounting to 45 per cent of the cost.

In accordance with plans previously adopted providing for the replacement of all piers, with the exception of Pier 17, between the Ferry Building and Lombard Street, Piers 1, 3, 15 and 23 were constructed prior to 1936. During this biennium two additional structures were completed.

Piers 9 and 19:

The construction of Piers 9 and 19 necessitated the removal of old Piers 9, 11 and 19 which were constructed in 1899, 1905 and 1900 respectively.

The two piers are identical in design and dimensions, except for minor differences at the inner ends. They are each 153 feet in width and 800 feet in length and the description which follows is applicable to both. The portion under the transit shed consists of a reinforced concrete deck supported on timber piles enclosed in precast reinforced concrete jackets. There is a railroad track on each side, one track being depressed, and both are connected with the State Belt Railroad in the Embarcadero. The track aprons consist of creosoted timber decks supported by creosoted piles. The entire substructure is paved with Topeka asphalt pavement.

The transit shed is a steel frame structure with walls consisting of precast reinforced concrete slabs, steel sash glazed with wired glass, steel rolling doors and redwood roof sheathing with six ply built up roofing. The shed is wired for both light and power.

The last of the contracts for the construction of Piers 9 and 19 was completed and the piers were accepted by the Board on May 13, 1938.

Connecting Wharf and Building—Piers 35 and 37:

The need for adequate facilities for the handling of intercoastal package cargo has been definitely established and the adaptability of connecting bulkhead wharves and buildings at the shore ends of the piers has been satisfactorily demonstrated by the use of two such structures over a period of several years. During the biennium another facility of this type was constructed between Piers 35 and 37. It is irregular in shape but has an average length of 285 feet and an average width of 90 feet. The wharf, which was elevated truck height above the street, was constructed on timber piles with precast reinforced concrete jackets and the timber deck was paved with asphalt. The building is a timber structure with continuous steel rolling doors along the Embarcadero.

The wharf and building were completed and accepted by the Board on May 13, 1938.

State Products Terminal Addition:

The existing terminal extends from The Embarcadero to Third Street and the south side fronts on China Basin. On the north side an elevated driveway was constructed truck height below the second floor level, with a ramp connection to The Embarcadero. Below the driveway are two depressed railroad tracks.

A two-story addition to the terminal is being constructed between the elevated driveway and Berry Street. The length along the Berry Street front is 375 feet and that along the side adjacent to the existing terminal is 328 feet. The width, which is governed by the shape of the lot, is 206 feet at the easterly end and 88 feet along the westerly end. The first floor will be truck height above Berry Street and car height above the railroad tracks at the rear. The second floor will be truck height above the elevated driveway. Two truck ramps will extend from Berry Street to a center driveway on the first floor and from the elevated driveway to the second floor.

The substructure of the addition consists of untreated timber piles supporting concrete piers which extend to ground water level.

The building is a reinforced concrete structure except that the second floor over the center driveway is supported on steel girders and the roof over the driveway is carried by steel trusses. There are continuous steel rolling doors along the first floor street side and along the second floor driveway side. One automatic leveling freight elevator is provided, with motor operated doors at each end on each floor. The capacity of the elevator is six tons and the platform is 9 feet 4 inches by 18 feet. Two steel aprons mounted on rollers will span across the railroad tracks between the terminal and the addition.



INSTALLATION OF PRECAST REINFORCED CONCRETE WALL SLABS, TRANSIT SHED, PIER 19

The substructure of the addition to the terminal was completed and accepted by the Board on June 8, 1938, and contracts for the construction of the building and for the installation of the elevator and the track aprons have been awarded.

Pier 46 Transit Shed Reconstruction:

The transit shed on Pier 46 was badly damaged by fire in December, 1936. On account of the age of the substructure it was considered inadvisable to construct a new building and plans were prepared for retaining and rehabilitating as much as possible of the old shed. About one-fourth of the building required only minor repairs, one-fourth was removed and replaced and the remainder was reconstructed. Where necessary additional stiffening members were installed in the trusses, siding, doors and windows were replaced, new roofing was laid and the entire building was painted. The work was somewhat delayed due to the fact that part of the pier was in use during construction but it was completed and accepted by the Board on February 7, 1938.

Pier 48 Connecting Shed:

Pier 48 is 369 feet in width by 624 feet in length with a center depressed track and driveway area between two transit sheds, the width between shed walls being 64 feet. In order to permit of full use of a berth at the outer end of the pier, a portion of the depressed area was decked over and a connecting building 137 feet in length was constructed between the two sheds.

The platform was constructed of timber and was paved with asphalt. The building is a timber structure with steel rolling doors and steel sash. The work was completed and accepted by the Board on January 13, 1938.

Storage Shed, Seawall Lot 29:

A building to be used for the temporary storage of in transit cargo was constructed on Seawall Lot 29 and adjacent property. It is irregular in shape, its approximate area being 37,000 square feet. The building is a timber frame structure with corrugated galvanized iron siding, steel sash, metal covered wooden doors and steel rolling doors and concrete pavement. The building was completed and accepted by the Board on March 22, 1938.

Pier 50, Shed A, Reconstruction:

Transit Shed A, on Pier 50 was severely damaged by fire on December 13, 1937. The reconstruction necessitated the reinforcement of one-third of the trusses and the replacement of one-third of the roof sheathing and roofing, part of the monitor framing, steel sash, glass, steel rolling door slats and springs and electrical installation. The interior of the shed was cleaned by sandblasting and both exterior and interior were painted. The work of reconstruction was 85 per cent completed on June 30, 1938.

2. MAINTENANCE AND REPAIR.

In accordance with the established policy of the Board, the major part of the work of maintenance, reconstruction and repair was performed by the Board's employees. Numerous minor construction projects were also handled in the same manner. Among the more important items were the following: widening and reconstructing the apron and fender line on the south side of Pier 24 and reconstructing the wall of the transit shed; rebuilding the passenger and cargo aprons on the second floor of Pier 44 and building a new passenger waiting room; reconstructing the track platform along the south side of the inner grain shed, raising and leveling the floor of the shed with rock fill and paving with asphalt; reconstructing existing offices and building new offices on Pier 32; replacing sills and double sheathing walls on Pier 16; constructing additions to the fish grotto at Taylor and Jefferson Streets; reroofing the transit sheds on Piers 24, 38 and 40; constructing piers for small boats between Piers 50 and 54; reconstructing the fender line along the east side of Pier 43 and the car ferry slips at Pier 43 and Pier 36. In addition the transit sheds on Piers 26, 30, 31, 32, 37 and 41 were reroofed by contract.

3. PAVING.

The regular maintenance paving on the piers and wharves and in the streets and the repaving at the Grain Terminal, was done by the Board's pavers. Piers 9 and 19 and the wharf between Piers 35 and 37 were paved by contract. The paving at Piers 9 and 19 included a portion of the Embarcadero in front of the piers. Due to settlement and lack of drainage, it was necessary to raise the Belt Railroad track and the curb and to pave a section of The Embarcadero north of the entrance to the Ferry Building, the work being done by contract.

4. DREDGING.

Dredging operations have continued during the biennium with one watch on Dredge No. 3 and two watches on Dredge No. 4. For a considerable portion of the time during the last seven months Dredge No. 4 was engaged in removing old piles and concrete cylinders which were left following the removal of Piers 9, 11 and 19, and in dredging the slips adjacent to the new piers. However, the regular maintenance dredging was kept up and the necessary depth of water was provided in the various slips.

5. ELECTRICAL.

In order to facilitate the securing of a P.W.A. grant covering a portion of the cost, the electrical installations on Piers 9 and 19 and the connecting wharf at Piers 35-37, were done by contract. Although no grant was involved, the rehabilitation of the electrical system in Shed A on Pier 50 was done in the same manner.

In addition to the ordinary maintenance and repair work, the following installations were made by the Board's electricians. The underground duct line from Pier 44 to Channel Street was constructed and new electroliers were



INTERIOR OF TRANSIT SHED, PIER 19



CONNECTING WHARF AND BUILDING, PIERS 35-37

PRECAST REINFORCED CONCRETE PILE JACKETS INSTALLED IN 1912—IN PERFECT CONDITION AFTER
TWENTY-SIX YEARS EXPOSURE TO SEA WATER.

installed; following its reconstruction, the entire lighting system on Pier 46 was replaced; the bulkhead building between Piers 24 and 26, the storage shed on Seawall Lot 29 and the connecting shed on Pier 48 were wired for light and power; a new main panel was installed on Pier 24 and the transit shed was rewired; a lighting system was installed in the waiting room and passenger gangway on Pier 44; wiring to a central control panel in the office of the refrigeration terminal was installed to permit of checking the temperature in each room; flood lights to reduce traffic hazards on the Belt Railroad were installed at seven streets intersecting the Embarcadero.

6. TESTING.

During the biennium the laboratory continued the tests on admixtures of pozzuolanas with Portland cements. Tests were also started to determine the effect of the addition of finely ground shale and disintegrated granite to cement. Comparative tests are being made using finely ground standard sand and cement in order to determine the effect of fine grinding.

The laboratory has continued the testing of construction materials used by the State Division of Architecture. In conjunction with the Highways Testing Laboratory and the Division of Architecture, studies were made to determine the causes of concrete failures in other localities and specifications were prepared and adopted limiting the amount of inferior aggregate in structural concrete. Studies as to the effect of varying percentages of unsound aggregates are being continued.

During the biennium physical and chemical tests of the construction materials used by the Board have been made by the laboratory which has also supervised the proportioning and mixing of concrete.

7. DESIGNING AND DRAFTING.

The work of designing and drafting has included the preparation of plans and specifications for all of the structures previously described as well as the checking of contractors' details. In addition assignment plats, sounding sheets and preliminary drawings of proposed projects have been made and preliminary and final estimates and cost analyses have been prepared.

8. GENERAL.

The jacketed pile type of construction used in Piers 9 and 19 has demonstrated its serviceability over a period of more than thirty years. The first piles of this type were installed in 1907 and the first pier in which they were used was constructed in 1912. From the standpoint of economy, their use is most desirable where the foundation conditions are such that long piles and relatively short jackets are required.

Reference has been made to the program of replacement of old piers north of the Ferry Building. The completion of this program will necessitate the removal of Piers 5, 7, 25 and 27, which were constructed in 1895, 1902, 1900 and 1906 respectively, and the construction of four new piers.

One of the problems which will require consideration in the near future is that of the utilization of the Ferry Building section of the waterfront following the inauguration of interurban railway service across the bay bridge and the discontinuance of the passenger ferries.

The Board served as host to the 25th annual convention of the American Association of Port Authorities in September, 1936, at the conclusion of which my term as president of the Association ended. The delegates were unanimous in their expressions of appreciation of the hospitality extended to them during their visit to San Francisco.

In conclusion, I desire to express my appreciation of the support accorded to me by the Board in connection with the work of the biennium and also to commend the faithful cooperation of all employees of the engineering department

Respectfully submitted,

FRANK G. WHITE,
Chief Engineer.

REPORT OF CHIEF WHARFINGER

TO THE BOARD OF STATE HARBOR COMMISSIONERS,
San Francisco, California.

GENTLEMEN:

I submit herewith my report as Chief Wharfinger of the Board of State Harbor Commissioners for the biennium beginning July 1, 1936, and ending June 30, 1938.

During this biennium many improvements have been made which have assisted materially in expediting the handling of cargo.

Connecting wharves at Piers 24-26, Piers 35-37, Sheds 48A-48B, and a connecting platform between Sheds 50A-50B, have greatly relieved congestion. It is now possible for sixty trucks to load or discharge at these additional facilities without entering the pier sheds; one hundred and sixty trucks have been loaded in one day at the connecting wharf, Piers 35-37. In some instances this has increased the efficiency and capacity of the pier approximately forty per cent.

A new concrete bulkhead wharf between Piers 44-46 has replaced the old timber bulkhead, thereby eliminating a fire hazard and making it possible to use this bulkhead for heavy bulk cargoes.

A galvanized iron storage shed constructed opposite Pier 54 provides a much needed facility for the storage of fishmeal and other commodities.

A large lumber terminal has been established on the filled land adjacent to Pier 92. Millions of feet of lumber are now on storage at this site. This facility fills a long needed requirement of the lumber industry.

Two finger wharves were constructed between Piers 50 and 54 for berthing purse seiners and small craft to relieve berthing problems at the regular cargo piers during the peak of the fishing season.

Old Piers 9, 11 and 19 have been removed and have been replaced by the two modern Piers 9 and 19, creating the necessary berthing and cargo space for the large vessels operated by the steamship companies using these facilities.

An addition to the State Products Terminal is now in the course of construction to alleviate congestion and aid in the further concentration of cotton, canned and dried fruit and other California farm products for the export trade.

Piers are now allocated as follows:

COASTWISE: Total number, 10.

Piers 16, 17, 20, 40, 43, China Basin Channel, 16th Street, 17th Street, Islais No. 88 and Islais No. 92.

INLAND WATERWAY: Total number, 7.

Piers 1, 3, 5, 7, 14, 27 and 49.

INTERCOASTAL: Total number, 12.

Piers 24, 26, 28, 29, 31, 34, 35, 38, 39, 48A, 48B and 50B.

FOREIGN AND OFFSHORE: Total number, 21.

Piers 9, 15, 18, 19, 22, 23, 25, 30, 32, 33, 36, 37, 41, 42, 44, 45, 46, 50A, 54, 56 and Islais No. 90.

MISCELLANEOUS: Total number, 4.

Fishermen's Wharf, Refrigeration, grain, Banana and lumber terminals.

During the period July 1, 1936, to June 30, 1938, there were 33,072 vessel operations. This figure, however, does not include many of the thousands of inland waterway movements, such as—

Steamers, motorships, barges and lighters transporting thousands of tons of cargo to and from this Port to bay and river points.

Passenger and auto ferries which operate daily on a twelve minute schedule during the peak hours.

The car ferry floats plying from six car ferry slips to various transbay terminals.

The hundreds of purse seiners and small fishing craft frequently arriving and departing.

Numerous petroleum operations conducted by oil motorships, barges and lighters.

The large number of daily towboat operations performed by towboat companies while engaged in towing and varied services.

Heavy lift derrick lighters and floating salvage equipment; and specially equipped barges and lighters for ship repair work, painting, sandblasting and other miscellaneous work.

In conclusion, I wish to thank the members of the Board of State Harbor Commissioners for their support, and the employees of this department for their loyal cooperation.

Respectfully submitted,

W. A. GEARY,
Chief Wharfinger.

REPORT OF SUPERINTENDENT OF STATE BELT RAILROAD

TO THE BOARD OF STATE HARBOR COMMISSIONERS,
San Francisco, California.

GENTLEMEN:

Herein is submitted my report as Superintendent of the State Belt Railroad for the biennium, July 1, 1936, to June 30, 1938:

CONDUCTING TRANSPORTATION:

During the period of this report a general decrease in all forms of railroad transportation, particularly in freight traffic, has necessarily been reflected in the returns of the State Belt Railroad. This facility of the Port of San Francisco, being the receiving center of a large portion of the automobile distribution in this part of California, has been adversely affected by unsettled conditions in the automobile industry. Looming largely as a factor in the decrease in car handling is the fact that during the severe weather of the winter of 1937-1938 one of the standard railroads whose normal business contributes heavily to the revenue use of our marine and rail facilities, almost completely abandoned their main line work for a six-month period during the reconstruction of their road. Both of these factors are conditions over which the Board of State Harbor Commissioners or the management of the State Belt Railroad had no control or responsibility, but may be said to be directly responsible for the condition reflected in the comparative statement of cars switched as shown below:

	Biennium July 1, 1934, to June 30, 1936	Biennium July 1, 1936, to June 30, 1938	
Revenue cars.....	173,591	172,755	836 decrease
Nonrevenue cars.....	121,612	123,553	1,941 increase

The analysis indicates a decrease of 836 revenue cars as well as an increase of 1941 nonrevenue cars. It must be observed that insofar as return to the Belt Railroad is concerned, any increase in nonrevenue car handling reflects additional operating cost, and that in effect an "increase" in this item represents a "decrease" in a railroad operating statement. Cause of the increase in nonrevenue car handling has been the effort of the trunkline railroads to circumvent non-I.C.C. controlled shipments by keeping on hand for loading a large number of all types of commodity cars. Cancellation of shipper car orders has occasioned many outbound movements of nonrevenue cars, and in these instances each of these movements of nonrevenue cars has represented to the Belt Railroad two switches for which tariff return is less than the charge for one switch with a loaded car.

The decrease of 836 cars over the period covered by this report in itself does not reflect the adverse effect on the items of revenue and operating cost actually experienced, for the reason that the curtailment of revenue occurred entirely in the last year of the biennium after an actual increase in revenue during the first year. Inspection of the figures representing revenue car handling on a yearly basis below will indicate increases from the last year of the last biennium to the last year of the biennium covered by this report, i.e.:

1935-1936.....	90,113
1936-1937.....	91,217 increase of 1,104
1937-1938.....	81,538 decrease of 9,679

It must be pointed out that the decreased number of revenue cars handled does not necessarily mean that operating costs may be reduced correspondingly. The same number of industries require switching services in the period 1937-1938 as required switching service during the period of 1936-1937, the only difference being that the number of cars handled on each switch is less. The time of our switching crews and the necessity for power is practically the same to spot one car at an industry as it is to place two cars. While every effort has been made to reduce expense in the face of declining revenue, it has been necessary to maintain power and crews at a level consistent with efficient service. Expeditious service must be furnished perishable commodities and export cars and as a result we have been unable to operate with less than eight crews daily, except on Sundays and holidays.

MAINTENANCE OF WAY AND IMPROVEMENT:

Certain sections of the main tracks and storage yards of the State Belt Railroad had been permitted in years past to have completely outlived their capacity and usefulness. During the period of this and the preceding biennium,

it has been our effort to reconstruct and rehabilitate this trackage to properly handle the larger power and equipment that has been developed. This policy of reconstructing our facilities to meet the growing trend of present day railroading is continuing at the prearranged schedule, and the following figures should prove interesting:

Miles of track reconstructed.....	2.5
Miles of track laid with heavier rail.....	0.5

The use of untreated cross-ties has been discontinued due to their short life in paved areas, the cost of creosoted ties being only slightly in excess of the cost of untreated ties. During the years to follow, cost of tie renewals will reflect a considerable saving. Under our retieing program there has been used approximately 2,200 yards of crushed rock, 5,000 creosoted cross-ties, and 1,500 switch ties with necessary tie-plates and fastenings. The use of air machinery to assist track gangs wherever possible and thermit welding in paved areas has raised the standard of maintenance considerably.

MAINTENANCE OF EQUIPMENT:

New method of driving box lubrication adopted during the last biennium has proven very satisfactory and is now standard on all locomotives. Its use has reduced lubrication costs over fifty per cent and maintenance costs of these units in excess of thirty per cent. There has been devised a driving wheel tire flange lubricator, using crankcase oil for lubrication. While we have not had time to adequately test this lubricator, it should prove very satisfactory. During the biennium we have completed and are ready to place in service one new 5,000 gallon engine tender; this tender having been completely constructed with our roundhouse facilities and personnel at costs far below market price. Due to the United States Supreme Court sustaining the Power Reverse Gear and Stoker Laws of the Interstate Commerce Commission, it has become necessary to equip six of our locomotives with this power reverse gear at an approximate cost of \$550.00 per locomotive. Engine No. 11 was equipped with this gear when purchased in 1927. I might add that the State Belt Railroad is the first and only road in the Western territory to be completely meeting the equipment standards of the law one-hundred per cent. Thermit welding equipment has been improved to such a point that we are in a position to expertly weld any machinery for other departments of the Board of State Harbor Commissioners.

In conclusion, I wish to point out that while tonnage figures indicate a considerable decrease in revenue and an increased cost of handling, circumstances clearly obviate any reflection as to management responsibility. During the period covered by this report, cost of all base materials has increased; salary rates applicable to all railroad workers in the nation have been increased and subsequently maintained at present levels by action of the National Railway Wage Board and therefore in accordance with State law we have had to increase our rates accordingly. While standard railroads, both Class 1 and switching roads, have increased freight rates approximately 18 per cent, the State Belt Railroad still maintains and has maintained over the entire period covered by this report a \$4.00 per car switching charge. We have not permitted these adverse conditions however, to affect the efficiency of our organization and the service to our patrons is being maintained at a high standard.

To the Board of State Harbor Commissioners, I wish to express my deep appreciation for their cooperation in connection with the operation of the State Belt Railroad.

Respectfully submitted,

JOSEPH V. NARDINI,
Superintendent.



VIEW OF THE EMBARCADERO IMMEDIATELY NORTH OF THE FERRY BUILDING

REPORT OF LEGAL MATTERS PERTAINING TO THE BOARD

During the biennium, July 1, 1936, to June 30, 1938, the following legal matters have been handled for the Board of State Harbor Commissioners for San Francisco Harbor, by its attorney, the Attorney General of the State of California.

These matters will be reported under the following classifications:

- I. Contracts and Agreements.
- II. Claims Against and In Behalf of the Board.
- III. State Belt Railroad.
- IV. Other Litigation.
- V. Miscellaneous.

I

CONTRACTS AND AGREEMENTS.

(a) *Contracts for work to be done on the water front:*

During the period from July 1, 1936, to June 30, 1938, twenty-three contracts were drawn by the legal department of the Board and approved by the Attorney General, amounting to the total sum of \$1,684,412.36, for work to be done for the improvement of the harbor and waterfront under the jurisdiction of the Board.

(b) *Miscellaneous:*

Advice has also been given both oral and written, as to the proper form of contracts, agreements, specifications and bonds submitted for approval; and various legal documents in connection with contracts, leases, agreements, resolutions, etc., have been prepared as required.

II

CLAIMS AGAINST AND IN BEHALF OF THE BOARD

Claims against the Board:

(a) Twenty-one claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation and maintenance of the State Belt Railroad, and six claims for damages, arising out of other accidents on the waterfront have been considered and the claimants or their attorneys answered. Liability in all cases was denied. Suit was filed on one claim and dismissal obtained.

(b) Three compensation claims in favor of employees of the Board have been considered. Two of these were paid and one is pending.

Claims made in behalf of the Board:

(a) Two claims for damage to State Belt Railroad equipment were presented to parties responsible for same and are now in process of collection. Eleven claims for damage to other Harbor Board property have been presented to parties responsible for them. Two of these have been collected, four are now in process of collection and five have been written off the books as uncollectible.

(b) Twelve claims on behalf of the Board arising from other sources than accidents have been considered. Five of these have been collected, five are in process of collection and two have been written off the books as uncollectible.

III

STATE BELT RAILROAD

(a) *Inquests:* Four coroner's inquests were attended with regard to accidents which occurred on the State Belt Railroad.

(b) *Accidents:* In addition to twenty-one claims for damages alleged to have arisen because of injuries to persons or property by reason of the operation of the State Belt Railroad, and two claims for damage to State Belt Railroad equipment, reported under the heading "Claims," fifty-seven reports on other accidents on the State Belt Railroad were received and considered, but no claims on said accidents have as yet been made against the Board.

(c) *Litigation arising out of the operation of the State Belt Railroad:*

Crean v. Harbor Board, et al. No. 17461, United States District Court, Northern District of California, Southern Division. Action for damages in the sum of \$50,000 for death of Charles Crean. By stipulation, cause dropped from calendar subject to restoration on notice. Thirty days subsequent to restoration granted in which to plead. Pending.

Maurice v. State of California. No. 279921, Superior Court, City and County of San Francisco. Action for damages in the sum of \$50,000 for injuries to Thomas W. Maurice, employed as a switchman on the State Belt Railroad. Action brought pursuant to provisions of Federal Employers' Liability Act and Federal Safety Appliance Act. Motion to dismiss filed, and dismissal without prejudice filed and case closed. Subsequently, this case was filed in the United States District Court, Northern District of California, Southern Division, No. 20430-L, under the same set of facts. Special Appearance and Demurrer to Complaint objecting to Jurisdiction of the Court filed. Pending.

State of California v. Latimer, et al. No. 20 Original, United States Supreme Court, October Term, 1937. Complaint in Equity to enjoin the Federal Railroad Retirement Board from enforcing the provisions of the Railroad Retirement Acts of 1935 and 1937 against the State of California or the State Belt Railroad; and to enjoin the United States Commissioner of Internal Revenue from enforcing against the State of California or the State Belt Railroad the terms of the Carriers' Taxing Act of 1937. Leave to file complaint granted and case docketed for October Term, 1938. Pending.

Various opinions and advice, both oral and written, have been given the Board with regard to matters arising in connection with the operation of the State Belt Railroad.

IV

OTHER LITIGATION

(a) Cases involving claims against the Board:

A. Damage Claims.

Allison v. Harbor Board, et al. No. 227611, Superior Court, City and County of San Francisco. Action for damages in the sum of \$20,000 for death of A. D. Allison in an accident on the waterfront near Third Street Bridge. Demurrers were filed. By consent, demurrers were dropped from calendar. Pending.

Andreotti v. Southern Pacific Company, Harbor Board, et al. No. 104888, Municipal Court, City and County of San Francisco. Action for damages for injuries to person sustained on account of defective condition of runway in the Ferry Building. Dismissal filed as to Harbor Board and P. W. Meherin, et al. Closed.

Fillmore v. State of California, Harbor Board, et al. No. 140723, Superior Court, City and County of San Francisco. Action against the State and Harbor Board for damages alleged to have been received by plaintiff on account of defective condition of sidewalk on waterfront. Action dismissed as to defendants, State of California, Harbor Board, Ray L. Riley and State Board of Control. Demurrer of H. R. Nielsen and P. W. Meherin to First Amended Complaint sustained. Motion of State of California, et al., for change of venue dropped from calendar. Pending.

Howard v. Key Terminal Railway, Ltd., and Harbor Board. No. 242954, Superior Court, City and County of San Francisco. Action for damages in the sum of \$5,310 for injuries received in passageway to Key Terminal Railway ferry slip on San Francisco waterfront. Complaint filed and summons issued. Never served on Harbor Board. Pending.

NOTE: Claim of \$5,310 disallowed by Board of Control on December 11, 1934.

McCarthy, et al. v. State of California, Harbor Board, et al. No. 214303, Superior Court, City and County of San Francisco. Action for damages in the sum of \$20,000 for the death of Henry McCarthy in an accident on the San Francisco waterfront at Pier 45. By stipulation, demurrer to amended complaint dropped from calendar to be restored on written notice. Pending.

Schaal v. Watts and Harbor Board. No. 98898, Superior Court, Alameda County. Action for damages in the sum of \$25,000, alleged to have arisen by reason of the operation of a truck belonging to the Harbor Board. Motion for change of place of trial to San Francisco County granted. Case never refiled. Pending.

Semelman v. Southern Pacific-Golden Gate Ferries, Ltd., and Harbor Board. No. 65534, Municipal Court, City and County of San Francisco. Action for damages in the sum of \$2,000 for injuries alleged to have been received in the approach to the Vallejo boat slip on the San Francisco waterfront. Demurrer sustained. Pending.

B. State Employee Claims.

Fred J. Fegan, Reclassification Matter. Before State Personnel Board. Petition by Fred J. Fegan for reclassification of Civil Service position of Refrigeration Engineman to that of Chief Refrigeration Engineman. Hearing held. Reclassification ordered. Closed.

Hall v. Harbor Board, et al. No. 255123, Superior Court, City and County of San Francisco. Petition for Writ of Mandate for instatement of plaintiff in civil service status as Secretary-Stenographer to the Board, and for payment of salary from December, 1934, to date. Judgment in favor of plaintiff for instatement and payment of salary. Motion for new trial denied. Appealed to District Court of Appeal of California, First Appellate District, Division Two, No. 10465. Judgment of Superior Court reversed. Closed.

Huntsman v. Harbor Board, et al.; La Force v. Harbor Board, et al. Civil No. 10115, District Court of Appeal, First Appellate District. Each of these cases originated in petition for writ of mandate to compel Harbor Board to pay portions of salaries of employees of the Board deducted from July 1, 1932, to August 1, 1934, on account of days employees did not work. These cases were consolidated for trial. Judgment for petitioners in Superior Court. Appeal from judgment of Superior Court in each case, ordering peremptory writ of mandate to issue directing payment of salaries by Board. Reversed. Hearing in Supreme Court denied. Closed.

Lagan v. Harbor Board, et al. No. 267228, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require reinstatement to position of Tinner's Helper with Harbor Board. Case tried. Judgment for respondents. Closed.

John H. McKay. Before State Personnel Board. Petition for annulling and setting aside his resignation from Civil Service position of switchman on the State Belt Railroad. Hearing held. Petition denied. Closed.

Q'Donnell v. Harbor Board, et al. No. 269945, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require reinstatement to position of street sweeper under Harbor Board. Answer and Return to Petition for Writ of Mandate and Points and Authorities in Support thereof filed. Pending.

O'Rourke v. Harbor Board, et al. No. 268374, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require reinstatement to position of sweeper with Harbor Board. Consent to Dismissal of Action and Dismissal of Action filed. Closed.

Shideler v. Harbor Board. No. 277465, Superior Court, City and County of San Francisco. Action by assignee of a number of pile driver foremen, engineers and pile men to recover \$15,184.86 alleged difference between a total amount paid assignors for services during the year 1936 and alleged amounts owing them for services by the Board. Demurrer of defendant filed. Overruled. Defendant's answer filed. Memorandum to set cause for trial filed. Pending.

Smith, James A. v. P. W. Meherin, et al. No. 271366, Superior Court, City and County of San Francisco. Petition for Writ of Mandate to require payment by Harbor Board of an award, under the Workmen's Compensation Act, of \$4,265 as compensation for injuries received in employment under Board. Claim settled. Dismissal filed. Closed.

Vogel v. White. No. 130941, Superior Court, Alameda County. Action against Chief Engineer of Harbor Board for alleged value of services performed under appointment made in alleged violation of Civil Service Act. Judgment for defendant. Motion of plaintiff for vacation of judgment denied. Plaintiff has appealed from order of court denying motion for vacation of judgment. Pending.

C. Miscellaneous Cases.

General Petroleum Corporation v. P. W. Meherin, et al. No. 252409, Superior Court, City and County of San Francisco. Action on complaint for declaratory relief with respect to three separate leases of real property by the Board to the General Petroleum Corporation. Demurrer to amended complaint sustained. Plaintiff's second amended and supplemental complaint and points and authorities in support thereof filed. Demurrer argued. Pending.

Henry Cowell Lime & Cement Co. v. State of California. No. 55947, Superior Court, City and County of San Francisco. Action to enjoin Harbor Board from interfering with possession of plaintiff of land at Sacramento Street and The Embarcadero, San Francisco, California. Case tried. Judgment and Decree for Permanent Injunction in favor of plaintiff entered. Notice of appeal and request for transcript filed. Pending.

Marr v. Dodd, et al. (William Crowley). No. 271773, Superior Court, City and County of San Francisco. Action for Dissolution of Partnership, accounting, and to impress a trust upon secret profit of partners; complaint alleging conspiracy by defendant Crowley, as agent of the Board of State Harbor Commissioners, and others to oust partnership from Pier 45. Action dismissed as to defendant Crowley. Closed.

P. W. Meherin v. Commissioner of Internal Revenue, No. 81035, United States Board of Tax Appeals; *Platt v. Commissioner of Internal Revenue.* No. 78930, United States Board of Tax Appeals. Above named petitioners filed petitions with the United States Board of Tax Appeals for redetermination of deficiencies of income tax determined by United States Commissioner of Internal Revenue to be due the United States government from petitioners on account of salaries received from the State of California as officers of said State engaged in administering the affairs of San Francisco Harbor. Hearing held by United States Board of Tax Appeals. Decision of said Board (35 B.T.A. 472) rendered that salaries of petitioners are immune from Federal taxation. Closed.

(b) Proceedings on behalf of the Board:

A. Admiralty proceedings.

The Bank of California, National Association v. The American Vessel "Sunshine," et al. No. 22722-R, In Admiralty, United States District Court, Northern District of California, Southern Division. Libel in Intervention filed by Harbor Board for dockage and rental in the amount of \$835.07. Case settled and libel in intervention dismissed. Closed.

B. Bankruptcy Proceedings.

In the Matter of Bayside Steamship Company, Bankrupt. No. 21427-K, United States District Court, Northern District of California, Southern Division. Claim of Harbor Board for dockage, tolls, rents and switching in the sum of \$1,564.80 filed with referee in bankruptcy. Ten per cent dividend paid on wage claims, nothing left for other creditors. Board's claim reported uncollectible. Closed.

In the Matter of Bishop-Pera Company, Inc., Bankrupt. No. 26986-R, United States District Court, Northern District of California, Southern Division. Proof of claim of Board for refrigeration charges in the sum of \$4.99 filed with referee in bankruptcy. Received first and final dividend of eight per cent in the amount of \$0.40. Balance of Board's claim reported uncollectible. Closed.

In the Matter of Los Angeles-Long Beach Despatch Line, Bankrupt. No. 26960-S, United States District Court, Northern District of California, Southern Division. Proof of claim of Harbor Board for rent, dockage, tolls, demurrage, switching, electricity and repairs in the amount of \$2,812.59 filed. Received First and Final Dividend in the amount of \$467.73, being 16.63 per cent of the total claim of the Board. Balance of Board's claim in the amount of \$2,344.86 reported uncollectible. Closed.

In the Matter of South Coast Steamship Co., Bankrupt. No. 25857-S, United States District Court, Northern District of California, Southern Division. Proof of claim of Harbor Board for rental, dockage, tolls, wharf demurrage and dock storage in the amount of \$2,046.38 filed. The final account of the trustee in bankruptcy was filed and approved, showing that after disbursements were deducted from the sale of assets, the balance on hand was not sufficient to pay the claims of the preferred creditors, and nothing left with which to pay the claims of general creditors, of which the Board was one. The Board's claim was therefore reported uncollectible. Closed.

In the Matter of Eberhard H. Stahlbaum, Bankrupt. No. 29181-L, United States District Court, Northern District of California, Southern Division. Proof of claim of Harbor Board for rental, dockage, tolls, switching and electricity in the amount of \$544.81 filed. Received First and Final Dividend in the amount of \$7.25. Balance of Board's claim in the amount of \$537.56 reported uncollectible. Closed.

C. Debtor Proceedings.

In the Matter of Freighters, Inc., Debtor. No. 27580-R, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Order of Court made dismissing proceeding under Section 77B and appointing receiver. Claim of Harbor Board in the amount of \$5.60 presented and paid. Closed.

In the Matter of Kitsap Steamship Company, Debtor. No. 34797, United States District Court, Western District of Washington, Northern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board for dockage in the amount of \$12.85 sent to Special Master, Ben L. Moore, for filing with referee in bankruptcy, Seattle, Washington. Pending.

In the Matter of The Charles Nelson Co., Debtor; In the Matter of Nelson Steamship Company, Debtor. No. 27277-S, United States District Court, Northern District of California, Southern Division. Proceedings for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board in each proceeding, for rental, dockage, tolls, demurrage, electricity, switching, towing and damage claims in the amount of \$31,055.13 filed with referee in bankruptcy. Trustee of property and assets of debtors appointed by the court. Proof of Claims of Maritime Liens on certain vessels filed April 28, 1937. Pending.

In the Matter of Pacific Steamship Lines, Ltd., Debtor. No. 26788-L, United States District Court, Northern District of California, Southern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board for rental, dockage, electricity and switching charges in the amount of \$30,863.75 filed with referee in bankruptcy. Amendment to Proof of Claim filed July 27, 1937. Received \$54.00 dockage from proceeds of the sale of the S.S. "Dorothy Alexander." After deducting this payment, claim was allowed for \$30,779.30. Pending.

In the Matter of Sobel & Day Company, Debtor. No. 7721, United States District Court, Northern District of California, Northern Division. Proceeding for corporate reorganization under Section 77B of the National Bankruptcy Act. Proof of Claim of Harbor Board for refrigeration services in the amount of \$1,279.45 filed with referee in bankruptcy, Sacramento, California. Pending.

D. Miscellaneous Cases.

People v. Cottrell & Graefe, et al. No. 108474, Municipal Court, City and County of San Francisco. Complaint on open book account for refrigeration charges due Harbor Board in the amount of \$186.87. Trial held. Judgment for plaintiff in the sum of \$186.87 and costs. Closed.

E. J. Mitchell Co. v. William Gissler, Jr., et al. No. 264883, Superior Court, City and County of San Francisco. Action to determine title to proceeds of insurance policy on the vessel "F. S. Loop," belonging to Los Angeles-Long Beach Despatch Line. Harbor Board was one of parties defendant. Maintenance of action enjoined by order of United States Referee in Bankruptcy. Dismissal with Prejudice filed. Closed.

People v. Wallier. No. 67800, Municipal Court, City and County of San Francisco. Action for money due for rental of office space in the sum of \$65.00. Judgment for plaintiff for \$65.00 and costs, making a total of \$73.71. Upon investigation, it was ascertained that the only assets Mr. Wallier has is a 1929 Cord automobile, which, under Section 690.24, Code of Civil Procedure, is exempt from execution. The judgment was, therefore, reported as uncollectible. Closed.

V

MISCELLANEOUS

(a) *Opinions:* Opinions were rendered to the Board in re the following matters:

Deductions should be made from compensation of State Belt Railroad employees as provided by Federal Railroad Retirement Act of 1935.

Power of Director of Finance to prescribe conditions of deposits in banks by Board of State Harbor Commissioners of state moneys under their control is subject to the limitation that he cannot, without approval of the Board, designate the persons who shall draw checks against such deposits nor change such designation without the approval of the Board.

Harbor Board has no express or implied power to expend revenues for advertising purposes, etc.; Board has authority to lease certain lands for industrial purposes subject to lessees agreeing to improve said lands with manufacturing plants, and has right to use proceeds of bond issues for filling in and improving portions of said lands; reversionary interest of State in said lands would be free from local taxation but leasehold interests of lessees would be subject to tax.

Whether employees of State Belt Railroad are members of State Retirement System depends upon validity of Federal Railroad Retirement Act, the legality of which is involved in action now pending in federal courts. Harbor Board advised to continue to make deductions from salaries of such employees under state system until validity of Federal act is settled.

Harbor Board has sole authority to grant a permit to any person, association or corporation to institute a passenger service routed over the whole or any part of the Embarcadero of San Francisco.

Claim of United States for penalty for breach of Federal Safety Appliance Act legal and should be paid pursuant to Section 243, Political Code.

Ascertainment of prevailing wage in call for bids and contracts of Harbor Board should not be based on demands for increases in wages, which increases have not been actually paid on any job.

Harbor Board legally liable for repayment of percentages of compensation deducted under the Act of Congress of August 29, 1935, for period from March 1, 1936, to December 31, 1936, and for repayment of difference between $3\frac{1}{2}$ per cent and $2\frac{3}{4}$ per cent deducted from such compensation after December 31, 1936.

Harbor Board is not required to submit contracts for purchase of fire hose and electric light fixtures for approval of Department of Finance.

Discussion of conditions under which tolls and wharfage may legally be charged by the Board of State Harbor Commissioners, particularly as applied to Rosenberg Bros.' Rice Mill on Islais Creek.

Harbor Board has no claim for interruption of electric current not caused by negligence of Pacific Gas & Electric Co. Pacific Gas & Electric Co. not guarantor of uninterrupted service.

Board of State Harbor Commissioners has no power to make agreement for cancellation of lease of waterfront lands or for compromise settlement of obligations of lessees under any such lease.

Board of State Harbor Commissioners has power to insure improvements owned by state on property assigned by it to any person, but cannot insure interest of assignee therein nor use proceeds of Board's insurance to rebuild structures for use of assignee.

Harbor Board advised that State should claim ownership of all spur and switch tracks built by railroad companies on state property connecting with Belt Line Railroad, for all purposes of Interstate Commerce valuation of Belt Line Railroad.

Legislature has power to transfer title to India Basin lands, owned by State, to the United States with or without compensation, and without consent of City and County of San Francisco.

Board of State Harbor Commissioners may insert in assignment of space a clause providing that structures, improvements, etc., erected upon assigned property shall belong to the assignee, provided that the Board may condemn and purchase same on termination of assignment.

Discussion of application of Civil Service Law to employees of State Refrigeration Terminal on San Francisco waterfront.

Discussion of what constitutes "trade fixtures," removable by tenant, under assignment of use of state lands on Form 28 by Board of State Harbor Commissioners.



HARBOR FACILITIES

June 30, 1938

LAND—	
Seawall lots and other reclaimed lands.....	105 acres
Embarcadero and other streets.....	204 acres
Submerged land inside of seawall line.....	491 acres
Submerged land between seawall and pierhead line.....	1,112 acres
Total area.....	1,912 acres
PIER AND WHARF AREA—	
Covered, ground floor.....	111.64 acres
Covered, upper floor.....	7.54 acres
Uncovered, ground floor.....	74.83 acres
Uncovered, upper floor.....	1.61 acres
Total acres.....	195.62 acres
Berthing space, exclusive of pier ends.....	17.5 miles
Car ferry slips.....	6
Passenger ferry slips, including automobile ferry slips.....	15
BELT RAILROAD EQUIPMENT—	
Locomotives, 75 ton.....	7
Locomotive crane, 15 ton.....	1
BELT RAILROAD TRACKAGE—	
Tracks operated by State Belt Railroad:	
Main tracks, owned.....	11.04 miles
Yard switching tracks, owned.....	27.65 miles
Operated under trackage rights, not owned.....	12.17 miles
Total operated.....	50.86 miles
Tracks owned but not operated by State Belt Railroad:	
Yard switching tracks.....	16.63 miles

PORT FAMED TO NAVIGATORS

The Port of San Francisco is situated in latitude 37° 48' north, longitude 122° 25' west, and is located in Central California on the west coast of the United States, almost midway between the Canadian and Mexican borders. San Francisco, its romance and its beauty aside, and irrespective of its prestige as the metropolis of the Pacific, has been famed among navigators for more than a hundred years as one of the three greatest natural harbors of the world.

TEN MILES OF WATER FRONT

The San Francisco water front extends from the Presidio on the north to the San Francisco-San Mateo County line on the south, a distance of approximately ten miles. The Embarcadero, a 200-foot thoroughfare, owned and maintained by the State, runs along the water front adjacent to the piers, the wholesale and shipping district and industrial plants.

WATER FRONT AUTO DOCK

One of the busiest spots along the San Francisco water front is the automobile unloading platform on North Point Street. It is conveniently located on an industrial spur of the Southern Pacific and the State Belt Railroad. Since this interchange station was established several years ago business there has steadily increased and it has become one of the principal sources of revenue to the Belt Line. A yearly average of about 3,500 carloads of autos and accessories are unloaded at this platform for use on the coast and for shipment overseas.

DRYDOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN THE PORT OF SAN FRANCISCO

Graving Docks

HUNTERS POINT

Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 74 feet; depth, over sill, 28 feet 6 inches.
- No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth, over sill, 45 feet 6 inches.

Floating Dry Docks

Bethlehem Shipbuilding Corporation, Limited:

- No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons.
- No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons.
- No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons.

Moore Dry Dock Company:

- No. 4. Length, 460 feet; width, 92 feet; capacity, 20,000 tons.
- No. 5. Length, 390 feet; width, 92 feet; capacity, 15,000 tons.

Marine Railways

Moore Dry Dock Company:

- No. 1. Length, 452 feet; width, 68 feet; capacity, 8,000 tons.
Length of largest vessel taken, 454 feet. With extensions.
- No. 2. Length, 422 feet; width, 68 feet; capacity, 7,000 tons.
Length of largest vessel taken, 446 feet. With extensions.
- No. 3. Length, 422 feet; width, 68 feet; capacity, 6,000 tons.
Length of largest vessel taken, 430 feet. With extensions.

General Engineering and Dry Dock Company:

- No. 1. Length, 340 feet; width, 65 feet; capacity, 4,000 tons.
- No. 2. Length, 250 feet; width, 60 feet; capacity, 2,500 tons.
- No. 3. Length, 434 feet; width, 76 feet; capacity, 6,000 tons.

Crowley Shipyard:

- No. 1. Length, 82 feet; width, 32 feet; capacity, 300 tons.
- No. 2. Length, 146 feet; width, 52 feet; capacity, 1,000 tons.

Shear Leg Derricks

Bethlehem Shipbuilding Corporation, Limited:

- 1 stationary, 100-ton capacity.

Moore Dry Dock Company:

- 1 stationary, 100-ton capacity.

Floating Boom Derricks

General Engineering and Dry Dock Company:

- 1 derrick, length of boom, 90 feet; lifting capacity, 7 tons.

Harbor Tug and Barge Company:

- 1 derrick, length of boom, 75 feet; lifting capacity, 15 tons.

Havise Company:

- 1 derrick, length of boom, 100 feet; lifting capacity, 30 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 40 tons.
- 1 derrick, length of boom, 107 feet; lifting capacity, 100 tons.

Smith, Rice and Company, Incorporated:

- 1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 30 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 50 tons.
- 1 derrick, length of boom, 100 feet; lifting capacity, 100 tons.

Salvage Equipment

Havise Company:

- 1 sea-going salvage and derrick barge. Length of boom, 100 feet; lifting capacity, 100 tons.

SAN FRANCISCO PILOTAGE AND TOWAGE RATES

Port of San Francisco—Charges, Regulations, Etc., Not Under Jurisdiction of Board of State Harbor Commissioners

PILOTAGE

Jurisdiction: San Francisco Board of Pilot Commissioners, a state body, composed of three members. Office of Commissioner, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco Harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all American vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage:

Rates for pilotage are fixed by state laws as follows:

All vessels under 500 tons, \$2 per draught foot;

All vessels over 500 tons, \$2 per draught foot and 1½ cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, \$1 per draught foot;

All vessels over 500 tons, \$1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

TOWAGE

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

Steam and Motor Ships

(Charges based on net tonnage of vessel)

1. Services of tug assisting to dock on city front.....	\$25.00 to \$40.00
2. Towing (without power) from dock to dock between Meiggs (Fishermen's) Wharf to Mission Rock.....	75.00 to 150.00
3. Services of tug assisting to Union Iron Works or Hunters Point.....	40.00 to 70.00
4. Towing (without power) to Union Iron Works or Hunters Point.....	90.00 to 225.00
5. Services of tug assisting to Oakland Harbor.....	50.00 to 70.00
6. Towing (without power) to Oakland Harbor.....	100.00 to 225.00

UNITED STATES GOVERNMENT REGULATIONS, FEES AND OFFICIALS

CUSTOMS DISTRICT

Customs collection District No. 28, headquarters at San Francisco, comprises all of that portion of the State of California north of San Luis Obispo, Kern and San Bernardino counties.

Customs House, located at Washington and Battery Streets, San Francisco. Customs Officer: Collector of Customs, Charles O. Dunbar; Assistant Collector, George A. Marshall.

CUSTOMS FEES

The ordinary entrance fees for vessels arriving from foreign ports with cargo are \$2.50.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are \$2.50.

Foreign vessels entering from a domestic port are charged a fee of \$2; likewise a fee of \$2 for clearing to a domestic port.

UNITED STATES INSPECTION OF STEAM VESSELS

Capt. Wm. Fisher, Customs House, Supervising Inspector Seventh District.

Winslow D. Conn, United States Local Inspector of Boilers.

Capt. John P. Tibbetts, United States Local Inspector of Hulls.

UNITED STATES SHIPPING COMMISSIONER

John A. Rylander, Appraiser's Building.

UNITED STATES IMMIGRATION SERVICE

John J. McGrath, Commissioner of Immigration; offices: Angel Island and Customs House, San Francisco.

UNITED STATES QUARANTINE SERVICE

Dr. French Simpson, Medical Director, United States Public Health Service; offices: Angel Island and Barge Office, Fishermen's Wharf, San Francisco.

The Federal Government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required, the charge amounts to about 12 cents per thousand cubic feet of air space fumigated, plus \$1 for supervision and \$2 labor.

UNITED STATES LIGHTHOUSE SERVICE

H. W. Rhodes, Superintendent; office: Customs House.

UNITED STATES ATTORNEY

Frank J. Hennessy; office: Post Office Building.

UNITED STATES MARSHAL

George Vice; office: Post Office Building.

UNITED STATES PASSPORT AGENCY

Somerset A. Owen, Passport Agent; office: Customs House.

INTERNAL REVENUE DEPARTMENT

Clifford C. Anglim, Collector; office: Federal Office Building, Civic Center.

UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE

John J. Judge, District Manager; office: Customs House.

UNITED STATES COAST GUARD SERVICE

Captain Stanley V. Parker, Commander, San Francisco Division; office: Customs House.

LIFE SAVING DIVISION

Lieut. Com. S. B. Johnson, District Commander; Customs House.

UNITED STATES NAVY

Office: Twelfth Naval District, Federal Office Building, Civic Center.

FEDERAL HORTICULTURAL SERVICE

Office: Plant Quarantine, Ferry Building.

BOARDS OF STATE HARBOR COMMISSIONERS

- FIRST BOARD—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.
- SECOND BOARD—C. L. Taylor, S. S. Tilton, James Laidley, appointed November 6, 1865.
- THIRD BOARD—S. S. Tilton, James Laidley, James H. Cutter, appointed November 4, 1867.
- FOURTH BOARD—James H. Cutter, John J. Marks, appointed December 6, 1869; Jasper O'Farrell, appointed January 15, 1870.
- FIFTH BOARD—John J. Marks, Jasper O'Farrell, Washington Bartlett, appointed June 23, 1870.
- SIXTH BOARD—John J. Marks, Jasper O'Farrell, John Rosenfeld, appointed November 29, 1871.
- SEVENTH BOARD—John Rosenfeld, Jasper O'Farrell, Lewis Cunningham, appointed March 1, 1873.
- EIGHTH BOARD—Lewis Cunningham, John Rosenfeld, Samuel Soule, appointed March 13, 1873.
- NINTH BOARD—Lewis Cunningham, Samuel Soule, T. D. Mathewson, appointed June 5, 1873.
- TENTH BOARD—Samuel Soule, T. D. Mathewson, D. C. McRuer, appointed April 21, 1874.
- ELEVENTH BOARD—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns, October 28, 1879.
- TWELFTH BOARD—Wm. Blanding, G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.
- THIRTEENTH BOARD—Wm. Blanding, Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans, Wm. A. Phillips.
- FOURTEENTH BOARD—Wm. Irwin, appointed March 20, 1883; died March 1, 1886; A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.
- FIFTEENTH BOARD—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell, John H. Wise.
- SIXTEENTH BOARD—William D. English, appointed March 13, 1887; A. C. Paulsell, John H. Wise.
- SEVENTEENTH BOARD—William D. English, A. C. Paulsell, Charles O. Alexander, appointed March 13, 1889.
- EIGHTEENTH BOARD—William D. English, Charles O. Alexander, William H. Brown, appointed March 13, 1890.
- NINETEENTH BOARD—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander, William H. Brown.
- TWENTIETH BOARD—C. F. Bassett, William H. Brown, Dan T. Cole, appointed March 13, 1893.
- TWENTY-FIRST BOARD—C. F. Bassett, Dan T. Cole, F. S. Chadbourne, appointed March 13, 1894.
- TWENTY-SECOND BOARD—E. L. Colnon, appointed March 14, 1894; Dan T. Cole, F. S. Chadbourne.
- TWENTY-THIRD BOARD—E. L. Colnon, F. C. Chadbourne, P. J. Harney, appointed March 20, 1897.
- TWENTY-FOURTH BOARD—E. L. Colnon, P. J. Harney, Rudolph Herold, Jr., appointed March 13, 1898.
- TWENTY-FIFTH BOARD—Paris Kilburn, appointed March 14, 1899; P. J. Harney, Rudolph Herold, Jr.
- TWENTY-SIXTH BOARD—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick, John D. McKenzie.
- TWENTY-SEVENTH BOARD—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker, W. E. Dennison.
- TWENTY-EIGHTH BOARD—W. V. Stafford, W. E. Dennison, P. S. Teller, appointed April 1, 1909.
- TWENTY-NINTH BOARD—W. V. Stafford, P. S. Teller, George M. Hill, appointed January 7, 1911.
- THIRTIETH BOARD—Marshal Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911. Marshal Hale resigned July 27, 1911.
- THIRTY-FIRST BOARD—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.
- THIRTY-SECOND BOARD—J. J. Dwyer, Thomas S. Williams, John H. McCallum, appointed July 30, 1912.
- THIRTY-THIRD BOARD—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams, John H. McCallum. Thomas S. Williams resigned June 6, 1918.
- THIRTY-FOURTH BOARD—Arthur Arlett, John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.
- THIRTY-FIFTH BOARD—John H. McCallum, Harry H. Cosgriff, Miles Standish, appointed December 6, 1918. Miles Standish resigned March 4, 1920.
- THIRTY-SIXTH BOARD—John H. McCallum, Harry H. Cosgriff, Frederick S. Moody, appointed March 1, 1920.
- THIRTY-SEVENTH BOARD—Chas. H. Spear, appointed May 21, 1923; J. B. Sanford, appointed May 24, 1923; M. F. Cochran, appointed August 1, 1923, died September 9, 1926; J. Sherman McDowell, appointed September 15, 1926. Chas. H. Spear resigned September 1, 1925. William A. Sherman, appointed September 1, 1925.
- THIRTY-EIGHTH BOARD—C. L. Tilden, Frank C. Sykes, Paul Scherrenberg, appointed February 11, 1927.
- THIRTY-NINTH BOARD—P. W. Meherin, J. J. Tynan, Jos. A. Moore, appointed January 6, 1931. J. J. Tynan resigned April 20, 1933.
- FORTIETH BOARD—P. W. Meherin, Jos. A. Moore; Maurice Asher, appointed April 21, 1933. Maurice Asher resigned August 3, 1933.
- FORTY-FIRST BOARD—P. W. Meherin, Jos. A. Moore; Dr. Celestine J. Sullivan, appointed August 4, 1933.

BOARD OF STATE HARBOR COMMISSIONERS

**FINANCIAL REPORT OF THE EIGHTY-EIGHTH AND EIGHTY-NINTH FISCAL YEARS ENDED
JUNE 30, 1937, AND JUNE 30, 1938**

- Account I—Comparative Statement of Status of Financial Accounts, as of June 30, 1938 and June 30, 1937:
- Schedule I. Fort Mason Tunnel Account.
 - Schedule IIA. Third San Francisco Seawall Sinking Fund Balance Sheet, as of June 30, 1938.
 - Schedule IIB. Third San Francisco Seawall Sinking Fund Transactions from July 1, 1936, to June 30, 1938.
 - Schedule IIIA. Second San Francisco Seawall Sinking Fund Balance Sheet, as of June 30, 1938.
 - Schedule IIIB. Second San Francisco Seawall Sinking Fund Transactions from July 1, 1936, to June 30, 1938.
 - Schedule IVA. India Basin Sinking Fund Balance Sheet, as of June 30, 1938.
 - Schedule IVB. India Basin Sinking Fund Transactions from July 1, 1936, to June 30, 1938.
 - Schedule V. Comparative Statement of Property and Equipment, as of June 30, 1938, and June 30, 1937.
 - Schedule VI. Summary Statement of Property and Equipment acquired during the fiscal years 1937-1938 and 1936-1937, from various funds, and retirements, losses and transfers for the same period.
- Account II. Comparative Statement of Income and Expense for the fiscal years ended June 30, 1938, and June 30, 1937:
- Schedule I. Comparative Statement of Analyses of Income from Operations for the fiscal years ended June 30, 1938, and June 30, 1937.
 - Schedule II. Comparative Statement of Expenditures for Administration, Operation and Maintenance for the fiscal years ended June 30, 1938, and June 30, 1937.
 - Exhibit A. Summary Statement of Tonnage by months over wharves for the fiscal years 1936-1937 and 1937-1938.
 - Exhibit B. Summary Statement showing tons of freight discharged and loaded over the State wharves during the forty-four years, 1894-1938.
 - Exhibit C. Statement showing contracts under way at date of last biennial report and since completed.
 - Exhibit D. Statement showing work contracted for and completed within the biennial period July 1, 1936, to June 30, 1938.
 - Exhibit E. Statement showing work contracted for and not completed within the biennial period July 1, 1936, to June 30, 1938.

BOARD OF HARBOR COMMISSIONERS

Comparative Statement of Financial Accounts as of June 30, 1938, and June 30, 1937

	Fiscal year ended June 30, 1938		Fiscal year ended June 30, 1937	
	Detail	Total	Detail	Total
ASSETS				
Fixed assets—				
Land.....	\$44,506,720 32		\$44,492,897 53	
Buildings and structures.....	57,007,583 46		55,725,515 50	
Equipment.....	933,926 30		923,615 64	
Investment in State Belt Railroad of California.....	\$51,672 31		\$51,672 31	
Deduct net amount of depreciation less adjustments.....	33,105 05		31,029 18	
Total fixed assets.....	18,567 26	\$102,466,797 34	20,643 13	\$101,162,671 80
Current assets—				
Funds:				
San Francisco Harbor Improvement Fund.....	\$1,451,486 26		\$1,671,859 75	
Third San Francisco Seawall Fund.....	392,035 86		1,076,646 38	
Cash on hand:				
Revolving Fund.....	35,000 00		35,000 00	
State Treasurer-Trustee-Federal Pension Fund.....	11,316 31		12,105 09	
Cash, trust.....	1,862 86		1,099 37	
Accounts receivable.....	252,332 41		422,500 67	
Store.....	93,208 03		69,452 39	
Work in process.....	9,283 39		6,077 35	
Clearing account.....	969 06		1,454 66	
Total current assets.....		\$2,247,494 18		\$3,296,195 66
Sinking funds—				
Second San Francisco Seawall.....	\$1,880,215 67		\$1,660,498 89	
Third San Francisco Seawall.....	1,018,431 70		821,651 55	
India Basin.....	190,253 03		169,041 02	
Total sinking funds.....		\$3,088,900 40		\$2,651,191 46
Total assets.....		\$107,803,191 92		\$107,110,058 92

LIABILITIES					
Funded debt—					
India Basin bonds issued and outstanding.....	\$853,000 00				\$853,000 00
Second San Francisco Seawall bonds issued and out-	9,000,000 00				9,000,000 00
standing.....					
Third San Francisco Seawall bonds issued and out-	9,450,000 00				9,450,000 00
standing.....					
Total funded debt.....		\$19,303,000 00			\$19,103,000 00
Current liabilities—					
Claims payable:					
San Francisco Harbor Improvement Fund.....	\$78,042 20		\$86,651 38		\$111,607 14
Third San Francisco Seawall Fund.....	24,323 08		24,955 76		
Bond interest accrued.....	386,060 00			382,060 00	
Special depositors.....	1,862 86			1,099 37	
Liability to Federal Pension Fund.....	11,316 31			12,105 09	
Total current liabilities.....		\$501,604 45			\$506,871 60
Total liabilities.....		\$19,804,604 45			\$19,609,871 60
Net assets over liabilities.....		\$87,998,587 47			\$87,500,187 32
SURPLUS AND RESERVES					
Surplus for replacement of facilities and retirement of					
bonds—					
Balance at beginning of period.....	\$7,703,540 35		\$649,177 67	\$7,071,246 48	
Add net income for the period.....	297,952 90		16,883 80	632,293 87	
Less prior year adjustments.....					
Balance in surplus end of period.....	\$8,001,493 25			\$7,703,540 35	
Reserves—					
For depreciation.....	\$15,761,291 17			\$15,761,291 17	
Total earned surplus and reserves.....	\$23,762,784 42			\$23,464,831 52	
Property valuation surplus.....	63,567,544 00			63,571,827 51	
Federal P. W. A. grants.....	668,259 05			463,528 29	
Total surplus and reserves.....		\$87,998,587 47			\$87,500,187 32

BOARD OF STATE HARBOR COMMISSIONERS FORT MASON TUNNEL ACCOUNT—
ACCOUNT I. SCHEDULE I

Analysis of Account Showing Liquidation to June 30, 1938, of the cost of that section of the Fort Mason Tunnel within the Confines of the Fort Mason Military Reservation in Accordance with the Agreement between the Board of State Harbor Commissioners and the United States Government.

EXCERPTS FROM THE AGREEMENT REFERRED TO:

SECTION 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10.00 per car."

SECTION 5. "All tunnel charges shall be applied toward paying the cost of the work * * * including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable, it shall be governed by additional regulations of the Secretary of War."

	Cost	Interest charges	Tunnel toll credits	Balance
Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance—October 22, 1914.....	\$273,149 38			
June 30, 1915.....		\$9,446 42	\$8,500 00	\$274,095 80
June 30, 1916.....		13,704 79	18,155 00	269,645 59
June 30, 1917.....		13,482 28	14,705 00	268,422 87
June 30, 1918.....		13,421 14	33,970 00	247,874 01
June 30, 1919.....		12,393 70	40,340 00	219,927 71
June 30, 1920.....		10,996 39	23,020 00	207,904 10
June 30, 1921.....		10,395 20	28,304 00	189,995 30
June 30, 1922.....		9,499 77	13,000 00	186,495 07
June 30, 1923.....		9,324 75	10,010 00	185,809 82
June 30, 1924.....		9,290 49	9,740 00	185,360 31
June 30, 1925.....		9,268 02	12,520 00	182,108 33
June 30, 1926.....		4,461 98	10,920 00	175,650 31
June 30, 1927.....		8,737 42	8,920 00	175,467 73
June 30, 1928.....		8,677 76	10,830 00	173,315 49
June 30, 1929.....		8,621 41	8,840 00	173,096 90
June 30, 1930.....		8,632 04	8,230 00	173,498 94
June 30, 1931.....		8,608 48	9,520 00	172,587 42
June 30, 1932.....		8,616 49	7,620 00	173,583 91
June 30, 1933.....		8,673 03	9,210 00	173,046 94
June 30, 1934.....		8,487 98	13,060 00	168,474 92
June 30, 1935.....		8,253 56	13,610 00	163,118 48
June 30, 1936.....		8,012 89	11,690 00	159,441 37
June 30, 1937.....		7,755 31	15,830 00	151,366 68
June 30, 1938.....		7,392 86	12,420 00	146,339 54
Totals.....	\$273,149 38	\$226,154 16	\$352,964 00	\$146,339 54

* The balance due is part of the Accounts Receivable as shown in Account I.

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE II-A

Third San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1938

Investments as follows—Bonds	Date of issue	Rate	Number bonds	Par value	Amount
ASSETS					
Harbor Improvement.....	7/ 2/11	4 ⁰ / ₂ %	94	\$1,000 00	\$94,000 00
Harbor Improvement.....	7/ 2/15	4%	208	1,000 00	208,000 00
Highways.....	7/ 3/11	4%	33	1,000 00	33,000 00
Highways.....	7/ 3/17	4 ¹ / ₂ %	44	1,000 00	44,000 00
Highways.....	11/ 3/21	5%	2	1,000 00	2,000 00
Highways.....	9/ 3/22	4 ³ / ₄ %	7	1,000 00	7,000 00
Highways.....	5/ 3/23	4 ³ / ₄ %	41	1,000 00	41,000 00
Highways.....	10/ 3/23	4 ³ / ₄ %	83	1,000 00	83,000 00
Highways.....	5/ 3/24	4 ¹ / ₂ %	30	1,000 00	30,000 00
Parks.....	1/ 2/29	4%	2	1,000 00	2,000 00
Parks.....	1/ 2/29	4 ¹ / ₄ %	6	1,000 00	6,000 00
Parks.....	1/ 2/29	4 ¹ / ₂ %	1	1,000 00	1,000 00
Tenth Olympiad.....	1/ 2/29	4 ¹ / ₂ %	20	1,000 00	20,000 00
Sacramento State Buildings.....	7/ 2/15	4%	118	500 00	59,000 00
San Francisco State Buildings.....	7/ 2/15	4%	1	1,000 00	1,000 00
State and University Buildings.....	1/ 2/27	4 ¹ / ₄ %	24	1,000 00	24,000 00
State and University Buildings.....	1/ 2/27	4 ¹ / ₂ %	25	1,000 00	25,000 00
University Buildings.....	1/ 5/15	4 ¹ / ₂ %	9	1,000 00	9,000 00
Veterans' Welfare.....	5/ 1/28	4%	1	1,000 00	1,000 00
Veterans' Welfare.....	2/ 1/31	4 ¹ / ₄ %	2	1,000 00	2,000 00
Veterans' Welfare.....	6/ 1/31	4%	11	1,000 00	11,000 00
Veterans' Welfare.....	10/ 1/31	4%	5	1,000 00	5,000 00
Veterans' Welfare.....	12/ 1/31	4 ¹ / ₂ %	2	1,000 00	2,000 00
Veterans' Welfare.....	4/ 1/32	4 ¹ / ₂ %	2	1,000 00	2,000 00
Total bonds at par.....					\$712,000 00
Add—					
Premiums paid.....				\$110,107 11	
Accrued interest paid.....				6,259 31	
Total.....				\$116,366 42	
Less discounts.....				06	
					116,366 36
Total.....					\$828,366 36
Cash on hand.....					190,065 34
Total assets.....					\$1,018,431 70
LIABILITIES					
Bond interest payable July 2, 1938.....					189,000 00
Net Sinking Fund assets.....					\$829,431 70

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE II-B

Statement of Third San Francisco Seawall Sinking Fund Transactions
from July 1, 1936, to June 30, 1938

Sinking Fund balance July 1, 1936.....		\$172,147 68
Accretions to Sinking Fund:		
Cash transferred from Harbor Improvement Fund—		
For bond interest.....	\$744,000 00	
For bond redemptions.....	<u>323,336 03</u>	
		1,067,336 03
Interest earned on securities.....		<u>43,788 75</u>
Total accretions and balance.....		\$1,283,272 46
Disbursements from Sinking Fund:		
Bond interest paid.....		\$726,000 00
Security investments at par.....	\$304,000 00	
Add—		
Premiums paid.....	\$60,735 73	
Accrued interest paid.....	<u>2,471 39</u>	
Total.....	\$63,207 12	
Less discounts.....	<u>63,207 12</u>	
Net disbursements for investments.....		\$367,207 12
Total disbursements.....		\$1,093,207 12
Balance June 30, 1938.....		<u>\$190,065 34</u>

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE III-A

Second San Francisco Seawall Sinking Fund Balance Sheet as of June 30, 1938

Investments as follows:	Date of issue	Rate	Number of bonds	Par value	Amount
BONDS					
San Francisco Harbor Improvement.....	7/ 2/11	4%	223	\$1,000 00	\$223,000 00
San Francisco Harbor Improvement.....	7/ 2/15	4%	270	1,000 00	270,000 00
Highways.....	7/ 3/11	4%	104	1,000 00	104,000 00
Highways.....	7/ 3/17	4½%	96	1,000 00	96,000 00
Highways.....	7/ 3/21	5¾%	5	1,000 00	5,000 00
Highways.....	11/ 3/21	5%	14	1,000 00	14,000 00
Highways.....	9/ 3/22	4¼%	33	1,000 00	33,000 00
Highways.....	5/ 3/23	4¼%	80	1,000 00	80,000 00
Highways.....	10/ 3/23	4¾%	119	1,000 00	119,000 00
Highways.....	5/ 3/24	4½%	53	1,000 00	53,000 00
India Basin.....	7/ 2/11	4%	17	1,000 00	17,000 00
Tenth Olympiad.....	1/ 2/29	4½%	7	1,000 00	7,000 00
Parks.....	1/ 2/29	3¾%	2	1,000 00	2,000 00
Parks.....	1/ 2/29	4%	28	1,000 00	28,000 00
Sacramento State Buildings.....	7/ 2/15	4%	191	500 00	95,500 00
State University Buildings.....	1/ 2/27	4¼%	55	1,000 00	55,000 00
State University Buildings.....	1/ 2/27	4½%	103	1,000 00	103,000 00
University Buildings.....	1/ 5/15	4½%	24	1,000 00	24,000 00
Veterans' Welfare.....	2/ 1/24	4½%	19	1,000 00	19,000 00
Veterans' Welfare.....	5/ 1/25	4½%	2	1,000 00	2,000 00
Veterans' Welfare.....	2/ 1/27	4½%	5	1,000 00	5,000 00
Veterans' Welfare.....	6/ 1/27	4¼%	2	1,000 00	2,000 00
Veterans' Welfare.....	2/ 1/28	4%	27	1,000 00	27,000 00
Veterans' Welfare.....	5/ 1/28	4%	6	1,000 00	6,000 00
Veterans' Welfare.....	10/ 1/28	4¼%	13	1,000 00	13,000 00
Veterans' Welfare.....	2/ 1/31	4¼%	9	1,000 00	9,000 00
Veterans' Welfare.....	6/ 1/31	4%	18	1,000 00	18,000 00
Veterans' Welfare.....	10/ 1/31	4%	5	1,000 00	5,000 00
Veterans' Welfare.....	12/ 1/31	4½%	75	1,000 00	75,000 00
Veterans' Welfare.....	4/ 1/32	4½%	10	1,000 00	10,000 00
Veterans' Welfare.....	6/ 1/35	3%	10	1,000 00	10,000 00
Total bonds at par.....					\$1,529,500 00
Add—					
Premiums paid.....				\$163,221 76	
Accrued interest paid.....				12,015 88	
Total.....				\$175,237 64	
Less discounts.....				4,974 24	
					\$170,263 40
Total.....					\$1,699,763 40
Cash on hand.....					180,452 27
Total assets.....					\$1,880,215 67
LIABILITIES					
Bond interest payable July 2, 1938.....					180,000 00
Net Sinking Fund assets June 30, 1938.....					\$1,700,215 67

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE III-B

Statement of Second San Francisco Seawall Sinking Fund Transactions

July 1, 1936, to June 30, 1938

Sinking Fund balance July 1, 1936.....			\$180,788 21
Accretions to Sinking Fund:			
Cash transferred from Harbor Improvement Fund—			
For bond interest.....		\$720,000 00	
For bond redemptions.....		321,428 56	
			1,041,428 56
Bonds matured and redeemed.....			4,000 00
Interest earned on securities.....			110,628 75
Total accretions and balance.....			<u>\$1,336,845 52</u>
Disbursements from Sinking Fund:			
Bond interest paid.....		\$720,000 00	
Security investments at par.....	\$358,500 00		
Add—			
Premiums paid.....	\$75,315 61		
Accrued interest paid.....	2,577 64		
Total.....	<u>\$77,893 25</u>		
Less discounts.....			
		<u>77,893 25</u>	
Net disbursements for investments.....			<u>\$436,393 25</u>
Total disbursements.....			<u>\$1,156,393 25</u>
Balance June 30, 1938.....			<u><u>\$180,452 27</u></u>

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE IV-A

India Basin Sinking Fund Balance Sheet as of June 30, 1938

Investments as follows—Bonds	Date of issue	Rate	Number of bonds	Par value	Amount
San Francisco Harbor Improvement.....	7/ 2/11	4%	14	\$1,000 00	\$14,000 00
San Francisco Harbor Improvement.....	7/ 2/15	4%	30	1,000 00	30,000 00
Highways.....	7/ 3/11	4%	14	1,000 00	14,000 00
Highways.....	7/ 3/17	4½%	4	1,000 00	4,000 00
Highways.....	7/ 3/21	5¾%	1	1,000 00	1,000 00
Highways.....	11/ 3/21	5	1	1,000 00	1,000 00
Highways.....	9/ 3/22	4¼%	2	1,000 00	2,000 00
Highways.....	5/ 3/23	4¾%	12	1,000 00	12,000 00
Highways.....	10/ 3/23	4¾%	9	1,000 00	9,000 00
Highways.....	5/ 3/24	4½%	8	1,000 00	8,000 00
India Basin.....	1/ 2/11	4%	3	1,000 00	3,000 00
Tenth Olympiad.....	1/ 2/29	4½%	1	1,000 00	1,000 00
Parks.....	1/ 2/29	4%	3	1,000 00	3,000 00
Sacramento State Buildings.....	7/ 2/15	4%	26	500 00	13,000 00
State and University Buildings.....	1/ 2/27	4¾%	4	1,000 00	4,000 00
State and University Buildings.....	1/ 2/27	4½%	12	1,000 00	12,000 00
University Buildings.....	1/ 5/15	4½%	2	1,000 00	2,000 00
Veterans' Welfare.....	2/ 1/28	4%	3	1,000 00	3,000 00
Veterans' Welfare.....	10/ 1/28	4¼%	10	1,000 00	10,000 00
Veterans' Welfare.....	2/ 1/31	4¾%	2	1,000 00	2,000 00
Veterans' Welfare.....	6/ 1/31	4%	2	1,000 00	2,000 00
Veterans' Welfare.....	10/ 1/31	4%	3	1,000 00	3,000 00
Veterans' Welfare.....	12/ 1/31	4½%	2	1,000 00	2,000 00
Total bonds at par.....					\$155,000 00
Add—					
Premiums paid.....				\$15,633 62	
Accrued interest paid.....				1,346 51	
Total.....				\$16,980 13	
Less discount.....				489 11	
					16,491 02
Total.....					\$171,491 02
Cash on hand.....					18,762 01
Total assets.....					\$190,253 03
LIABILITIES					
Bond interest payable July 2, 1938.....					17,060 00
Net Sinking Fund assets.....					\$173,193 03

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE IV-B
Statement of India Basin Sinking Fund Transactions from July 1, 1936, to June 30, 1938

Sinking Fund balance July 1, 1936.....		\$17,101 52
Accretions to Sinking Funds:		
Cash transferred from Harbor Improvement Fund—		
For bond interest.....	\$68,240 06	
For bond redemptions.....	30,249 33	
	98,489 39	
Bonds matured and redeemed.....		2,000 00
Interest earned on securities.....		11,330 00
Total accretions and balance.....		\$128,920 91
Disbursements from Sinking Fund:		
Bond interest paid.....		\$68,240 00
Security investments at par.....	\$35,000 00	
Add—		
Premiums paid.....	\$6,677 49	
Accrued interest paid.....	241 41	
Total.....	\$6,918 90	
Less discount.....		6,918 90
Net disbursements for investments.....		41,918 90
Total disbursements.....		110,158 90
Balance June 30, 1938.....		\$18,762 01

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V
Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Land—			
Seawall lots and other lands:			
Seawall lot.....	300	\$1 00	\$1 00
Seawall lot.....	301	67,500 00	67,500 00
Seawall lot.....	302	131,250 00	131,250 00
Seawall lot.....	303	199,875 00	199,875 00
Seawall lot.....	311	200,000 00	200,000 00
Seawall lot.....	312	25,000 00	25,000 00
Seawall lot.....	313	120,000 00	120,000 00
Seawall lot.....	314	110,000 00	110,000 00
Seawall lot.....	315	150,000 00	150,000 00
Seawall lot.....	316	50,000 00	50,000 00
Seawall lot.....	317	325,000 00	325,000 00
Seawall lot.....	318	145,000 00	145,000 00
Seawall lot.....	319	25,000 00	25,000 00
Seawall lot.....	320	28,500 00	28,500 00
Seawall lot.....	321	262,500 00	262,500 00
Seawall lot.....	322	440,000 00	440,000 00
Seawall lot.....	323	20,000 00	20,000 00
Seawall lot.....	324	300,000 00	300,000 00
Seawall lot.....	325	505,000 00	505,000 00
Seawall lot.....	326	25,000 00	25,000 00
Seawall lot.....	327	96,888 18	96,888 18
Seawall lot.....	328	107,176 00	107,176 00
Seawall lot.....	329	51,180 50	51,180 50
Seawall lot.....	330	342,275 50	342,275 50
Seawall lot.....	331	51,187 50	51,187 50
Seawall lot.....	332	366,727 50	366,727 50
Seawall lot.....	333	397,399 50	397,399 50
Seawall lot.....	334	489,865 50	489,865 50
Seawall lot.....	335	69,414 00	69,414 00
Seawall lot.....	336	851,161 00	851,161 00
Seawall lot.....	337	2,302,690 50	2,302,690 50
Seawall lot.....	338	317,300 00	317,300 00
Seawall lot.....	339	13,500 00	13,500 00
Seawall lot.....	340	610,000 00	610,000 00
Seawall lot.....	342	28,750 00	28,750 00
Seawall lot.....	343	16,546 24	16,546 24
Seawall lot, purchased.....	344	857,211 22	857,211 22
Seawall lot, Reclamation No. 1.....	344	16,978 82	16,978 82
Seawall lot, Reclamation No. 2.....	344	450,217 51	436,394 72
Clay and Merchant streets.....		150,000 00	150,000 00
Total seawall lots and other lands.....		\$10,716,095 47	\$10,702,272 68
Submerged lands inside of solid fill line.....		4,914,598 95	4,914,598 95
Submerged lands outside of solid fill line.....		28,875,957 90	28,875,957 90
Reclaimed lands in El Embarcadero.....		31 00	31 00
Submerged lands in all other streets.....		37 00	37 00
Total land.....		\$44,506,720 32	\$44,492,897 53

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Buildings and structures—			
Piers and wharf substructures:			
Substructures.....	1	\$322,575 05	\$322,575 05
Substructures.....	3	285,272 17	285,272 17
Substructures.....	(New) 5	1,822 74	1,822 74
Substructures.....	(Old) 5	105,960 42	105,960 42
Substructures.....	7	97,582 80	97,582 80
Substructures.....	(Old) 9	12,227 82	27,733 80
Substructures.....	(New) 9	400,579 25	124,784 25
Substructures.....	9-11-19	920 01	920 01
Substructures.....	9-19	147,932 16	59,755 36
Substructures.....	11	95,283 41	101,442 77
Substructures.....	14	244,865 66	244,865 66
Substructures.....	15	464,798 30	464,798 30
Substructures.....	16	286,696 63	286,696 63
Substructures.....	17	341,878 32	341,878 32
Substructures.....	18	283,243 48	283,243 48
Substructures.....	(New) 19	426,845 05	147,071 86
Substructures.....	(Old) 19	57,747 84	64,393 90
Substructures.....	20	216,463 94	216,463 94
Substructures.....	22	274,284 98	274,284 98
Substructures.....	(New) 23	477,857 02	477,857 02
Substructures.....	24	230,668 51	227,815 52
Substructures.....	(New) 24-26	45,789 02	45,789 02
Substructures.....	25	140,061 82	140,061 82
Substructures.....	26	874,787 75	874,787 75
Substructures.....	27	176,833 36	176,833 36
Substructures.....	28	555,033 94	555,033 94
Substructures.....	29	647,032 21	647,032 21
Substructures.....	30	969,817 82	969,817 82
Substructures.....	31	281,364 96	281,364 96
Substructures.....	32	844,281 40	844,281 40
Substructures.....	33	361,476 78	361,476 78
Substructures.....	34	277,923 82	277,923 82
Substructures.....	35	1,023,911 59	930,306 67
Substructures.....	(New) 35-37	2,346 07	2,346 07
Substructures.....	36	362,257 59	362,257 59
Substructures.....	37	368,578 46	368,578 46
Substructures.....	38	515,935 77	515,935 77
Substructures.....	39	677,585 91	677,585 91
Substructures.....	40	481,964 03	481,964 03
Substructures.....	41	280,043 32	280,043 32
Substructures.....	42	239,780 04	239,780 04
Substructures.....	43	204,904 78	204,904 78
Substructures.....	44	216,467 96	216,467 96
Substructures.....	(New) 44-46	86,056 77	86,056 77
Substructures.....	45	1,407,032 01	1,407,032 01
Substructures.....	46	261,342 61	261,342 61
Substructures.....	47	44,870 75	44,870 75
Substructures.....	48	888,668 11	884,166 83
Substructures.....	49	126,496 31	121,736 58
Substructures.....	50	754,162 56	751,148 23
Miscellaneous substructures.....	52	26,294 81	9,850 78
State Products Terminal.....	54	344,904 25	344,904 25
Channel Street Wharf.....	56	837,462 24	837,462 24
Channel Street Wharf, south side.....	58	17,012 30	17,012 30
China Basin Wharf.....	60	17,977 90	17,977 90
Sixteenth Street Wharf, north side.....	62	21,221 11	21,221 11
Central Basin.....	64	57,474 65	57,474 65
Substructure.....	66	39,296 08	39,296 08
Nineteenth and Twenty-fourth streets Wharf.....	68	14 00	14 00
North Islais Creek, East Third Street.....	70	4 00	4 00
Islais Creek, south side, west of Third Street.....	86	1 00	1 00
Islais Creek Grain Terminal.....	88	86,431 57	86,431 57
Islais Creek, south side, East of Third Street.....	90	244,022 55	244,022 55
Substructures.....	92	250,692 71	250,692 71
Substructures.....	344	555 20	555 20
Total pier and wharf substructures.....		\$19,835,677 45	\$19,095,096 58

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Buildings and structures—			
Pier and wharf superstructures:			
Pier shed.....	1	\$154,549 97	\$154,549 97
Pier shed.....	3	122,276 55	122,276 55
Pier shed.....	5	39,032 09	38,750 86
Pier shed.....	7	71,739 01	71,739 01
Pier shed.....	9	189 55	189 55
Pier shed.....	(New) 9-19	16,427 03	16,427 03
Pier shed.....	11	57,914 57	57,914 57
Pier shed.....	14	121,601 48	121,601 48
Pier shed.....	(New) 15	143,252 74	143,252 74
Pier shed.....	16	106,807 08	106,745 40
Pier shed.....	17	84,227 09	84,227 09
Pier shed.....	18	121,444 26	121,444 26
Pier shed.....	(New) 19	4,524 02	4,524 02
Pier shed.....	(Old) 19	4,724 10	4,724 10
Pier shed.....	(New) 9-19	317,344 89	317,344 89
Pier shed.....	20	54,632 49	52,305 81
Pier shed.....	22	97,904 83	97,904 83
Pier shed.....	(New) 23	146,163 34	149,102 67
Pier shed.....	24	130,752 85	130,706 59
Pier shed.....	25	57,841 69	57,841 69
Pier shed.....	26	194,930 82	194,930 82
Pier shed.....	27	40,032 67	40,032 67
Pier shed.....	28	131,767 26	131,767 26
Pier shed.....	29	173,927 07	173,927 07
Pier shed.....	30	234,824 15	234,824 15
Pier shed.....	31	91,357 75	91,357 75
Pier shed.....	32	203,267 64	203,267 64
Pier shed.....	33	115,942 40	115,942 40
Pier shed.....	34	23,903 60	23,903 60
Pier shed.....	35	264,882 96	264,882 96
Pier shed.....	36	56,254 59	56,254 59
Pier shed.....	37	153,381 01	153,381 01
Pier shed.....	38	193,558 40	193,558 40
Pier shed.....	39	94,618 83	94,618 83
Pier shed.....	40	159,802 26	159,802 26
Pier shed.....	41	111,457 75	111,457 75
Pier shed.....	42	88,900 13	88,900 13
Pier shed.....	43	5,084 83	5,084 83
Pier shed.....	44	127,089 69	122,755 97
Pier shed.....	45	415,638 37	415,638 37
Pier shed.....	46	104,314 90	31,570 98
Pier shed.....	48	256,638 73	241,674 84
Fishermen's Wharf, miscellaneous.....	49	6,880 58	6,880 58
Taylor Street Markets.....	49	12,300 01	12,300 01
Booth Fisheries.....	49	18,381 37	18,381 37
Barge Office, S.W. Lot C.....	49	12,744 80	12,744 80
Crab Fishermen's Building.....	49	8,183 65	8,183 65
Boat Builders' Shop.....	49	12,295 36	12,295 36
Borzonne Building.....	49	21,112 74	21,112 74
Net House and Sardine Association Office.....	49	2,438 81	2,438 81
Fishermen's Grotto.....	49	8,454 02	8,454 02
Pier shed.....	50	230,190 01	213,215 06
Pier shed.....	52	2,109 00	2,109 00
Pier shed.....	54	63,120 45	63,120 45
State Products Terminal.....	56	460,106 18	460,106 18
Pier shed.....	58	273 00	273 00
Pier shed.....	62	1,406 81	906 81
Pier shed.....	64	339 39	339 39
Pier shed.....	90	248,812 07	248,812 07
State Refrigeration Terminal.....	156	296,064 29	289,537 04
Total pier and wharf superstructures.....		\$6,500,137 98	\$6,066,972 80

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Ferry slip substructures—			
Passenger ferry slip substructures	200	\$133,788 57	\$133,788 57
Passenger ferry slip substructures	201	20,363 56	20,363 56
Passenger ferry slip substructures	202	50,429 75	50,429 75
Passenger ferry slip substructures	203	49,611 54	49,611 54
Passenger ferry slip substructures	204	72,624 69	72,624 69
Passenger ferry slip substructures	205	107,362 34	107,362 34
Passenger ferry slip substructures	206	50,252 26	50,252 26
Passenger ferry slip substructures	207	131,500 96	131,500 96
Passenger ferry slip substructures	208	139,876 00	139,876 00
Passenger ferry slip substructures	209	118,080 94	118,080 94
Passenger ferry slip substructures	210	124,218 68	124,218 68
Passenger ferry slip substructures	250	334,991 95	334,991 95
Passenger ferry slip substructures	260	31,295 24	31,295 24
Passenger ferry slip substructures	261	62,375 82	62,375 82
Passenger ferry slip substructures	262	83,473 22	83,468 72
Passenger ferry slip substructures	263	125,979 22	125,979 22
Passenger ferry slip substructures	264	150,679 79	150,679 79
Total ferry slip substructures		\$1,786,904 53	\$1,786,900 03
Ferry slip superstructures—			
Passenger ferry slip superstructures	200	\$34,946 02	\$34,946 02
Passenger ferry slip superstructures	202	2,320 09	2,320 09
Passenger ferry slip superstructures	203	8,101 39	8,101 39
Passenger ferry slip superstructures	204	11,216 70	11,216 70
Passenger ferry slip superstructures	205	3,018 64	3,018 64
Passenger ferry slip superstructures	206	5,284 84	5,284 84
Passenger ferry slip superstructures	207	5,677 27	5,677 27
Passenger ferry slip superstructures	208	12,891 50	12,891 50
Passenger ferry slip superstructures	209	17,854 40	17,854 40
Passenger ferry slip superstructures	210	12,856 15	12,856 15
Passenger ferry slip superstructures	250	13,082 87	13,082 87
Total ferry slip superstructures		\$127,249 87	\$127,249 87
Ferry Building group—			
Main Ferry Building	275	\$879,295 18	\$879,295 18
Annex A	276	19,844 20	19,844 20
Annex B	277	113,506 86	113,506 86
Annex C	278	270,293 53	270,293 53
Viaduct over Embarcadero	279	36,556 44	36,556 44
Embarcadero Subway	280	289,802 60	289,802 60
Total Ferry Building group		\$1,609,298 81	\$1,609,298 81
Buildings on seawall lots—			
Buildings	311	\$96 02	\$96 02
Buildings	331		184 68
Cotton Terminal	336	57,275 76	7,534 57
Fish Meal Warehouse	339	47,987 20	
Pile Boom	344	17,507 45	17,507 45
Boiler House	344	9,285 22	9,285 22
Total buildings on seawall lots		\$132,151 65	\$34,607 94

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Street lighting systems—			
Street lighting systems.....		\$42,351 69	\$41,559 35
Underground conduits—electrical.....		136,865 89	136,654 84
Seawalls—			
Rock breakwater.....	368	\$169,279 33	\$169,279 33
Seawall, Section B.....	369	210,379 96	210,379 96
Seawall, Section A.....	370	188,403 33	188,403 33
Seawall, Section 1.....	371	354,533 21	354,533 21
Seawall, Section 2.....	372	358,654 23	358,654 23
Seawall, Section 3.....	373	473,237 95	473,237 95
Seawall, Section 4.....	374	443,975 47	443,975 47
Seawall, Section 5.....	375	319,102 87	319,102 87
Seawall, Section 6.....	376	308,301 86	308,301 86
Seawall, Section 7.....	377	809,561 10	809,561 10
Seawall, Section 8-8A-8B.....	378	1,295,500 22	1,295,500 22
Seawall, Section 9-9A-9B.....	379	1,521,697 06	1,521,697 06
Seawall, Section 10.....	380	82,735 80	82,735 80
Seawall, Section 11-11A.....	381	195,451 86	195,451 86
Seawall, Section 12.....	382	211,294 97	211,294 97
Seawall, Section 13.....	383	318,916 28	318,916 28
Seawall, Section 14.....	384	412,789 32	412,789 32
Seawall, Section 15.....	385	344,283 87	344,283 87
Seawall, Section 16.....	386	260,771 10	260,771 10
Total seawalls.....		\$8,278,869 79	\$8,278,869 79
Street improvements, Embarcadero—			
Pavement Embarcadero, Section B.....	369	\$44,341 64	\$44,341 64
Pavement Embarcadero, Section A.....	370	25,238 39	25,238 39
Pavement Embarcadero, Section 1.....	371	55,797 84	55,797 84
Pavement Embarcadero, Section 2.....	372	35,140 46	35,140 46
Pavement Embarcadero, Section 3.....	373	40,515 96	40,515 96
Pavement Embarcadero, Section 4.....	374	47,705 24	47,705 24
Pavement Embarcadero, Section 5.....	375	50,527 64	50,527 64
Pavement Embarcadero, Section 6.....	376	53,419 41	53,419 41
Pavement Embarcadero, Section 7.....	377	83,950 17	83,950 17
Pavement Embarcadero, Section 8-8A-8B.....	378	93,664 31	93,664 31
Pavement Embarcadero, Section 9-9A-9B.....	379	190,336 85	190,336 85
Pavement Embarcadero, Section 10.....	380	30,194 33	30,194 33
Pavement Embarcadero, Section 11-11A.....	381	43,281 05	43,281 05
Pavement Embarcadero, Section 12.....	382	84,508 11	84,508 11
Pavement Embarcadero, Section 13-13A.....	383	47,873 89	47,873 89
Pavement Embarcadero, Section 14.....	384	19,100 44	19,100 44
Pavement Embarcadero, Section 15.....	385	6,231 74	6,231 74
Pavement Embarcadero, Section 16.....	386	2,789 31	2,789 31
Total improvements, Embarcadero.....		\$954,616 78	\$954,616 78

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Street improvements on other streets—			
Pavement Fishermen's Wharf.....	49	\$4,948 92	\$4,948 92
Pavement Taylor Street.....	49	1,761 00	1,761 00
Pavement Third Street.....	56	3,782 77	3,782 77
Pavement Jefferson Street.....	300	814 22	814 22
Pavement Taylor Street.....	301	1,741 00	1,741 00
Pavement Jefferson Street near Hyde.....	303	14,264 26	14,264 26
Pavement Beach and Powell Streets.....	311	9,856 41	9,856 41
Pavement Beach and Stockton Streets.....	312	4,633 45	4,633 45
Pavement Grant Avenue and North Point.....	313	9,214 41	9,214 41
Pavement Grant Avenue, Kearney and Bay.....	314	7,322 16	7,322 16
Pavement Bay, Francisco and Montgomery.....	315	5,402 29	5,402 29
Pavement Francisco and Montgomery.....	316	2,493 22	2,493 22
Pavement Sansome, Montgomery, Francisco and Chestnut Streets.....	317	8,679 02	8,679 02
Pavement Sansome, Lombard and Chestnut Streets.....	318	5,816 31	5,816 31
Pavement Battery and Greenwich Streets.....	319	2,727 96	2,727 96
Pavement Front and Union Streets.....	320	2,685 18	2,685 18
Pavement Front and Green Streets.....	321	5,772 07	5,772 07
Pavement Green, Front and Vallejo Streets.....	322	10,786 91	10,786 91
Pavement Vallejo and Davis Streets.....	323	2,428 85	2,428 85
Pavement Vallejo, Davis and Broadway.....	324	8,726 83	8,726 83
Pavement Pacific, Davis and Broadway.....	325	10,722 49	10,722 49
Pavement Pacific Street.....	326	2,250 46	2,250 46
Pavement Folsom and Steuart Streets.....	327	3,181 34	3,181 34
Pavement Spear Street.....	328	11,019 65	11,019 65
Pavement Bryant Street.....	329	8,191 11	8,191 11
Pavement Beale, Main and Bryant Streets.....	330	20,361 14	20,361 14
Pavement Fremont and Brannan Streets.....	331	4,523 01	4,523 01
Pavement Brannan and First Streets.....	332	29,390 22	29,390 22
Pavement King, Gale and Townsend.....	333	7,501 62	7,501 62
Pavement King, Second and Berry Streets.....	334	20,254 16	20,254 16
Pavement Berry Street.....	335	3,198 75	3,198 75
Pavement Berry Street.....	336	17,718 95	17,718 95
Pavement Third and Fourth Streets.....	337	32,453 62	32,453 62
Pavement Sixteenth and Illinois Streets.....	340	17,796 11	17,796 11
Pavement Illinois Street.....	343	21,600 00	21,600 00
Pavement Third Street.....	344	3,600 00	3,600 00
Total street improvements on other streets.....		\$327,619 87	\$327,619 87
Street improvements on seawall lots—			
Pavement on Lot D.....	300	\$2,205 84	\$2,205 84
Pavement on Lot 301.....	301	4,192 41	4,192 41
Pavement on Lot 302.....	302	2,249 80	2,249 80
Pavement on Lot 321.....	321	2,301 73	2,301 73
Total street improvements on seawall lots.....		\$10,949 78	\$10,949 78

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE V—Continued

Comparative Statement of Property and Equipment as of June 30, 1938, and June 30, 1937

	Unit number	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
Belt Railroad—			
Third Street Bridge		\$316,964 49	\$316,964 49
Tracks and Paving		1,038,163 90	1,028,578 27
Fort Mason Tunnel		52,802 21	52,802 21
Round House		46,901 90	46,901 90
Fuel and Sand Station		27,507 03	27,507 03
Garage		237 57	237 57
Platform Lot 1		2,772 61	2,772 61
Office Building Lot 9		500 00	500 00
Office Building and Platform Lot 5		4,341 87	4,341 87
Shed and Platform Lot 11		2,926 30	2,926 30
Shed and Platform Lot 12		10,295 64	10,295 64
Tool and Oil House Lot 331		184 68	
Total Belt Railroad		\$1,503,598 20	\$1,493,827 89
Total buildings and structures		\$41,246,292 29	\$39,964,224 33
Equipment—			
3-1 Office administration—Communication:			
Total 3-1-1 office furniture and equipment		\$39,973 42	\$39,083 17
Total 3-1-2 office machines and mechanical equipment		\$20,372 86	\$18,308 35
3-2 Transportation—			
Total 3-2-1 motor vehicles		\$47,552 49	\$43,441 38
Total 3-2-3 steam railroad equipment		\$224,908 57	\$222,388 64
Total 3-2-4 floating equipment		\$60,239 07	\$60,207 29
Total 3-2-5 other transportation equipment		\$1,904 01	\$1,904 01
3-3 Subsistence of persons—			
Total 3-3-1 food preparing and serving equipment		\$51 50	
Total 3-3-3 household furniture and equipment		\$18 52	
Total 3-3-5 other equipment		\$23 18	
3-5 Education and scientific work—			
Total 3-5-1 library stock		\$1,232 48	\$1,216 00
Total 3-5-4 laboratory equipment, etc.		\$7,362 25	\$7,240 29
Total 3-5-7 other scientific and education equipment		\$34 60	\$34 60
3-6 Construction, maintenance and protection of property—			
Total 3-6-2 equipment for concrete masonry and roadway surfacing		\$806 35	\$778 00
Total 3-6-3 machine shop and metal working equipment and tools		\$9,485 97	\$9,482 13
Total 3-6-4 woodworking machinery and carpentering tools		\$18,512 58	\$18,504 88
Total 3-6-5 painting equipment		\$2,542 51	\$2,522 90
Total 3-6-6 highway maintenance and construction equipment not otherwise specified		\$20,812 33	\$20,812 33
Total 3-6-7 fire fighting equipment		\$28,186 50	\$28,121 75
Total 3-6-8 lawn mowers and landscaping equipment		\$17 88	\$17 88
Total 3-6-9 equipment for construction-maintenance and protection of property not otherwise specified		\$449,889 23	\$449,552 04
Total equipment		\$933,926 30	\$923,615 64
Grand total		\$86,686,938 91	\$85,380,737 50

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT I. SCHEDULE VI

Summary Statement of Property and Equipment Acquired During Fiscal Years 1937-1938 and 1936-1937
From Various Funds and Retirements, Losses and Transfers for the Same Period

	July 1, 1937, to June 30, 1938	July 1, 1936, to June 30, 1937
Acquisitions from revenue funds—		
Land.....	\$13,822 79	\$5,788 42
Buildings and structures.....	198,570 26	80,381 87
Equipment.....	17,163 97	21,389 11
Total acquisitions from revenue funds.....	\$229,557 02	\$107,559 40
Acquisitions from bond funds—		
Third Seawall Fund:		
Buildings and structures.....	\$1,120,264 50	\$476,060 52
Total acquisitions from bond funds and P.W.A. funds.....	\$1,120,264 50	\$476,060 52
Total acquisitions.....	\$1,349,821 52	\$583,619 92
Deduct—		
Retirements and losses:		
Buildings and structures.....	\$40,946 80	\$237,776 82
Less depreciation accumulated in prior years.....		87,760 84
Equipment.....	\$40,946 80	\$150,015 98
	6,853 31	9,120 64
Total retirements and losses.....	\$47,800 11	\$159,136 62
Add—		
Transfers:		
Buildings and structures.....	\$4,180 00	
Total transfers.....	\$4,180 00	
Property and equipment increase.....	\$1,306,201 41	\$424,483 30

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II
Comparative Statement of Income and Expense for the Fiscal Year Ended June 30, 1938, and June 30, 1937

	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
REVENUE		
Operating—		
Dockage.....	\$219,483 22	\$253,747 85
Tolls.....	662,921 80	689,932 83
Wharf demurrage.....	141,444 56	169,069 54
Rentals.....	1,111,231 90	1,157,653 02
Belt Railroad—		
Switching.....	308,602 90	346,115 25
Car storage.....	4,724 00	8,097 00
Team track rental.....	1,080 00	1,162 50
Crane and other equipment rental.....	427 50	330 00
Sunday switching.....	1,020 00	1,615 00
Other revenue.....	245 28	2,173 29
Hire of freight cars—credit.....	4,692 00	4,884 00
Total operating revenue.....	\$2,455,373 16	\$2,634,780 28
Less refunds and allowances.....	27,892 25	16,733 76
Total net operating revenue.....	\$2,427,480 91	\$2,618,046 52
Nonoperating—		
Overhead credit account.....	\$4,022 94	\$4,448 98
Power service and current sales.....	25,278 78	30,435 93
Cash discount earned.....	2,587 04	3,233 04
Interest earned.....	7,604 24	8,616 51
Rental equipment.....	1,989 75	3,809 63
Miscellaneous.....	1,236 49	507 68
Laboratory service.....	1,069 90	-----
Total nonoperating revenue.....	\$43,789 14	\$51,051 77
Total revenue.....	\$2,471,270 05	\$2,669,098 29

EXPENSE					
Administration.....	\$156,399 68		\$149,599 05		
Port operating.....	476,785 64		492,917 38		
Port maintenance.....	554,126 80		543,527 85		
Belt Railroad:					
Maintenance of way, structures and equipment.....	98,090 50		88,988 58		
Conducting transportation.....	237,577 44		247,243 72		
Administration.....	22,152 84		20,535 47		
Total expense.....		\$1,545,132 90		\$1,542,812 05	
Net income from all operations.....		\$926,137 15		\$1,126,286 24	
Additions—					
Bond sales premium.....	\$31,525 00		\$127,350 00		
Fire losses.....			88,728 39		
Interest earnings from sinking funds.....	90,035 00		75,712 50		
Total additions.....		\$121,560 00		291,790 89	
Total.....		\$1,047,697 15		\$1,418,077 13	
Deductions—					
Bond interest and discount.....	\$76,942 22		\$755,253 39		
Uncollectible accounts receivable.....	5,153 28		13,646 07		
Fire profit and loss.....	109 96				
Total deductions.....		\$773,205 46		\$768,899 46	
Surplus to accumulated excess income for replacement of facilities and retirement of bonds.....		\$274,491 69		\$649,177 67	

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE I
 Comparative Statement of Income from Operations for the Fiscal Year Ended June 30, 1938, and June 30, 1937

Account number	Totals			Rentals			Dockage			Tolls			Wharf demurrage	
	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937
	Pier 1	\$15,327 10	\$15,598 14	\$9,077 42	\$9,400 00	\$3,252 25	\$3,339 50	\$2,930 05	\$2,390 51	\$67 38	\$428 13			
Pier 3	33,105 34	33,208 99	22,067 94	22,385 44	7,381 30	7,202 70	3,656 10	3,491 90		128 95				
Pier 5	18,303 44	17,235 76	12,279 30	11,870 80	4,245 30	3,633 80	3,663 80	1,778 84		63 86				
Pier 7	19,145 69	16,569 48	11,877 20	8,768 80	5,224 10	3,566 05	2,011 04	3,196 75	33 35	1,037 88				
Pier 9	208 35	164 95	27 00		58 30	158 75	119 55	6 20	3 50					
Pier 11	6,333 46	6,333 46		3,351 18		1,976 85		986 17		19 26				
Pier 14	46,741 58	46,603 98	45,320 28	45,320 28	1,364 00	1,235 00	57 30	48 70		898 40				
Pier 15	26,706 85	26,701 64	11,091 72	12,995 04	2,907 65	2,821 85	11,668 88	9,986 35	1,038 60	702 75				
Pier 16	23,287 80	22,759 27	14,826 59	10,192 71	3,613 80	4,345 59	4,342 71	7,519 91	4,09 77					
Pier 17	21,669 07	22,863 03	12,344 11	13,154 76	5,031 10	4,192 80	3,835 80	5,342 71	458 06	2,874 00				
Pier 18	13,685 55	22,440 05	6,292 84	8,747 88	1,674 05	3,046 05	5,453 70	7,812 12	264 96	2,834 00				
Pier 19	3,572 39	1,505 55	1,612 28	1,354 47	261 05	102 70	1,693 81	20 00	5 25	28 38				
Pier 20	19,773 17	12,820 78	12,795 30	5,605 12	2,917 10	2,341 30	3,993 06	4,643 81	67 71	230 55				
Pier 21	180 00	180 00		180 00										
Pier 22	10,686 03	18,213 60	1,836 00	8,672 47	2,695 10	3,939 90	5,379 88	4,695 51	775 05	905 72				
Pier 23	35,003 03	30,310 15	10,447 32	10,237 32	2,934 40	2,441 65	19,716 60	14,889 64	1,904 71	2,771 54				
Pier 24	19,004 40	22,997 48	10,391 28	17,931 83	1,963 10	988 40	6,476 02	3,982 62	174 00	94 63				
Pier 25	29,534 14	30,978 33	13,424 76	13,449 76	5,481 20	5,912 50	9,520 48	9,437 16	1,107 70	2,178 91				
Pier 26	42,986 02	43,042 18	16,348 68	16,348 68	5,533 45	7,857 30	17,761 03	17,903 37	3,342 86	932 83				
Pier 27	4,092 45	5,906 30	676 94	660 00	1,194 00	2,399 80	1,152 81	1,541 85	1,068 70	1,304 65				
Pier 28	33,189 22	37,396 28	9,294 12	9,294 12	4,521 60	6,445 60	19,125 94	18,879 88	100 26	2,776 68				
Pier 29	39,587 24	34,990 13	18,081 12	18,081 12	4,821 60	4,668 90	14,962 54	12,916 61	2,021 99	578 00				
Pier 30	87,271 54	86,777 16	23,330 64	23,330 64	8,182 40	10,920 05	55,758 25	50,915 83	2,021 99	1,610 64				
Pier 31	28,704 84	31,742 95	8,637 36	8,637 36	4,537 75	6,538 40	14,875 45	15,853 72	654 28	713 47				
Pier 32	51,981 50	61,181 52	16,309 32	16,309 32	10,046 35	7,109 25	24,705 14	26,303 72	920 69	11,459 20				
Pier 33	26,988 05	30,089 18	10,189 92	10,189 92	3,885 00	3,990 90	12,550 48	13,793 63	362 65	2,114 68				
Pier 34	19,000 40	22,997 48	7,728 48	7,728 48	2,020 65	1,431 00	6,454 05	7,528 26	525 20	2,270 26				
Pier 35	66,568 73	63,320 10	25,694 11	22,764 10	7,303 35	5,914 10	32,393 24	34,326 42	1,178 03	295 46				
Pier 36	12,691 50	12,304 00	4,387 22	4,900 32	2,555 65	2,418 75	5,533 83	4,886 34	214 80	98 59				
Pier 37	34,515 27	36,425 30	17,662 32	17,892 96	2,979 95	5,532 60	13,316 84	12,651 17	2,538 21	348 77				
Pier 38	38,852 12	39,361 64	15,949 80	15,949 80	5,318 30	7,136 45	15,045 81	15,005 28	5,586 26	1,220 11				
Pier 39	20,369 51	40,976 68	12,560 88	12,560 88	4,353 95	8,736 25	12,521 16	16,528 81	933 52	3,150 74				
Pier 40	29,950 81	39,562 87	13,280 88	22,909 68	5,488 30	5,414 75	8,846 76	10,012 34	1,674 87	2,226 10				
Pier 41	50,917 41	47,503 11	17,806 76	18,266 76	5,390 45	5,716 20	25,956 00	21,309 11	1,764 36	2,211 04				
Pier 42	40,965 86	46,009 06	11,705 40	11,705 40	4,171 60	12,951 05	24,558 83	20,438 79	5,930 63	913 82				
Pier 43	12,296 51	13,187 65	5,285 00	5,185 00	1,081 60	1,986 90	5,876 10	5,876 10	9 38	139 65				
Pier 44	43,886 92	51,323 41	15,649 44	15,649 44	4,628 60	7,521 00	22,129 47	22,186 67	1,479 41	5,966 30				

Pier 45	34,654 78	36,202 79	1,134 12	1,059 12	4,786 45	8,854 90	17,367 97	16,373 11	11,366 24	9,915 66
Pier 46	8,133 52	9,977 02	1,591 00	840 00	2,784 35	3,300 50	3,750 17	5,650 36	8 00	186 16
Pier 47	2,100 00	2,155 00	2,100 00	2,155 00	---	---	---	---	---	---
Pier 48	42,910 86	37,778 98	16,723 01	10,448 88	4,101 75	5,633 40	19,554 74	19,691 34	2,531 36	2,005 36
Pier 49	52,631 76	49,561 34	21,482 88	20,742 88	27,266 50	23,954 70	3,882 38	4,853 76	---	---
Pier 50	23,147 50	34,734 66	3,819 73	3,400 71	3,428 25	7,779 00	14,863 49	16,937 40	1,036 03	6,617 55
Pier 54	19,854 91	35,539 37	7,126 04	13,712 16	3,627 00	8,182 85	8,579 66	13,013 86	522 21	630 50
Pier 56	39,586 06	39,261 11	6,920 00	7,500 00	6,805 00	4,844 95	15,112 97	12,273 20	10,748 09	14,642 96
Pier 58	---	1,980 00	1,980 00	1,980 00	---	---	---	---	---	---
Pier 60	20,195 98	20,515 97	810 00	1,080 00	7,045 27	7,616 45	12,340 71	11,819 52	---	---
Pier 62	960 00	1,069 17	960 00	1,069 17	---	---	---	---	---	---
Pier 64	6,935 24	6,945 24	6,935 24	6,945 24	---	---	---	---	---	---
Pier 66	40,175 95	39,829 87	7,217 40	7,217 40	7,510 35	7,427 40	25,448 20	25,168 32	---	16 75
Pier 68	---	10 00	---	10 00	---	---	---	---	---	---
Pier 70	10,833 78	10,833 78	10,833 78	10,833 78	---	---	---	---	---	---
Pier 86	5,252 64	4,917 85	240 00	240 00	2,125 05	2,478 00	2,887 59	2,199 85	---	---
Pier 88	8,798 50	10,389 38	120 00	110 00	2,705 35	2,554 35	5,954 12	7,722 63	19 03	2 40
Pier 90	56,868 27	47,440 31	3,725 00	4,002 00	3,477 70	2,523 85	20,898 42	17,904 23	28,767 15	23,010 23
Pier 92	23,223 60	15,196 31	1,742 64	1,674 00	4,955 15	3,859 00	10,366 64	8,350 29	6,159 17	1,313 02
Pier 156	54,100 99	60,832 24	---	---	---	---	---	---	54,100 99	60,832 24
Ferry Slip 200	5,391 38	18,214 62	4,412 78	15,051 12	---	---	978 60	3,163 50	---	---
Ferry Slip 201	6,002 85	9,149 98	6,000 00	9,000 00	---	---	2 85	149 98	---	---
Ferry Slip 202	13,309 56	13,309 56	13,309 56	13,309 56	---	---	---	---	---	---
Ferry Slip 203	11,851 92	12,178 56	11,851 92	12,178 56	---	---	---	---	---	---
Ferry Slip 204	10,244 88	10,244 88	10,244 88	10,244 88	---	---	---	---	---	---
Ferry Slip 205	10,206 00	10,206 00	10,206 00	10,206 00	---	---	---	---	---	---
Ferry Slip 206	9,581 76	9,710 09	9,581 76	9,710 09	---	---	---	---	---	---
Ferry Slip 207	360 00	4,124 51	360 00	4,124 51	---	---	---	---	---	---
Ferry Slip 208	18,255 78	30,051 54	4,004 00	12,164 60	---	---	14,251 78	17,886 94	---	---
Ferry Slip 209	9,121 80	9,730 80	9,121 80	9,730 80	---	---	---	---	---	---
Ferry Slip 210	15,418 53	15,387 18	12,011 28	12,011 28	---	---	3,317 25	3,285 90	---	---
Ferry Slip 250	33,025 92	48,584 36	27,682 34	28,824 00	---	---	5,343 58	19,760 36	---	---
Ferry Slip 260	24,002 45	29,276 29	5,040 00	5,040 00	---	---	18,962 45	24,236 29	---	---
Ferry Slip 261	27,613 18	32,456 95	14,400 00	14,400 00	---	---	13,213 18	18,076 95	---	---
Ferry Slip 262	650 00	3,423 75	---	---	---	---	650 00	3,423 75	---	---
Ferry Slip 263	26,089 55	28,455 00	---	---	---	---	26,089 55	28,455 00	---	---
Ferry Slip 264	2,808 60	601 00	---	---	---	---	2,808 60	601 00	---	---
Ferry Building and annexes 275-278	221,723 25	235,583 33	221,723 25	235,583 33	---	---	---	---	---	---
Seawall lots 300-344	182,389 17	174,956 15	182,389 17	174,956 15	---	---	---	---	---	---
Miscellaneous rent	24,563 31	24,025 94	24,563 31	24,025 94	---	---	---	---	---	---
Clay and Embarcadero	2,309 28	2,309 28	2,309 28	2,309 28	---	---	---	---	---	---
Total port revenue	\$2,153,081 48	\$2,270,403 24	\$1,111,231 90	\$1,157,653 02	\$219,483 22	\$253,747 85	\$662,921 80	\$689,932 83	\$141,444 56	\$169,069 54

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II, SCHEDULE I—Continued
Comparative Statement of Income from Operations for the Fiscal Year Ended June 30, 1938, and June 30, 1937

Account number	Totals		Rentals		Dockage		Tolls		Wharf demurrage	
	1938	1937	1938	1937	1938	1937	1938	1937	1938	1937
	Belt Railroad—									
Switching.....	\$308,602 90	\$346,115 25								
Car storage.....	4,224 00	8,097 00								
Team track rental.....	1,080 00	1,162 50								
Crane and other equipment rental.....	427 50	330 00								
Sunday switching service.....	1,020 00	1,615 00								
Other revenue.....	245 28	2,173 29								
Hire of freight cars— credit.....	4,692 00	4,884 00								
Total operating revenue.....	\$2,455,373 16	\$2,634,780 28	\$1,111,231 90	\$1,157,653 02	\$219,483 22	\$253,747 85	\$662,921 80	\$689,932 83	\$141,444 56	\$169,069 54

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II
Comparative Statement of Expenditures for Administration, Port Operation and Maintenance for the
Fiscal Years Ended June 30, 1938, and June 30, 1937

	Account numbers	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
ADMINISTRATION			
Executives and assistants.....	401	\$25,536 68	\$26,468 12
Administrative engineering.....	402	18,132 75	16,206 58
Accounting.....	403	26,528 88	21,822 06
General office expenses.....	404	40,395 86	38,155 96
Chief wharfinger's office.....	405	4,550 71	6,383 47
Law department.....	406	6,645 60	7,530 59
Traffic department.....	407	7,677 24	13,021 32
Laboratory.....	408	2,531 17	2,689 68
Preliminary engineering.....	409	6,187 63	131 50
Advertising and publicity.....	410	221 21	623 17
Office housing.....	411	4,316 92	192 24
Stationery and printing.....	412	13,695 03	5,479 99
General Fund.....	413		10,894 37
Total administration.....		\$156,399 68	\$149,599 05
PORT OPERATING EXPENSES			
Total piers and wharves.....		\$148,047 09	\$131,689 49
Total fire protection.....		113,476 58	158,851 50
Total public welfare service.....		24,919 01	23,133 11
Total street and sanitation service.....		6,724 78	5,230 05
Total electric power system.....		25,282 86	22,080 05
Total automotive equipment.....		10,839 04	9,152 36
Total Ferry Building.....		82,725 24	79,456 91
Total undistributed expense.....		64,771 04	63,323 91
Total port operation.....		476,785 64	492,917 38

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT II. SCHEDULE II—Continued
Comparative Statement of Expenditures for Administration, Port Operation and Maintenance for the
Fiscal Years Ended June 30, 1938, and June 30, 1937

Account numbers	Fiscal year ended June 30, 1938	Fiscal year ended June 30, 1937
PORT MAINTENANCE		
Total engineering.....	\$9,430 40	\$6,314 53
Total general superintendence.....	21,323 49	17,185 10
Total pier and wharf sheds.....	109,335 11	130,730 56
Total floats and appurtenances.....	5,518 25	1,235 51
Total pier and wharf substructures.....	95,327 79	137,928 96
Total ferry slip substructures.....	45,145 17	7,982 89
Total dolphin buildings.....	818 38	339 03
Total dredging.....	109,918 17	104,302 42
Total streets, sewers and seawall lots.....	20,619 25	21,796 43
Total fire protection.....	5,249 46	1,650 58
Total signs and signals.....	1,659 39	1,691 24
Total underground conduits and piers.....	10,882 93	10,023 39
Total Ferry Building.....	32,710 37	17,015 60
Total other buildings.....	14,963 70	74 52
Total dredges, tugs and scows.....	13,591 20	31,978 70
Total pile drivers and derricks.....	2,040 20	1,706 12
Total launches.....	2,149 51	1,883 74
Total land equipment.....	11,579 56	9,190 52
Total undistributed expense.....	41,864 47	40,498 01
Total port maintenance.....	\$554,126 80	\$543,527 85
Total port administration, operation and maintenance.....	\$1,187,312 12	\$1,186,044 28
BELT RAILROAD		
Total maintenance of way and structures.....	\$48,020 00	\$39,874 53
Total maintenance of equipment.....	50,070 50	49,114 05
Total cost of conducting transportation.....	237,577 44	247,243 72

Administration—							
Salaries and expenses of general offices	5451	\$4,500 00	\$4,507 57				
Salaries and expenses of clerks and attendants	5452	4,740 00	4,605 00				
General office supplies and expenses	5453	1,305 13	1,395 22				
Law expense	5454						
Insurance	5455						
Stationery and printing	5458	172 53	238 64				
Other expenses	5460						
Store expense	5461	1,749 37	1,455 33				
Contributions to employees retirement system	5462	9,685 81	8,333 71				
Total administration		\$22,152 84		\$20,535 47		\$356,767 77	
Total Belt Railroad							\$1,542,812 05
Grand total							

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A
Statement of Tonnage by Months Over Wharves for the Fiscal Years 1936-1937, and 1937-1938

	Inbound				Outbound				Grand total		
	Coast-wise	Inland waterway	Inter-coastal	Foreign	Total	Coast-wise	Inland waterway	Inter-coastal		Foreign	Total
1936—											
July.....	64,089	283,377	63,409	74,784	485,659	75,363	120,473	60,154	153,881	409,871	895,530
August.....	61,793	312,882	51,408	95,160	521,243	71,542	123,997	78,319	161,773	435,631	956,874
September.....	68,442	328,264	70,163	95,686	562,555	72,473	137,503	91,459	166,529	467,964	1,030,519
October.....	56,580	294,898	70,032	105,538	527,048	43,093	135,836	83,266	175,185	436,380	963,428
November.....	18,627	190,389	5,266	24,493	238,775	10,566	100,681	15,397	46,025	172,669	411,444
December.....	19,731	159,747	1,141	1,041	181,660	14,441	87,615	3,290	7,926	113,272	294,932
1937—											
January.....	12,196	171,378	987	184,561	13,073	92,454	17,080	122,607	307,168
February.....	25,992	226,028	21,714	53,038	326,772	18,381	83,150	17,629	107,862	227,022	553,794
March.....	61,259	246,327	74,687	124,993	509,266	50,463	104,468	88,435	203,884	447,250	956,516
April.....	59,643	222,529	80,036	96,330	458,538	49,450	109,659	65,146	133,017	357,272	815,810
May.....	56,157	240,501	66,302	103,910	466,870	34,691	104,852	57,596	145,945	343,084	809,954
June.....	51,247	242,988	65,533	60,782	420,550	37,525	110,257	55,504	144,577	347,863	768,413
Totals, 1936-1937.....	557,756	2,919,308	569,691	836,742	4,883,497	491,061	1,310,945	615,195	1,463,684	3,880,885	8,764,382
1937—											
July.....	41,699	268,996	66,404	121,991	499,090	42,756	104,227	56,706	170,785	374,474	873,564
August.....	44,754	275,579	64,076	96,610	481,019	43,780	114,035	66,720	175,121	399,656	880,675
September.....	28,270	239,376	47,381	61,048	376,075	26,819	99,354	51,860	117,207	295,240	671,315
October.....	53,513	240,980	50,566	76,631	421,690	38,044	102,093	62,603	149,060	351,800	773,490
November.....	55,324	208,911	50,208	61,361	375,804	31,332	89,991	59,611	124,010	304,944	680,748
December.....	43,092	190,673	44,369	70,484	348,618	21,575	78,862	53,892	149,849	304,178	652,796
1938—											
January.....	46,566	198,624	40,510	67,829	353,529	22,099	67,689	55,067	112,315	257,170	610,699
February.....	37,278	175,287	32,616	45,672	290,853	57,854	55,879	38,274	118,302	237,288	528,141
March.....	41,781	168,976	39,911	55,837	306,505	31,193	52,579	52,540	120,202	259,814	566,319
April.....	49,378	149,860	54,270	57,297	310,805	26,606	69,887	30,772	110,905	238,172	548,977
May.....	48,766	177,475	36,983	52,244	315,468	54,074	58,507	25,502	103,906	210,827	526,295
June.....	48,655	209,852	50,498	59,074	368,079	37,311	63,313	36,885	131,682	269,191	637,270
Totals, 1937-1938.....	539,076	2,504,589	577,792	826,078	4,447,535	371,718	957,258	590,434	1,583,344	3,502,754	7,950,289

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT B

Summary Statement Showing Tons of Freight Discharged and Loaded over the State Wharves During the Forty-four Years from 1894 to 1938

Year	Tons
1894-1895	3,729,367
1895-1896	3,848,461
1896-1897	3,657,219
1897-1898	3,894,362
1898-1899	4,154,543
1899-1900	4,646,157
1900-1901	5,048,831
1901-1902	4,890,679
1902-1903	5,203,485
1903-1904	5,528,048
1904-1905	5,292,113
1905-1906	5,748,992
1906-1907	6,802,793
1907-1908	6,468,527
1908-1909	6,325,078
1909-1910	6,866,148
1910-1911	6,629,122
1911-1912	6,798,726
1912-1913	7,528,965
1913-1914	7,253,896
1914-1915	7,947,117
1915-1916	8,900,255
1916-1917	9,389,417
United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation and U. S. Steel Products Co. wharves	465,142
1917-1918	9,707,612
United States transport wharves, etc.	550,000
1918-1919	8,678,791
United States transport wharves, etc.	519,678
1919-1920	8,916,798
United States transport wharves, etc.	550,000
1920-1921	8,208,577
United States transport wharves, etc.	304,510
1921-1922	8,193,435
United States transport wharves, etc.	434,565
1922-1923	10,087,936
1923-1924	10,607,309
1924-1925	10,099,336
1925-1926	10,652,076
1926-1927	11,131,850
1927-1928	10,854,087
1928-1929*	11,639,971
1929-1930*	12,448,242
1930-1931*	11,639,151
1931-1932*	9,578,118
1932-1933*	8,674,528
1933-1934*	9,026,604
1934-1935*	9,588,046
1935-1936*	9,626,909
1936-1937*	8,764,382
1937-1938*	7,950,289

* Includes tonnage of inbound inland waterway and coastwise cargo reshipped which was not included prior to April, 1929.

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT C
STATEMENT SHOWING CONTRACTS UNDER WAY AT DATE OF LAST BIENNIAL REPORT AND SINCE COMPLETED

Contractor	Date of contract	Description	Contract price	Extras	Total	Date of completion
Healy Tibbitts Construction Co.	Dec. 10, 1935	Furnish material and construct bulkhead wharf at Piers 44 and 46, and make additions and betterments to Pier 46.	\$101,400 00	\$126 78	\$101,273 22	Oct. 22, 1936
Healy Tibbitts Construction Co.	Dec. 10, 1935	Furnish material and construct connecting wharf and building between Piers 24 and 26.	66,720 00	3,094 53	69,814 53	Oct. 7, 1936
Kinnear Mfg. Co. of California.	Jan. 13, 1936	Furnish and install steel rolling doors in the connecting wharf building between Piers 24 and 26.	4,197 00	96 52	4,100 48	Oct. 20, 1936
A. D. Schader.	May 28, 1936	Furnish material and construct paving and track work for the bulkhead wharf at Piers 44 and 46.	11,297 39	3,657 28	14,954 67	Nov. 5, 1936

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT D
STATEMENT SHOWING WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1936, TO JUNE 30, 1938

Contractor	Date of contract	Description	Contract price	Extras	Total	Date of completion
The Duncanson Harrelson Co.	Aug. 13, 1936	Furnish materials and reconstruct wharf on south side of Channel Street between Fifth and Sixth Streets	\$6,794 00	\$750 07	\$6,223 93	Oct. 20, 1936
Ben C. Gerwick, Inc.	Oct. 3, 1936	Furnish materials and construct Pier 19	406,100 00	2,683 89	408,783 89	Jan. 13, 1938
A. W. Kitchen	Oct. 17, 1936	Furnish materials and construct Pier 9	379,770 00	5,560 58	374,209 42	Jan. 13, 1938
Barrett and Hill	Nov. 6, 1936	Furnish materials and construct sheds for Piers 9 and 19	267,672 00	6,477 60	274,149 60	April 25, 1938
Kinnear/Mfg. Co. of California	Feb. 18, 1937	Furnish and install steel rolling doors for the sheds of Piers 9 and 19	31,796 00	150 00	31,946 00	April 28, 1938
Pacific Pavements Co., Ltd.	Feb. 19, 1937	Furnish materials and construct paving and track work for Piers 9 and 19	44,528 06	5,187 35	49,715 41	April 19, 1938
American Electric Construction Co.	Feb. 18, 1937	Furnish materials and construct electrical installation for Piers 9 and 19	16,434 00	297 00	16,731 00	April 28, 1938
Scott Company	Feb. 18, 1937	Furnish material and install water pipes for Piers 9 and 19	5,637 00		5,637 00	Feb. 28, 1938
John G. O'Leary	Mar. 1, 1937	Wreck and remove portions of shed and bulkhead building on Pier 46	3,967 00	458 40	4,425 40	April 21, 1937
Edwin Anderson	Mar. 1, 1937	Clean and sandblast portions of shed and bulkhead building on Pier 46	6,250 00		6,250 00	April 30, 1937
Monson Brothers	May 7, 1937	Furnish material and reconstruct shed on Pier 46	57,775 00	4,473 55	62,248 55	Dec. 23, 1937
Monson Brothers	July 8, 1937	Furnish material and construct connecting wharf and building piers 35 and 37	90,184 00	234 27	90,418 27	May 13, 1938
J. W. Bender Roofing & Paving Co.	Aug. 24, 1937	Furnish material and lay new roofing on the sheds of Piers 26 and 41, and bulkhead building, Pier 31	20,860 50	540 52	21,401 02	May 31, 1938
Leo Epp	Sept. 5, 1937	Furnish material and construct storage shed at seawall lot No. 29	39,877 00	912 06	40,789 06	Mar. 22, 1938
Frank J. Reilly Co.	Oct. 8, 1937	Furnish material and construct connecting shed at outer end of Pier 48	8,431 00	29 21	8,460 21	Jan. 13, 1938
Monson Brothers	Dec. 20, 1938	Furnish material and construct foundations for addition to State Products Terminal	48,748 00	1,045 79	49,793 79	June 8, 1938
A. W. Kitchen & Co.	Jan. 19, 1938	Remove old Pier 11	15,397 00		15,397 00	Mar. 31, 1938

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT E
STATEMENT SHOWING WORK CONTRACTED FOR BUT NOT COMPLETED WITHIN THE BIENNIAL PERIOD JULY 1, 1936, TO JUNE 30, 1938

Contractor	Date of contract	Description	Contract price	Payments to June 30, 1938
Leo Epp.....	Mar. 22, 1938	Furnish materials and reconstruct Shed A of Pier 50	\$32,377 00	\$16,196 59
F. C. Amoroso and Sons.....	May 2, 1938	Furnish material and construct addition to State Products Terminal	155,990 00	-----
The Cookson Company.....	June 22, 1938	Furnish material and install steel rolling doors for addition to State Products Terminal	11,371 00	-----
Otis Elevator Company.....	June 20, 1938	Furnish material and install elevator for addition to State Products Terminal	14,408 00	-----
Fair Manufacturing Co.....	June 21, 1938	Furnish material and construct track aprons for addition to State Products Terminal	1,492 00	-----



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NICOLAS PUYROT