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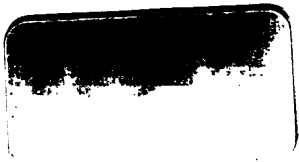
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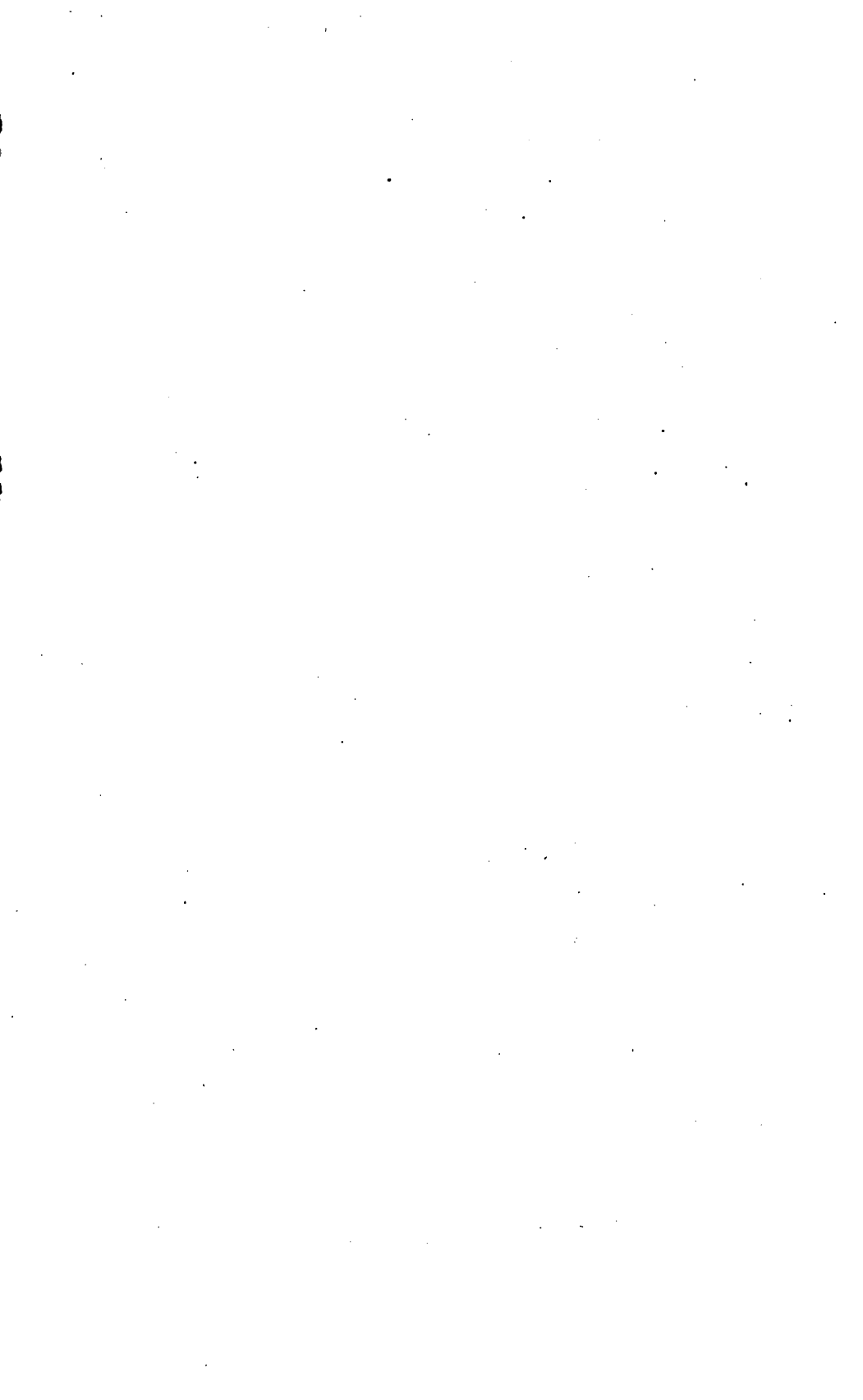
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BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS,

FOR THE

TWO FISCAL YEARS COMMENCING JULY 1, 1892,
AND ENDING JUNE 30, 1894.



SACRAMENTO:

STATE OFFICE, : : : A. J. JOHNSTON, SUPT. STATE PRINTING.
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REPORT.

To Hon. H. H. MARKHAM, Governor of the State of California:

In compliance with Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners submits the following report of their transactions from the 1st of July, 1892, to the 30th of June, 1894, inclusive.

The report gives an account of the moneys received and disbursed, stating specifically the source of receipts and the purposes for which the disbursements have been made. It also furnishes a description of the improvements already made, and the condition of the property under their charge, and the purposes and policy of the Board.

The tabulated statements hereto annexed give a detailed statement of the receipts and disbursements:

SUMMARY OF RECEIPTS AND DISBURSEMENTS.

	1892-93.	1893-94.	Total.
<i>Receipts.</i>			
From dockage.....	\$204,564 25	\$186,571 25	\$391,135 50
From tolls.....	193,959 91	184,071 98	378,031 89
From wharfage.....	6,796 50	5,189 95	11,986 45
From rents of wharves, seawall lots, special dock privileges, advertising privileges, including reserving of berths, ferry slips, Belt Railroad freight sheds and offices.....	186,162 85	190,564 85	376,727 70
From sale of old materials.....	3,000 80	1,931 50	4,932 30
From dredging.....	450 00	720 00	1,170 00
From Fisherman's Wharf, exclusive of rents.....	3,330 00	3,755 25	7,585 25
From miscellaneous, damages to property, etc.....	455 27	94 55	549 82
From defalcation suits, interest and costs.....	18,698 97	-----	18,698 97
From Belt Railroad switching.....	12,039 00	10,775 25	22,814 25
Total receipts.....	\$629,957 55	\$583,674 58	\$1,213,632 13
Amount drawn from San Francisco Harbor Improvement Fund.....	320,477 89	260,327 66	580,805 55
Totals.....	\$950,435 44	\$844,002 24	\$1,794,437 68
<i>Disbursements.</i>			
Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office.....	\$86,503 00	\$87,183 65	\$173,686 65
Construction, including building of new wharves, slips, sheds, sewers, and roadways, maintenance and repairs of waterfront streets, old wharves, buildings, ferry depot foundation, roadways, and seawall.....	319,991 36	338,570 00	658,561 36
Wharf cleaning.....	18,817 85	18,851 79	37,669 64
Dredging.....	54,871 48	58,357 87	113,229 35
Seawall construction.....	71,560 85	23,158 22	94,719 07
Filling in and improving seawall lots.....	464 59	-----	464 59
Fire account.....	5,771 81	4,815 50	10,587 31
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses.....	16,561 70	17,003 99	33,565 69
Belt Railroad construction and maintenance.....	15,933 10	14,643 63	30,576 73
Construction tugboat "Governor Markham".....	25,384 00	-----	25,384 00
Total disbursements.....	\$615,859 74	\$562,584 65	\$1,178,444 39
Amount remitted to State Treasurer.....	334,575 70	281,417 59	615,993 29
Totals.....	\$950,435 44	\$844,002 24	\$1,794,437 68

There was received during the last two fiscal years the sum of \$1,213,632 13, and expended \$1,178,444 39 (not including the money transferred to the San Francisco Depot Sinking Fund). The money transferred by the Controller from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund, by authority of Chapter CXL of the Statutes of California, approved March 17, 1891, amounts to \$78,727, and when counted as an expenditure would increase

the total expense account to \$1,257,171 39. At the close of the last report, June 30, 1892, there was in the San Francisco Harbor Improvement Fund the sum of \$353,268 30, and on June 30, 1894, \$309,729 04, showing a decrease thereof of \$43,539 26.

The following shows the condition of the San Francisco Harbor Improvement Fund:

Amount in fund July 1, 1892	\$353,268 30
Amount remitted to June 30, 1894	615,993 29
	<hr/>
	\$969,261 59
Amount drawn out to June 30, 1894 (ordinary expenditures)	\$580,805 55
Amount transferred to San Francisco Depot Sinking Fund by Controller ...	78,727 00
Amount in fund July 1, 1894	309,729 04
	<hr/>
	\$969,261 59

The following shows the condition of the various funds in the State Treasury appertaining to the Board of State Harbor Commissioners:

San Francisco Harbor Improvement Fund	\$309,729 04
San Francisco Depot Sinking Fund	78,727 00
San Francisco Depot Fund	607,125 00
	<hr/>
Total	\$995,581 04

The following table is a comparative statement of the receipts and disbursements since the organization of the Board:

The following is a table of the receipts and disbursements for the two fiscal years ending June 30, 1894, showing whence the revenue was derived, and the purposes for which it was expended:

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1894.

	1892-93.	1893-94.	Total.
<i>Receipts.</i>			
Section 1, Seawall Wharf	\$10,707 71	\$9,276 04	\$19,983 75
Section 2, Seawall Wharf	6,785 59	5,374 33	12,159 92
Section 3, Seawall Wharf	12,802 20	14,723 16	27,525 36
Section 4, Seawall Wharf	8,658 37	8,026 81	16,685 18
Fisherman's Wharf	4,228 00	4,206 60	8,434 60
Union Street Wharf	12,814 80	13,091 80	25,906 60
Green Street Wharf	14,819 00	15,143 60	29,962 60
Vallejo Street Wharf	10,492 24	9,667 14	20,159 38
Broadway Wharf No. 1	16,603 95	15,129 68	31,733 63
Broadway Wharf No. 2	14,065 25	12,900 66	26,965 91
Pacific Street Wharf	19,771 30	21,449 23	41,220 53
Jackson Street Wharf	16,973 05	17,388 89	34,361 94
Washington Street Wharf	15,567 73	15,927 72	31,495 45
Ferries	94,388 63	91,218 14	185,606 77
Mission Street Wharf	11,979 25	14,340 17	26,319 42
Mission Street Wharf No. 2	20,508 20	18,169 25	38,677 45
Howard Street Wharf	12,634 20	9,917 20	22,551 40
Howard Street Wharf No. 2	14,863 36	11,552 85	26,416 21
Howard Street Wharf No. 3	9,821 33	8,012 20	17,833 53
Folsom Street Wharf	9,608 70	9,676 68	19,285 38
Folsom Street Wharf No. 2	11,524 04	12,850 24	24,374 28
Harrison Street Wharf	13,684 52	9,286 15	22,970 67
Steuart Street Wharf	11,153 90	9,669 95	20,823 85
Spear Street Wharf	14,807 63	12,338 02	27,145 65
Main Street Wharf	15,638 55	19,767 25	35,405 80
Beale Street Wharf	19,082 23	19,280 15	38,362 38
Fremont Street Wharf	14,246 25	6,751 53	20,997 78
Third Street Wharf	9,899 55	8,651 83	18,551 38
Berry Street Wharf	11,911 55	12,663 84	24,575 39
Channel Street Wharf	6,821 97	5,056 05	11,878 02
Center Street Wharf	3,143 90	2,990 20	6,134 10
Merchants' Dry Dock	4,800 00	5,500 00	10,300 00
Pacific Mail Steamship Company	21,600 00	21,600 00	43,200 00
Southern Pacific Company (rent)	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls)	53,424 06	53,305 92	106,729 98
United States Barge Office	240 00	240 00	480 00
Space for scales	2,002 50	1,530 00	3,532 50
Space for lumber			
Revenue from seawall lots	9,530 00	9,725 00	19,255 00
Sale of old material (urgent repairs)	2,329 07	1,423 90	3,752 97
Sale of old material (pile driving)	444 00	559 15	1,003 15
Sale of old material (Dredger No. 1)	683 00		683 00
Sale of old material (Dredger No. 2)			
Dredging (Dredger No. 1)	450 00	720 00	1,170 00
Central Basin	140 00	155 00	295 00
Belt Railroad revenue	26,439 00	25,175 25	51,614 25
Suspense account			
Interest and costs	387 72		387 72
Defalcation suits	18,311 25		18,311 25
Towing and damages		43 00	43 00
	\$629,957 55	\$583,674 58	\$1,213,632 13
Amount drawn from San Francisco Harbor Improvement Fund	320,477 89	260,327 66	580,805 55
Totals	\$950,435 44	\$844,002 24	\$1,794,437 68

RECEIPTS AND DISBURSEMENTS—Continued.

	1892-93.	1893-94.	Total.
<i>Disbursements.</i>			
Salaries of Commissioners, Secretaries, and Clerks	\$18,390 00	\$18,415 00	\$36,805 00
Salaries of Chief Engineer and Assist'ts ..	7,525 00	7,568 00	15,091 00
Salaries of Chief Wharfinger and Assist't ..	5,100 00	4,850 00	9,950 00
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Wharfingers	31,375 00	31,239 30	62,614 30
Salaries of Collectors	18,513 00	19,200 00	37,713 00
Salaries of Watchmen	3,200 00	3,513 35	6,713 35
Expense Account	12,867 19	14,182 19	27,049 38
Urgent repairs	35,949 14	38,978 29	74,927 43
Repairs (contract)	68,660 33	63,436 41	132,096 74
Pile-driving	48,188 99	29,986 28	78,175 27
Cleaning wharves	18,817 85	18,851 79	37,669 64
Wharf offices and furniture			
Legal expenses	1,751 56	1,553 78	3,305 34
Fire Account	5,771 81	4,815 50	10,587 31
Dredger No. 1	16,471 69	17,620 50	34,092 19
Dredger No. 2	17,052 59	18,245 30	35,297 89
Tug "Anasha"	2,215 60		2,215 60
Tug "Governor Irwin"	11,465 17	12,604 78	24,069 95
Construction Account	167,192 90	206,169 02	373,361 92
Seawall Account	71,560 85	23,158 22	94,719 07
Improving seawall lots	464 59		464 59
Dockage refunded	621 35	322 65	944 00
Tolls refunded	572 45	729 82	1,302 27
Wharfage refunded	203 55	65 90	269 45
Rent refunded	150 00	52 50	202 50
Fisherman's Wharf (expenses)	395 60	97 15	492 75
Profit and Loss Account			
Belt Railroad construction	4,791 48	50 69	4,842 17
Belt Railroad expense	11,141 62	14,592 94	25,734 56
Tug "Governor Markham"	33,050 43	9,887 29	42,937 72
	\$615,859. 74	\$562,584 65	\$1,178,444 39
Amount remitted to San Francisco Har- bor Improvement Fund	334,575 70	231,417 59	615,993 29
Totals	\$950,435 44	\$844,002 24	\$1,794,437 68

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1894.

1892.	<i>Dr.</i>		
August ----	To amount remitted by Commissioners for July ----	\$20,705 39	
September ----	To amount remitted by Commissioners for August ----	25,829 33	
October ----	To amount remitted by Commissioners for Sept. ----	30,932 54	
November ----	To amount remitted by Commissioners for October ----	24,789 19	
December ----	To amount remitted by Commissioners for Nov. ----	22,041 66	
1893.			
January ----	To amount remitted by Commissioners for Dec. ----	28,599 73	
February ----	To amount remitted by Commissioners for Jan. ----	30,509 95	
March ----	To amount remitted by Commissioners for Feb. ----	43,296 88	
April ----	To amount remitted by Commissioners for March. --	26,747 14	
May ----	To amount remitted by Commissioners for April. ---	29,335 69	
June ----	To amount remitted by Commissioners for May. ----	28,104 37	
July ----	To amount remitted by Commissioners for June ----	23,683 83	
August ----	To amount remitted by Commissioners for July ----	\$22,010 32	\$334,575 70
September ----	To amount remitted by Commissioners for August. --	27,604 54	
October ----	To amount remitted by Commissioners for Sept. ----	28,400 13	
November ----	To amount remitted by Commissioners for October	27,015 54	
December ----	To amount remitted by Commissioners for Nov. ---	23,038 04	
1894.			
January ----	To amount remitted by Commissioners for Dec. ----	21,117 34	
February ----	To amount remitted by Commissioners for Jan. ----	22,447 61	
March ----	To amount remitted by Commissioners for Feb. ----	20,212 09	
April ----	To amount remitted by Commissioners for March	25,133 28	
May ----	To amount remitted by Commissioners for April --	23,044 83	
June ----	To amount remitted by Commissioners for May. ----	22,569 11	
July ----	To amount remitted by Commissioners for June ----	18,824 76	
			281,417 59
	Total amount remitted -----		\$615,993 29
	Balance in San Francisco Harbor Improvement Fund July 1, 1892 -----		353,268 30
			\$969,261 59

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1892.				
July 5.	Cotton Bros. & Co	510	Building Ferry Slip No. 2	\$5,256 52
July 5.	B. McMahon & Son	511	Constructing Powell Street Pier	3,780 00
July 5.	Paraffine Paint Co.	512	Coating piles	2,676 24
July 5.	Paraffine Paint Co.	513	Coating piles	4,473 00
July 7.	F. J. & J. V. Owens, T. E. Green, assignee	514	Constructing seawall	4,581 66
July 7.	F. J. & J. V. Owens, T. E. Green, assignee	515	Constructing seawall	804 38
July 28.	D. H. Bibb	516	Piles	528 72
July 28.	Golden Gate Lum. Co.	517	Lumber	3,530 31
Aug. 2.	F. J. & J. V. Owens, T. E. Green, assignee	518	Constructing seawall	5,404 98
Aug. 2.	F. J. & J. V. Owens, T. E. Green, assignee	519	Constructing seawall	680 62
Aug. 2.	B. McMahon & Son	520	Constructing Powell Street Pier	3,780 00
Aug. 2.	Paraffine Paint Co.	521	Coating piles	4,386 96
Aug. 2.	Paraffine Paint Co.	522	Coating piles	2,150 28
Aug. 2.	S. F. Bridge Co.	523	Constructing seawall	2,207 99
Aug. 2.	Healy, Tibbitts & Co.	524	Rebuilding Second Street Slip	2,361 60
Aug. 2.	Cotton Bros. & Co.	525	Building Ferry Slip No. 2	8,399 10
Aug. 11.	Hinckley, Spiers & Hayes	526	Building tugboat	10,113 75
Aug. 25.	D. H. Bibb	527	Piles	637 67
Aug. 25.	Golden Gate Lum. Co.	528	Lumber	4,105 92
Sept. 1.	F. J. & J. V. Owens, T. E. Green, assignee	529	Constructing seawall	5,682 52
Sept. 1.	F. J. & J. V. Owens, T. E. Green, assignee	530	Constructing seawall	1,822 50
Sept. 1.	Healy, Tibbitts & Co.	531	Building Second Street Slip	7,872 00
Sept. 22.	Paraffine Paint Co.	532	Coating piles	4,200 48
Sept. 22.	Paraffine Paint Co.	533	Coating piles	4,009 32
Sept. 27.	Golden Gate Lum. Co.	534	Lumber	3,500 46
Oct. 4.	S. F. Bridge Co.	535	Constructing seawall	2,566 92
Oct. 4.	B. McMahon & Son	536	Constructing Powell Street Pier	9,450 00
Oct. 4.	Healy, Tibbitts & Co.	537	Rebuilding Second Street Slip	7,478 40
Oct. 4.	Cotton Bros. & Co.	538	Constructing Ferry Slip No. 2	4,199 55
Oct. 4.	F. J. & J. V. Owens, T. E. Green, assignee	539	Constructing seawall	1,548 14
Oct. 13.	Paraffine Paint Co.	540	Coating piles	2,376 72
Oct. 13.	Paraffine Paint Co.	542	Coating piles	3,696 12
Oct. 18.	B. McMahon & Son	543	Constructing Powell Street Pier	8,083 76
Oct. 25.	Cotton Bros. & Co.	544	Constructing Ferry Slip No. 2	9,474 42
Oct. 27.	Golden Gate Lum. Co.	545	Lumber	3,558 32
Oct. 27.	Dow St'm Pump W'ks.	546	Pumps for tugboat	2,322 00
Nov. 1.	Healy, Tibbitts & Co.	547	Extension Belt Railroad	1,348 88
Nov. 10.	Hinckley, Spiers & Hayes	548	Building tugboat	12,948 25
Nov. 10.	S. F. Bridge Co.	549	Constructing seawall	906 56
Nov. 10.	D. H. Bibb	550	Piles	1,579 45
Nov. 10.	D. H. Bibb	551	Piles	768 90
Nov. 15.	Healy, Tibbitts & Co.	552	Rebuilding Second Street Slip	8,528 00
Dec. 1.	Healy, Tibbitts & Co.	553	Belt Railroad extension	1,049 12
Dec. 1.	Healy, Tibbitts & Co.	554	Repairing cattle wharf	2,459 89
Dec. 6.	F. J. & J. V. Owens, T. E. Green, assignee	555	Constructing seawall	935 65
Dec. 6.	F. J. & J. V. Owens, T. E. Green, assignee	556	Constructing seawall	2,951 25
Dec. 6.	Golden Gate Lum. Co.	557	Lumber	3,210 25
Dec. 6.	D. H. Bibb	558	Piles	438 75
Dec. 13.	S. F. Bridge Co.	559	Constructing seawall	544 59
Dec. 20.	Healy, Tibbitts & Co.	560	Rebuilding Second Street Slip	1,217 36
Dec. 29.	Golden Gate Lum. Co.	561	Lumber	3,215 74
1893.				
Jan. 9.	F. J. & J. V. Owens, T. E. Green, assignee	562	Constructing seawall	1,450 28
Jan. 10.	Vulcan Iron Works	563	Constructing hydraulic hoists	1,635 00
Jan. 12.	D. H. Bibb	564	Piles	928 55
Jan. 19.	Golden Gate Lum. Co.	565	Lumber	2,610 94
Jan. 19.	D. H. Bibb	566	Piles	944 44

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1893.				
Jan. 24.	Paraffine Paint Co.....	567	Coating piles	\$3,243 45
Feb. 2.	F. J. & J. V. Owens, T. E. Green, assignee..	568	Constructing seawall.....	1,811 58
Feb. 2.	B. McMahon & Son.....	569	Constructing Ferry Slips Nos. 3 and 4	2,781 00
Feb. 7.	Darby Laydon & Co.....	570	Repairing Green Street Wharf.....	4,822 36
Feb. 16.	Darby Laydon & Co.....	571	Repairing Mission Street Wharf	946 74
Feb. 23.	D. H. Bibb.....	572	Piles.....	1,168 64
Feb. 23.	Golden Gate Lum. Co.....	574	Lumber	3,608 35
March 2.	Paraffine Paint Co.....	575	Coating piles	1,475 60
March 2.	B. McMahon & Son.....	576	Constructing Ferry Slips Nos. 3 and 4	5,163 00
March 2.	F. J. & J. V. Owens, T. E. Green, assignee ..	577	Constructing seawall	1,974 19
March 16.	S. F. Bridge Co.....	578	Constructing seawall.....	21,103 22
March 16.	Darby Laydon & Co.....	579	Repairing Howard Street Wharf.....	4,091 98
March 21.	D. H. Bibb.....	580	Piles.....	1,937 76
March 23.	Golden Gate Lum. Co.....	581	Lumber	3,431 17
April 4.	Paraffine Paint Co.....	582	Coating piles	3,201 45
April 4.	Darby Laydon & Co.....	583	Repairing Jackson Street Wharf	4,021 03
April 4.	F. J. & J. V. Owens, T. E. Green, assignee ..	584	Constructing seawall.....	1,690 64
April 4.	B. McMahon & Son.....	585	Constructing Ferry Slips Nos. 3 and 4	5,158 50
April 11.	Darby Laydon & Co.....	586	Repairing Howard Street Wharf.....	893 40
April 18.	Paraffine Paint Co.....	587	Coating piles	1,248 45
April 27.	Darby Laydon & Co.....	588	Repairing wharves	4,760 27
April 27.	D. H. Bibb.....	589	Piles.....	1,536 46
April 27.	Golden Gate Lum. Co.....	590	Lumber	5,084 77
May 9.	Healy, Tibbitts & Co.....	591	Repairing Steuart Street Wharf.....	3,318 20
May 16.	Darby Laydon & Co.....	592	Repairing Washington Street Wharf	3,635 94
May 23.	Paraffine Paint Co.....	593	Coating piles	841 75
May 25.	F. J. & J. V. Owens, J. M. Wood, assignee..	595	Constructing seawall.....	1,450 28
June 1.	B. McMahon & Son.....	596	Constructing Ferry Slips Nos. 3 and 4	1,389 50
June 1.	Darby Laydon & Co.....	597	Constructing Ferry Slip, Jackson St..	2,460 00
June 1.	A. Page Brown.....	598	Architect's fees	3,098 58
June 1.	D. H. Bibb.....	599	Piles.....	1,706 52
June 1.	Golden Gate Lum. Co.....	600	Lumber	4,419 62
June 8.	Darby Laydon & Co.....	601	Repairing Mission St. Wharf No. 1 ..	1,598 79
June 13.	A. Page Brown.....	602	Architect's fees	1,205 31
June 20.	Darby Laydon & Co.....	603	Repairing Jackson Street Wharf	1,760 79
June 27.	Golden Gate Lum. Co.....	604	Lumber	3,971 99
June 27.	D. H. Bibb.....	605	Piles.....	1,700 33
June 29.	Darby Laydon & Co.....	606	Repairing Washington Street Wharf..	1,383 10
Total drawn for fiscal year 1892-3..				\$320,477 89
July 6.	F. J. & J. V. Owens, T. E. Green, assignee ..	594	Constructing seawall.....	\$889 75
July 7.	H. S. Crocker Co.....	607	Printing bonds	375 00
July 11.	Darby Laydon & Co.....	608	Repairing wharves	1,387 15
July 11.	Paraffine Paint Co.....	609	Coating piles	946 75
July 18.	S. E. Slade Lumber Co.....	610	Lumber	2,799 28
July 25.	S. E. Slade Lumber Co.....	611	Piles.....	1,057 58
Aug. 1.	Vulcan Iron Works.....	612	Hydraulic hoist	545 00
Aug. 1.	B. McMahon & Son.....	613	Constructing Ferry Slips Nos. 3 and 4	15,895 00
Aug. 24.	S. E. Slade Lumber Co.....	614	Piles.....	747 30
Aug. 24.	S. E. Slade Lumber Co.....	615	Lumber	3,857 11
Sept. 2.	Darby Laydon & Co.....	616	Constructing seawall.....	3,327 00
Sept. 25.	S. E. Slade Lumber Co.....	617	Lumber	2,874 96
Sept. 25.	S. E. Slade Lumber Co.....	618	Piles.....	1,178 22
Oct. 3.	Paraffine Paint Co.....	619	Coating piles	4,850 40
Oct. 3.	George W. Stewart.....	620	Constructing Ferry Slips Nos. 5 and 6	2,827 35
Oct. 24.	S. E. Slade Lumber Co.....	621	Lumber	1,662 65
Oct. 24.	S. E. Slade Lumber Co.....	622	Piles.....	1,462 10
Nov. 1.	Paraffine Paint Co.....	623	Coating piles	2,910 90
Nov. 2.	G. W. Stewart.....	624	Constructing Ferry Slips Nos. 5 and 6	8,913 00
Nov. 9.	Atlas Iron Works.....	625	Constructing hydraulic hoist.....	1,278 94
Nov. 21.	Paraffine Paint Co.....	626	Coating piles	1,474 20
Nov. 23.	S. E. Slade Lumber Co.....	627	Piles.....	1,346 52
Nov. 23.	S. E. Slade Lumber Co.....	628	Lumber	1,925 44
Dec. 1.	A. Page Brown.....	629	Architect's fees	6,250 00
Dec. 5.	Geo. W. Stewart.....	630	Constructing Ferry Slips Nos. 5 and 6	8,574 61

Cr.		SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.		
Date.	Order.	No.	On Account of.	Amount.
1893.				
Dec. 19.	Healy, Tibbitts & Co.	631	Repairing Vallejo Street Wharf.....	\$2,942 75
Dec. 21.	S. E. Slade Lumber Co.	632	Piles	1,051 70
Dec. 21.	S. E. Slade Lumber Co.	633	Lumber	2,091 81
Dec. 28.	Paraffine Paint Co.	634	Coating piles.....	1,369 30
1894.				
Jan. 4.	G. W. Stewart.....	635	Constructing Ferry Slips Nos. 5 and 6	3,274 50
Jan. 4.	J. D. Spreckels & Bros. Co.	636	Cement.....	23,940 00
Jan. 9.	B. McMahon & Son	637	Repairing Broadway Wharf No. 2	2,998 80
Jan. 25.	S. E. Slade Lumber Co.	638	Piles	1,221 98
Jan. 25.	S. E. Slade Lumber Co.	639	Lumber	2,446 10
Feb. 13.	G. W. Stewart.....	640	Constructing Ferry Slips Nos. 5 and 6	5,935 04
Feb. 13.	S. F. Bridge Co.	642	Constructing ferry depot foundation	3,750 00
Feb. 17.	James R. McDonald.	643	Controller's draft for bonds.....	12 00
Feb. 27.	S. E. Slade Lumber Co.	643	Lumber	2,259 36
Feb. 27.	S. E. Slade Lumber Co.	644	Piles	734 60
Mar. 1.	S. F. Bridge Co.	645	Constructing ferry depot foundation	1,728 00
Mar. 1.	A. Page Brown.....	646	Architect's fees	91 30
Mar. 13.	G. W. Stewart.....	647	Constructing Ferry Slips Nos. 5 and 6	13,628 50
Mar. 15.	Healy, Tibbitts & Co.	648	Repairing Folsom Street Wharf No. 1	2,444 00
Mar. 22.	S. E. Slade Lumber Co.	649	Piles	756 36
Mar. 22.	S. E. Slade Lumber Co.	650	Lumber	2,399 42
April 3.	S. F. Bridge Co.	651	Constructing ferry depot foundation	11,443 50
April 3.	B. McMahon & Son	652	Repairing Third Street Wharf.....	1,846 70
April 3.	A. Page Brown.....	653	Architect's fees	190 73
April 24.	Paraffine Paint Co.	654	Coating piles	3,183 64
April 24.	S. E. Slade Lumber Co.	655	Piles	826 15
April 26.	S. E. Slade Lumber Co.	656	Lumber	3,667 35
May 1.	Altas Iron Works.....	657	Constructing hydraulic hoist.....	516 06
May 1.	S. F. Bridge Co.	658	Constructing ferry depot foundation	7,690 95
May 1.	A. Page Brown.....	659	Architect's fees	128 18
May 1.	B. McMahon & Son	660	Constructing Car Ferry Slip No. 2...	6,751 50
May 1.	Paraffine Paint Co.	661	Coating piles	1,625 45
May 8.	F. J. & J. V. Owens, Sullivan & Sullivan, assignees	662	Constructing seawall	17,886 17
May 8.	J. D. Spreckels & Bros. Co.	663	Cement.....	23,940 00
May 24.	S. E. Slade Lumber Co.	664	Piles	1,403 01
May 24.	S. E. Slade Lumber Co.	665	Lumber	3,260 66
June 5.	Jas. R. McDonald	666	Controller's draft for bonds.....	315 00
June 5.	B. McMahon & Son	667	Constructing Car Ferry Slip No. 2	9,431 62
June 5.	A. Page Brown.....	668	Architect's fees	118 80
June 5.	S. F. Bridge Co.	669	Constructing ferry depot foundation	7,128 00
June 5.	Paraffine Paint Co.	670	Coating piles	1,197 70
June 15.	Paraffine Paint Co.	671	Coating piles.....	838 39
June 23.	S. E. Slade Lumber Co.	672	Lumber	1,919 30
June 23.	S. E. Slade Lumber Co.	673	Piles	697 07
Total drawn for fiscal year 1893-94.				\$260,327 66
Total amount drawn for the two fiscal years ending June 30, 1894				\$580,805 55
Total amount transferred to San Francisco Depot Sinking Fund.....				78,727 04
Balance in San Francisco Harbor Improvement Fund June 30, 1894.....				809,729 00
				\$969,261 59

STATEMENT OF SAN FRANCISCO DEPOT SINKING FUND.

1893.		<i>Dr.</i>	
Feb. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	\$4,631 00
Mar. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
April 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
May 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
June 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
July 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Aug. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Sept. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Oct. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Nov. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Dec. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
1894.			
Jan. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Feb. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
Mar. 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
April 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
May 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
June 1..	To amount transferred from S. F. Harbor Improvement Fund	----	4,631 00
		Balance in San Francisco Depot Sinking Fund June 30, 1894	\$78,727 00

BALANCE SHEET.

From November 4, 1863, to June 30, 1894.

RECEIPTS.			
From dockage, tolls, wharfage, rents, etc.		-----	\$12,573,054 90
DISBURSEMENTS.			
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, electric lights, rents, stationery, etc.		\$2,717,211 59	
Constructing and repairing wharves, sheds, etc.		5,021,121 82	
Constructing seawall and improving seawall lots		2,638,968 05	
Purchase of and constructing dredgers, tugs, and scows.		170,971 58	
Dredging, cost of		1,402,138 86	
Payroll of crew of fire-boat		68,129 47	
Suspense account (defalcations)		5,460 55	
Miscellaneous (damages to wharves; dockage, tolls, etc. returned)		48,395 14	
Constructing and operating Belt Railroad		112,211 80	
Cash in treasury		388,456 04	
<i>Dr.</i> CASH.			<u>12,573,054 90</u>
To amount remitted to State Treasurer		-----	\$7,148,987 51
<i>Cr.</i> CASH.			
By amount drawn from State Treasurer		\$6,760,531 47	
By cash on hand in treasury		388,456 04	
			<u>7,148,987 51</u>

CONSTRUCTION ACCOUNT.

The construction account has been segregated into six classes:
First—Work under way at the date of the last biennial report and since completed.
Second—Work contracted for and completed within the years June 30, 1892, and July 1, 1894.
Third—Work contracted for since June 30, 1892, but not yet completed.
Fourth—Seawall construction and works appertaining thereto.
Fifth—The Belt Railroad.
Sixth—Foundations to approach to Ferry Slips 2, 3, 4, 5, and 6, and Passenger Depot.

First.

(Work under way at the date of the last biennial report and since completed.)

Ferry Slip No. 2. Date of contract, March 1, 1892. Cotton Bros. & Co., contractors.

Contract price.....		\$27,997 00
Additions to contract price		375 39
		<hr/>
		\$28,372 39
Paid prior to June 30, 1892.....	\$1,042 80	
Paid since June 30, 1892	27,329 59	
	<hr/>	\$28,372 39

Coating piles. Date of contract, March 14, 1892. Paraffine Paint Co., contractors.

292 piles, 7,434 lineal feet, at 36 cents.....		\$2,676 24
Paid July 5, 1892.....		

Powell Street Pier. Date of contract, April 28, 1892. B. McMahon & Son, contractors.

Contract price.....		\$25,200 00
Addition to contract price.....		10 40
		<hr/>
		\$25,210 40
Less 324 lineal feet coating, at 36 cents per foot.....		116 64
		<hr/>
		\$25,093 76
Paid July 2, 1892.....	\$3,780 00	
Paid August 2, 1892.....	3,780 00	
Paid October 1, 1892.....	8,450 00	
Paid October 18, 1892.....	8,083 76	
	<hr/>	\$25,093 76

Coating piles. Date of contract, May 3, 1892. Paraffine Paint Co., contractors.

1,151 piles, 46,546 lineal feet, at 36 cents per foot		\$16,756 56
Paid July 5, 1892.....	\$4,473 00	
Paid August 2, 1892.....	4,386 96	
Paid September 22, 1892.....	4,200 48	
Paid October 3, 1892.....	3,696 12	
	<hr/>	\$16,756 56

Tugboat "Governor Markham." Date of contract, May 23, 1892. Hinckley, Spiers & Hayes, contractors.

Contract price.....		\$22,475 00
Additions as ordered.....		587 00
		<hr/>
		\$23,062 00
Paid August 11, 1892.....	\$10,113 75	
Paid November 7, 1892.....	12,948 25	
	<hr/>	\$23,062 00

Rebuilding Freight Ferry Slip at Second Street, and repairing Cattle Wharf. Date of contract, May 31, 1892. Healy, Tibbitts & Co., contractors.

Contract price on ferry slip.....		\$28,740 00
Deductions as per agreement		2,500 00
		<hr/>
		\$26,240 00
Paid August 2, 1892.....	\$2,361 60	
Paid September 1, 1892.....	7,872 00	
Paid October 1, 1892.....	7,478 40	
Paid November 10, 1892.....	8,528 00	
	<hr/>	\$26,240 00

Repairing Cattle Wharf under above contract. Contract price, piles at \$16 70 and \$30 each, and lumber at \$25 per thousand feet.

114 piles driven, at \$16 70 each		\$1,903 80
4 piles driven, at \$30 each		120 00
66,138 feet lumber, at \$25 per 1,000 feet.....		1,653 45
		<hr/>
		\$3,677 25
Paid December 1, 1892.....	\$2,459 89	
Paid December 20, 1892.....	1,217 36	
	<hr/>	\$3,677 25

Coating piles. Date of contract, June 8, 1892. Paraffine Paint Co., contractors.

1,181 piles, 23,712 lineal feet, at 36 cents per foot		\$8,536 32
Paid August 2, 1892	\$2,150 23	
Paid September 2, 1892.....	4,009 32	
Paid October 13, 1892.....	2,376 72	
	<hr/>	\$8,536 32

Second.

(Work contracted for and completed within the years June 30, 1892, and July 1, 1894.)

Coating piles. Date of contract, November 2, 1892. Paraffine Paint Co., contractors.

1,378 piles, 31,307 lineal feet, at 35 cents per foot		\$10,967 45
Paid January 24, 1893.....	\$3,243 45	
Paid March 2, 1893.....	1,475 60	
Paid April 1, 1893.....	3,201 45	
Paid April 14, 1893.....	1,248 45	
Paid May 23, 1893.....	841 75	
Paid July 18, 1893.....	946 75	
	<hr/>	\$10,967 45

Constructing Ferry Slips Nos. 3 and 4. Date of contract, December 1, 1893. B. McMahon & Son, contractors.

Contract price		\$30,397 00
Paid February 2, 1893.....	\$2,781 00	
Paid March 2, 1893.....	5,163 00	
Paid April 3, 1893.....	5,188 50	
Paid June 1, 1893.....	1,399 50	
Paid August 1, 1893.....	15,895 00	
	<hr/>	\$30,397 00

Constructing hoisting gear for Slip No. 4. Date of contract, December 6, 1892. Vulcan Iron Works, contractors.

Contract price		\$2,180 00
Paid January 10, 1893.....	\$1,635 00	
Paid August 1, 1893.....	545 00	
	<hr/>	\$2,180 00

Repairing Union Street, Green Street, Jackson Street, Washington Street, Mission Street, and Howard Street Wharves. Date of contract, December 27, 1892. Darby Laydon & Co., contractors. Contract price,

driving piles furnished by the Board, \$3 37 each; furnishing and driving piles, \$15 27 each, and lumber, \$6 75 per thousand feet.

Green Street Wharf	\$4,822 36
Mission Street Wharf No. 2	946 74
Howard Street Wharf No. 2	4,091 98
Jackson Street Wharf	6,606 16
Union Street Wharf	4,760 27
Howard Street Wharf No. 1	893 40
Washington Street Wharf	6,258 67
Mission Street Wharf No. 1	921 97
	<hr/>
	\$29,301 55
Paid February 7, 1893	\$4,822 36
Paid February 15, 1893	946 74
Paid March 16, 1893	4,091 98
Paid April 4, 1893	4,021 03
Paid April 10, 1893	893 40
Paid April 27, 1893	4,760 27
Paid May 16, 1893	3,635 94
Paid June 8, 1893	1,598 79
Paid June 20, 1893	1,760 79
Paid June 29, 1893	1,383 10
Paid July 11, 1893	1,387 15
	<hr/>
	\$29,301 55

Addition to Steuart Street Wharf. Date of contract, April 10, 1893. Healy, Tibbitts & Co., contractors.

Contract price	\$2,900 00
Additions to contract price	418 20
	<hr/>
	\$3,318 20
Paid May 9, 1893.	

Ferry Slip between Pacific and Jackson Streets Wharves. Date of contract, May 15, 1893. Darby Laydon & Co., contractors.

Contract price	\$2,475 00
Deductions for omissions	15 00
	<hr/>
	\$2,460 00
Paid June 1, 1893.	

Sewer across East Street. Date of contract, July 18, 1893. City Street Improvement Co., contractors. Contract price, \$6 90 per lineal foot.

119½ lineal feet of 3x5 brick sewer, at \$6 90 per foot	\$824 55
One manhole cover, complete	50 00
	<hr/>
	\$874 55
Paid September 7, 1893.	

Rebuilding Ferry Slips Nos. 5 and 6. Date of contract, August 15, 1893. G. W. Stewart, contractor.

Contract price	\$43,989 00
Additions to contract price	361 00
	<hr/>
	\$44,350 00
Deductions for work not completed	1,197 00
	<hr/>
	\$43,153 00
Paid October 3, 1893	\$2,827 35
Paid November 2, 1893	8,913 00
Paid December 11, 1893	8,574 61
Paid January 4, 1894	3,274 50
Paid February 13, 1894	5,935 04
Paid March 13, 1894	13,628 50
	<hr/>
	\$43,153 00

Coating piles. Date of contract, August 15, 1893. Paraffine Paint Co., contractors.

1,335 piles, 30,402 lineal feet, at 30 cents per foot.....		\$9,120 60
Paid October 3, 1893	\$4,850 40	
Paid November 1, 1893.....	2,910 90	
Paid December 28, 1893.....	1,359 30	
		<u>\$9,120 60</u>

Hydraulic hoist for Ferry Slip No. 5. Date of contract, September 7, 1893. Atlas Iron Works, contractors.

Contract price		\$1,795 00
Paid November 9, 1893.....	\$1,278 94	
Paid May 1, 1894.....	516 06	
		<u>\$1,795 00</u>

Repiling Vallejo Street Wharf. Date of contract, December 4, 1893. Healy, Tibbitts & Co., contractors. Contract price, \$19 75 per pile.

149 piles driven, at \$19 75 per pile.....	\$2,942 75
Paid December 19, 1893.....	

Repiling Broadway Wharf No. 2. Date of contract, December 5, 1893. B. McMahon & Son, contractors. Contract price, \$17 85 per pile.

168 piles driven, at \$17 85 per pile	\$2,998 80
Paid January 9, 1894.....	

Repiling Section 3 of seawall, and Third Street Wharves. Date of contract, February 7, 1894. B. McMahon & Son, contractors. Contract price, \$15 65 per pile.

88 piles driven in Section 3, at \$15 65 per pile.....	\$1,377 20
30 piles driven in Third Street, at \$15 65 per pile	469 50
	<u>\$1,846 70</u>

Paid April 3, 1894.

Repiling Folsom Street Wharf No. 1. Date of contract, February 10, 1894. Healy, Tibbitts & Co., contractors. Contract price, \$23 50 per pile.

104 piles driven, at \$23 50 per pile.....	\$2,444 00
Paid March 15, 1894.....	

Third.

(Work contracted for since June 30, 1892, but not yet completed.)

Plans and specifications for passenger and ferry depot at the foot of Market Street. Date of contract, October 6, 1892. A. Page Brown, architect, contractor.

2½ per cent of contract price of foundation	\$6,197 17
2½ per cent of contract price of cement	2,410 62
5 per cent of contract price of superstructure (estimated cost, \$500,000)	25,000 00
	<u>\$33,607 79</u>
Paid June 1, 1893	\$3,098 58
Paid June 13, 1893	1,205 31
Paid November 28, 1893.....	6,250 00
Paid March 1, 1894.....	91 30
Paid April 3, 1894.....	190 73
Paid May 1, 1894.....	128 18
Paid June 5, 1894.....	118 80
	<u>\$11,082 90</u>

Foundation and approaches to union passenger depot at foot of Market Street. San Francisco Bridge Co., contractors. Date of contract, May 23, 1893.

Contract price.....		\$247,887 00
Deduction for modification of contract.....		1,639 90
		<hr/>
		\$246,147 10
Paid February 13, 1894.....	\$3,750 00	
Paid March 1, 1894.....	1,723 00	
Paid April 3, 1894.....	11,443 50	
Paid May 1, 1894.....	7,690 95	
Paid June 5, 1894.....	7,128 00	
		<hr/>
		\$31,740 45

Cement for foundation and approaches to union passenger depot. Date of contract, June 15, 1893. J. D. Spreckels & Bros. Co., contractors.

Contract price—		
Lot No. 1, 13,300 bbls., at \$2 40 per bbl.....		\$31,920 00
Lot No. 2, 13,300 bbls., at \$2 40 per bbl.....		31,920 00
Lot No. 3, 13,300 bbls., at \$2 45 per bbl.....		32,585 00
		<hr/>
		\$96,425 00
Paid January 4, 1894.....	\$23,940 00	
Paid May 8, 1894.....	23,940 00	
		<hr/>
		\$47,880 00

Car Ferry Slip No. 2, Lombard Street Wharf. Date of contract, March 6, 1894. B. McMahon & Son, contractors.

Contract price.....		\$23,975 00
Paid March 1, 1894.....	\$6,751 50	
Paid June 5, 1894.....	9,431 62	
		<hr/>
		\$16,183 12

Coating piles. Date of contract, March 6, 1894. Paraffine Paint Co., contractors. Contract price, 29½ cents per lineal foot.

763 piles, 23,204 lineal feet, at 29½ cents per foot.....		\$6,845 18
Lengthening coating on old piles.....		760 00
		<hr/>
		\$7,605 18
Paid April 30, 1894.....	\$3,183 64	
Paid May 2, 1894.....	1,625 45	
Paid May 10, 1894.....	760 00	
Paid June 6, 1894.....	1,197 70	
Paid June 14, 1894.....	838 39	
		<hr/>
		\$7,605 18

Fourth—Seawall.

Since the last biennial report, Sections B and 8a of the seawall have been completed—the former, May 22, 1893; the latter, December 13, 1892.

It was found that the earth or sand embankment of Section B was so exposed to the action of the tide and waves that to protect the inner slope from wash it was necessary to cover the same with a layer of rock from three to five feet in thickness. This, in addition to a macadamized road sixty feet in width for its entire length, is all the extra work done on this section not contemplated in the original specifications.

Section 8a of the seawall is of similar construction to Section 8b, and will act as the foundation for the front wall of the new Union Depot.

The following financial statements show the cost and progress of the various sections of the seawall prior and up to June 30, 1894:

Construction of Section B, Seawall. Date of contract, September 22, 1890. F. J. & J. V. Owens, contractors.

Contract price.....		\$93,320 00
Addition to contract price.....		21,281 18
		<hr/>
		\$114,601 18
Paid prior to June 30, 1892.....	\$52,218 23	
Paid on account from June 30, 1892, to June 30, 1894..	54,891 59	
	<hr/>	\$107,109 82

Construction of Section 8a, Seawall. Date of contract, March 5, 1891. San Francisco Bridge Co., contractors.

Contract price.....		\$83,987 00
Additions to contract price.....		2,021 09
		<hr/>
		\$86,008 09
Paid prior to June 30, 1892.....	\$58,678 81	
Paid August 2, 1892.....	2,207 99	
Paid October 3, 1892.....	2,566 92	
Paid November 7, 1892.....	906 56	
Paid December 14, 1892.....	544 59	
Paid March 13, 1893.....	21,103 22	
	<hr/>	\$86,008 09

The completed seawall has cost as follows:

Section A, 561 feet long, \$152 61 per linear foot, constructed 1879-80.....		\$85,614 53
Section 1, 1,000 feet long, \$165 63 per linear foot, constructed 1878-79.....		165,631 40
Section 2, 1,000 feet long, \$167 50 per linear foot, constructed 1879-80.....		167,504 09
Section 3, 1,000 feet long, \$235 50 per linear foot, constructed 1879-81.....		235,049 51
Section 4, 1,000 feet long, \$240 87 per linear foot, constructed 1880-82.....		240,872 01
Section 5, 1,000 feet long, \$169 89 per linear foot, constructed 1883-84.....		169,893 57
Section 6, 800 feet long, \$158 47 per linear foot, constructed 1885-86.....		126,779 73
Section 7, 1,000 feet long, \$109 32 per linear foot, constructed 1887-89.....		109,327 99
Section 8b, 450 feet long, \$248 50 per linear foot, constructed 1888-90.....		111,629 12
Section B, 1,000 feet long, \$114 60 per linear foot, constructed 1890-93.....		114,601 18
Section 8a, 392 feet long, \$219 41 per linear foot, constructed 1891-93.....		86,008 09
	<hr/>	
Total cost 9,203 feet (average cost per foot, \$175 26).....		\$1,612,911 22

The extension of the seawall south from its present southerly terminus is most desirable, especially that portion just north of First Street, owing to the fact that the half of the waterfront streets under the control of this Board is the only available thoroughfare in that section of the city.

This structure being necessarily of pile and timber construction, is of a perishable nature, and is a source of great expense to maintain.

Fifth—Belt Railroad.

Since the last biennial report the Belt Railroad has been extended north from Francisco Street to Powell Street, with a single track of three rails, having connections with Seawall Lots 1, 3, and 6.

Plans have been adopted for the termini of the various street railroads at the Union Depot, and in granting the privileges to the different railroad companies the Board has anticipated the extension of the belt line south from its present terminus, having provided space for the same, and conditioned that the said various street railroad companies bear the expense of all crossings necessary for the Belt Railroad.

The cost of constructing Belt Railroad extension is as follows: Date of contract, October 3, 1892. Healy, Tibbitts & Co., contractors.

Contract price.....		\$2,398 00
Paid November 16, 1892.....	\$1,798 50	
Paid November 28, 1892.....	599 50	
	<hr/>	\$2,398 00

BELT RAILROAD.

Statement of Cost of Construction and Maintenance.

Fiscal Year Ending—	Construction and Equipment.	Maintenance.		Freight Sheds, Coal Platforms, Paving, etc.	Car Ferry Slips at Section 4, Seawall.	Total.
		Employés.	Fuel, Repairs, etc.			
June 30, 1891.....	\$327 61					\$327 61
June 30, 1892.....	74,188 90	\$4,769 31	\$2,349 25	\$24,150 37	\$46,503 31	151,961 14
June 30, 1893.....	4,486 68	8,071 05	3,070 57	72 10		15,710 40
June 30, 1894.....	50 69	9,621 00	4,971 94	222 70	16,183 12	31,049 45
Totals.....	\$79,063 88	\$22,461 36	\$10,391 76	\$24,445 17	\$62,686 43	\$199,048 60

Revenue.

Fiscal Year Ending—	Switching Cars.	Freight Sheds and Car Ferry Slips.	Tolls.	Total.
June 30, 1892.....	\$4,580 75	\$8,406 43	\$4,493 17	\$17,480 35
June 30, 1893.....	12,039 00	21,600 00	10,019 51	43,658 51
June 30, 1894.....	10,775 25	21,600 00	8,185 68	40,560 93
Totals.....	\$27,395 00	\$51,606 43	\$22,698 36	\$101,699 79

Repairs and Pile-Driving.

The continual wear and tear of the large traffic of the commerce of this port on the wharves and bulkheads, necessitated the employment of a large number of men and the purchase of a vast amount of lumber to keep the same in repair.

Two pile-drivers—one floating and the other for use on top work—have been kept in constant operation. The present condition of the wharves is very satisfactory to the Board.

Dredging.

The expense of maintaining the dredging plants in serviceable condition has been extra costly since making the last report. The construction of the tug "Governor Markham," to take the place of the condemned tug "Anasha," at a cost of \$26,059, including fire-pumps and supervision, was one item which it will not be necessary to duplicate for perhaps twenty-five years. Extensive repairs were also made on the mud scows and dredgers.

The tug "Governor Markham" has been equipped with powerful fire-pumps capable of discharging eight streams of water, and furnished with the necessary hose. She has been assigned to duty as the fire-boat, and with the tug "Governor Irwin," similarly equipped, gives ample protection to the property of the State as well as a powerful auxiliary to the city fire department, when fires may occur near the waterfront.

It has been found necessary to have a new boiler placed in the tug "Governor Irwin," and alterations and additions made to her engines. Contracts have been let for both, but no payments have been made thereon. The contract for the boiler was awarded to Moynahan & Ait-

ken for \$4,650, and for the engines to Wm. Deacon, for \$3,985. Owing to the age of the hull, which is upwards of seventeen years, repairs will have to be made thereto, but to what extent cannot be determined until placed on the ways and examined. When all the repairs and alterations have been completed, the tug will be substantially new, and many years may elapse before other than ordinary repairs will be required.

The cost of dredging, between 1863 and 1874, when done by contract, was from 36 cents to 50 cents per cubic yard, and since performed by the State has been from $6\frac{37}{100}$ cents to $12\frac{87}{100}$ cents per cubic yard. This shows that it is practical economy for the State to do the dredging.

The following table gives a detailed statement of the cost for dredging for each fiscal year since the present system was inaugurated:

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS.

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Docking Dredgers, Tugs, and Scows.	Total.	No. Yards Dredged.	No. Hours Worked.	Cost per Cubic Yard. Cents.
June 30, 1875.....	\$11,663 97	\$10,362 99	\$8,639 00	\$1,886 64	\$1,301 25	\$33,835 71	303,429	2,348½	10.76-100
June 30, 1876.....	11,832 98	7,659 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15-100
June 30, 1877.....	11,980 99	4,041 44	5,971 71	1,592 10	1,676 79	25,253 03	280,197	2,478½	9.1-100
June 30, 1878.....	17,188 80	7,372 48	7,754 86	2,666 37	3,032 55	38,214 40	423,654	3,080	9.2-100
June 30, 1879.....	26,201 70	14,963 90	11,765 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16-100
June 30, 1880.....	27,202 59	8,824 19	11,115 11	4,184 65	318 75	51,645 29	749,011	4,323	6.89-100
June 30, 1881.....	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962½	7.2-100
June 30, 1882.....	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,748 45	639,570	3,639½	7.62-100
June 30, 1883.....	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776½	8.13-100
June 30, 1884.....	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663½	9.45-100
June 30, 1885.....	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652½	7.68-100
June 30, 1886.....	26,634 65	6,238 18	9,886 55	3,841 02	20 00	46,675 40	673,300	3,758½	6.87-100
June 30, 1887.....	26,520 00	36,872 40	7,911 49	4,455 62	2,307 48	79,046 99	601,800	3,179½	12.97-100
June 30, 1888.....	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797½	7.52-100
June 30, 1889.....	27,847 00	21,004 76	9,392 65	3,292 77	887 78	62,424 96	536,800	3,010	11.62-100
June 30, 1890.....	27,825 87	10,403 04	9,377 93	3,671 54	310 63	51,588 91	648,300	3,298	7.99-100
June 30, 1891.....	28,112 45	8,919 66	10,163 75	3,735 55	2,289 40	53,230 81	569,300	3,208½	8.35-100
June 30, 1892.....	28,151 00	14,121 49	9,545 08	3,786 01	528 12	56,081 70	623,400	3,568	10.73-100
June 30, 1893.....	27,655 72	12,858 62	8,596 79	3,583 20	1,362 20	54,006 33	641,400	3,127	8.44-100
June 30, 1894.....	28,350 30	17,505 81	8,931 46	3,099 10	471 00	58,357 67	677,200	3,743½	8.75-100

SAN FRANCISCO FERRY AND PASSENGER DEPOT.

The Legislature passed an Act, which was approved by the Governor March 17, 1891, to provide for the issuance and sale of State bonds; to create a fund for the construction and furnishing, by the Board of State Harbor Commissioners, of a general ferry and passenger depot in the City and County of San Francisco; to create a sinking fund for the payment of said bonds, and providing for the submission of the Act to a vote of the people.

Under the provisions of the Act, it was submitted to a vote of the people at the general election held November 8, 1892, and 91,296 voted for and 90,430 voted against the Act, which gave a majority of 866 in favor of the Act. February 9, 1893, plans and specifications were adopted for the foundations for the depot, and February 23, 1893, proposals for constructing the same were opened, and all rejected on the ground of being too high.

An injunction was served upon the Board by Bateman Bros., the lowest bidder, whose bid was \$328,500, to prevent the letting of the contract to any one but themselves, which, however, was decided in favor of the Board, but had the effect of delaying for months further action of the Commissioners.

May 2, 1893, new and modified plans and specifications were adopted by the Board. May 16, 1893, the bids were opened and contract awarded to the San Francisco Bridge Co., the lowest bidder, for \$247,887, exclusive of the cement to be used in the construction of the work. The Board desiring that only the best quality of cement should be used in this work, determined to furnish the cement, which should reach the standard adopted by the Chief Engineer, and in order that it should be fresh and not suffer from deterioration by storage in warehouse, advertised for proposals to furnish 40,000 barrels of cement, more or less, in three separate and equal deliveries, each four months apart.

The contract was awarded to J. D. Spreckels & Bros. Co., at \$2 40 per barrel for the first two deliveries, and at \$2 45 per barrel for the last delivery. Two deliveries have already been made and paid for.

A. Page Brown, a well-known and reputable architect, was selected to prepare plans and specifications for the foundations and building, and his compensation fixed at $2\frac{1}{2}$ per cent of the total cost of the foundation and 5 per cent on an estimated cost of \$500,000, more or less, of the building. He has furnished plans and specifications for the foundations, which have been adopted, and according to which the work is now being constructed. He has also furnished plans and specifications for the depot building, which, however, are subject to alterations or changes on demand of the Board. He had, prior to June 30, 1894, received \$6,250 commissions on the building, and \$4,832 90 on the contract for the foundations and cement.

It was necessary that plans should first be prepared for the depot building, and its probable weight ascertained before plans could be drawn for the foundations, which, resting as they do on piles driven into soft mud, without hard foundation, might, if correct estimates were not made, prove unstable. A test of the weight a pile could safely carry was made by the Chief Engineer, and from this positively known data the computations were made.

In a work of such magnitude and under such unknown and uncertain

conditions delays have been unavoidable, and which no foresight could guard against. The loss of an immense raft of more than 3,000 piles in a gale on the ocean while on the passage from Coos Bay, Oregon, destined for this work, was one. Its destruction left the contractor without material for prosecuting the work, no such number of piles and of the requisite dimensions being in the market. It was necessary to procure piles from other sources, which consumed many weeks of time. As the foundations are located east of the cement seawall and project into the bay where wharves have been built for the last forty years, thousands of stumps of old piles were encountered of which no record was known, and which the contractor was compelled to draw from the mud before commencing the actual construction.

The original plans call for the foundations to be placed in position by means of coffer-dams, but subsequently, on the advice of the architect and the Chief Engineer, and by consent of the Board, were changed so as to permit the contractor to use large caissons in the work. The problematical success of the former method, and the absolute and known certainty of the latter plan, and the desire of the Board to hasten by all legitimate means the completion of this work, largely influenced the members of the Commission in their acquiescence in the change.

The unavoidable delays in the construction of the depot will no doubt inure pecuniarily advantageous to the State. The depressed state of the labor market in the various industries and the low prices of all structural materials prevailing at the present time, as distinguished from a year ago, will prove a saving of a large amount, enabling the Board to construct the depot within the amount allowed without deviation from the proposed plan.

The following bids were received February 23, 1893, for building the foundations of the approach to Ferry Slips Nos. 1, 2, 3, 4, 5, and 6, on which the ferry and passenger depot will be erected, and were all rejected, on the ground of being too high:

B. McMahon & Son	\$449,000 00
San Francisco Bridge Co.	444,000 00
California Bridge Co.	347,870 00
Doe, Hunt & Co.	472,500 00
Cotton Bros. & Co.	545,000 00
A. E. Buckman	500,000 00
Portland Bridge and Building Co.	445,000 00
Hoffman & Bates	447,000 00
Bateman Bros.	328,500 00
Richard McCann	383,112 00
Healy, Tibbitts & Co.	438,997 00

The following bids were received May 16, 1893, for building the foundations of the approach to Ferry Slips 2, 3, 4, 5, and 6, and the contract awarded to the San Francisco Bridge Co., the lowest bidder:

Bigelow & Fogg	\$346,000 00
California Bridge Co.	337,767 00
Doe, Hunt & Co.	297,000 00
McCann, McKay & Phillips	290,000 00
B. McMahon & Son	295,000 00
San Francisco Bridge Co.	247,887 00
Cotton Bros. & Co.	317,227 00
Healy, Tibbitts & Co.	309,000 00

The following bids for furnishing 40,000 barrels of cement, in three separate deliveries, to be used in the construction of the foundations to the approach to the ferry slips, were received June 6, 1893, and the contract awarded to J. D. Spreckels & Bros. Co. :

J. D. Spreckels & Bros. Co.—	
Lot No. 1.....	\$2 40 per barrel.
Lot No. 2.....	2 40 per barrel.
Lot No. 3.....	2 45 per barrel.
Henry Cowell & Co.—	
Lot No. 1.....	\$2 70 per barrel.
Lot No. 2.....	2 70 per barrel.
Lot No. 3.....	2 70 per barrel.
J. W. Grace & Co.—	
Lot No. 1.....	\$2 30 per barrel.
Lot No. 2.....	2 35 per barrel.
Lot No. 3.....	No bid.

The proposal of J. W. Grace & Co. was rejected, because it stipulated that payments should be made in gold coin in San Francisco, while the law provides that payments shall be made by drafts drawn against the San Francisco Harbor Improvement Fund.

The new union depot and ferry-house, when completed, will measure 840 feet in length and 150 feet in width. The general cornice line will be 48 feet 6 inches above the city base. There will be entrances throughout the entire length of the building, in addition to the three grand entrances leading to both floors. These grand entrances will have three large arches extending through both stories. From the central arch in each entrance will extend a staircase to the second floor. These entrances break the long line of the building, and will project 27 feet 5 inches from the seawall. These arches will be on either side of the main entrance and one in the center. On either side of these large entrances are Corinthian columns, which, including base, are 40 feet in height and 2½ feet in diameter. Across the front of the ground floor will be a continuous arcade forming a covered passageway leading directly to the ticket offices, baggage-rooms, entrances to all ferries, etc.

From the center of the facade directly facing Market Street will be a tower rising about 150 feet. This will rest upon a separate foundation, which is already partially built. The tower is intended not only to mark the foot of Market Street and be the first object of interest to those coming over the bay, but it will serve as a beacon and clock tower which can be seen for many miles in every direction. The tower itself will be strongly braced, and will be built principally of iron and steel; it will be made thoroughly earthquake-proof, and will be as light in construction as it is possible to build it. The clock dials will be of large size and give the time to passengers.

In the plan, the ferry house and depot extends across the six ferry slips, as follows: Nos. 1, 2, 3, 4, 5, and 6. For the present the building will extend only the length of the foundation, which is already contracted for, making the structure 659 feet in length. The west wall of the building will rest upon the seawall already built, the building extending from this point 150 feet toward the bay.

Provision is made for extending the building in length to accommodate other ferry lines which may choose to enter at this point.

The first floor will be divided, after the building is constructed, into the various waiting-rooms, baggage-room, post office, express office, etc.,

as at present, only on a scale which will not in all probability be outgrown.

The second floor will be in part a duplicate of the first, being arranged to accommodate passengers coming from and going to the upper deck of the ferry-boats. Ample provision will be made for refreshment-rooms. Ample space is provided for the offices of the Board of State Harbor Commissioners and the office of the Chief Engineer. There will also be considerable space in both building and tower which can be rented.

One of the most interesting features of the interior will be in the second story, where there will be a corridor 50 feet in width, extending throughout the entire length of the building, lighted from above.

The entire structure will be fire-proof. The exterior will be faced either with stone or with Roman brick and terra cotta resting on granite base. It is intended to face the interior of the building, as far as possible, with glazed, enamel brick, which will give a permanent finish and require very little expense to keep clean, and do away with any other decoration.

The plans for the constructional iron work are so arranged that nearly all of the material required can be manufactured on this coast. In fact, nearly all other material entering into the building will be produced here.

Detail plans and specifications of the entire structure have been completed for some time, ready to give out to contractors in competition as soon as it is decided to advertise for bids.

There has been no attempt at decorative features in the design, the outline and proportions giving simplicity, elegance, and grandeur, which, if carried out, will make the building compare favorably with the great structures of similar character which have been erected during the last few years about New York harbor and other points in this country and Europe. There are very few terminal points, however, which can be compared with the problem of the San Francisco waterfront, there being no approach by steam cars, and this being practically the gateway to San Francisco. For this and other reasons it has been thought best that this point should be marked by a monumental tower to stand for all time, and be one of the great architectural features of San Francisco.

Before the foundations could be designed, it was necessary to complete the design for the depot itself, definitely locating columns, piers, walls, etc., and preparing the foundations to carry the superimposed load as evenly distributed as possible.

SAN FRANCISCO DEPOT SINKING FUND.

Under the provisions of the San Francisco Depot Act, the bonds, which are made payable nineteen years after January, 1893, *i. e.*, the 1st day of January, 1912, were prepared by the State Treasurer, but owing to the financial stringency of the money market prevailing during a portion of 1893 and 1894, and the fact that the Board did not deem it advisable to let the contract for the depot building until a definite time would be known when the foundations could be completed, were not offered for sale and delivery until July 1, 1894. They were then sold to Funson, Leach & Co., of Chicago, at a premium of $.01\frac{3}{8}$ —total amount, \$607,125—and the money is now in the State Treasury.

By delaying the sale of the bonds the Board has saved interest on \$600,000 at 4 per cent per annum for eighteen months, which amounts to \$36,000.

For the payment of the interest and principal on said bonds the State Treasurer is authorized to transfer monthly from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund the sum of \$4,631, and to invest the same in the purchase of United States bonds bearing interest, always reserving a sufficient amount of money in the sinking fund to pay interest on the bonds semi-annually.

LITIGATION.

Appended will be found the report of the Attorney of the Board, Mr. F. S. Stratton, whose success in all the litigation since the last biennial report has been highly satisfactory to the Commission. All the actions tried during the past two years have been decided in favor of the Board, with one exception. In addition, numerous matters have been compromised, and a large number of collections have been made without entering Court.

C. F. BASSETT,
DAN T. COLE,
F. S. CHADBOURNE,
Board of State Harbor Commissioners.

REPORT OF J. B. HARRIES, EXPERT ACCOUNTANT.

SAN FRANCISCO, CAL., September 1, 1894.

To the honorable Board of State Harbor Commissioners:

GENTLEMEN: Carrying out your instructions, I have examined the books and accounts of the Board of State Harbor Commissioners from the date of my last examination, March 13 to June 30, 1894. This, with the previous examinations, covers the period of your biennial accounting from July 1, 1892, to June 30, 1894.

BANK AND CASH ACCOUNT.

(Balance to September 1, 1894, inclusive.)

Balance as per cash books.....		\$14,079 39
Balance at bank.....	\$13,351 32	
Check and coin in safe.....	728 07	
		\$14,079 39

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

In reply to my inquiries, State Controller E. P. Colgan, in his letter of August 28, 1894, gives:

Balance in San Francisco Harbor Improvement Fund June 30, 1894.....		\$311,406 86
Add amount remitted in settlement of June accounts.....	18,824 76	
		\$330,231 62
Less drafts drawn and unpaid.....		20,502 54
		\$309,729 08
Balance as per ledger.....		*309,729 04

The statements of receipts and disbursements, and other financial showings included in the biennial report embraced within the dates of July 1, 1892, and June 30, 1894, have also been carefully examined by me, and I beg to report that these, as well as the general accounts, are all correct.

JULIAN B. HARRIES,
Accountant.

* Long standing difference of 4 cents.

REPORT OF F. S. STRATTON, ATTORNEY FOR THE BOARD.

SAN FRANCISCO, CAL., August 22, 1894.

To the honorable Board of State Harbor Commissioners:

GENTLEMEN: I herewith submit to you the following report, showing the condition of legal matters within my department, and in a general way what has transpired during the past two years concerning the legal affairs of the Board.

At the date of my last report some thirteen cases were then pending and therein discussed. Of that number, nine have been finally disposed of by judgments in favor of the Board, and of the remaining four, one is still pending, while two others have been tried in the lower Courts and judgment entered in favor of the Board, from which appeals to the Supreme Court are now pending, while in one a judgment against the Board in the lower Court has been affirmed on appeal.

Since the date of my last report fourteen new actions have been commenced, wherein the Board is either a party plaintiff or defendant. Of this number, nine have been tried and finally determined in favor of the Board; one, that relative to the question of the right of the removal of the Stockton steamers, has been decided adversely to the Board, and an appeal is being prosecuted in the Supreme Court of this State. Three cases are still pending, being actions for the recovery of tolls wherein the Harbor Commissioners are testing certain questions relating thereto. Another action, brought against the members of the Board to recover damages for alleged injuries, is also undetermined.

Of all the actions tried during the past two years, all of them have resulted in favor of the Harbor Commissioners with the exception of the Stockton steamer case, and that, as stated, has been appealed.

The amounts involved in these various actions have been in some cases very large, as will appear from a detail of the litigation, hereinafter stated. In addition, however, to this, a large number of matters have been compromised and collections have been made on behalf of the Board by me without the necessity of a suit, so that the actual proceedings in Court do not fairly indicate the scope of the business as attended to by me.

Of the suits which have been decided in favor of the Board, the action entitled *People ex rel. Hart, Attorney-General, vs. Board of State Harbor Commissioners*, involved seventeen thousand eight hundred and forty-seven dollars and seventy-five cents (\$17,847 75). This was the fund collected from the sureties of the former members of this Board, and growing out of the so-called Gray defalcations. This amount was paid over by me February 17, 1893.

The case of *Van Grunbergen vs. Charles F. Bassett et al.* involved ten thousand (\$10,000) dollars. The case of *Bassett vs. Wood* involved, by reason of cross-complaint, the sum of seventy-one thousand three hun-

dred (\$71,300) dollars, while the two actions of John C. Bateman vs. C. F. Bassett involved the right of the Board to enter into its contract for the construction of the foundation for the new union ferry depot. The case of Wood vs. Board of State Harbor Commissioners involved eleven thousand two hundred and forty (\$11,240) dollars, and the action of John Hackett vs. The State of California involved over fifty-five thousand (\$55,000) dollars.

All of these amounts have been saved to the Board, and in none of them have any adverse judgments been entered, while the amount of actual collections turned over by me to the Harbor Commissioners during the past two years aggregates about twenty-one thousand (\$21,000) dollars.

No special counsel have been employed to assist me during this period, and the State and the Board have not, therefore, been put to any extra expense on account of any legal complications.

I suggested in my last report that the conduct of cases in Court did not represent the actual duty of the Attorney of the Board, for the reason that much of his time was consumed in adjusting matters before the Board or in attending meetings for consultation and in drawing of papers and documents relating to the complex business of the water front. This has been true during the past two years to a large extent.

The contract of F. J. & J. V. Owens for the construction of Section B of the seawall has been a matter of constant irritation to the Board and the counsel. There were assignments, attachments, injunctions, and other entanglements growing out of this contract, which approximated one hundred and twenty thousand (\$120,000) dollars. The Board, after a large number of meetings, determined that they could not solve all the disputes relating to the ownership of some twenty-eight thousand (\$28,000) dollars of this fund, and the entire subject was referred to the Superior Court for adjudication. In this proceeding the Board's action has in all respects been approved, but the Court has not yet rendered its decision as to the amounts to which the parties are entitled, except in one instance.

The construction of the new passenger and ferry depot in its initial steps for the building of the foundation has involved the Board in several actions for injunction growing out of their letting the contract to any one other than the Bateman Bros. The occasion of this dispute was the rejection of all bids when the proposals were first advertised and the modification of the plans for the foundations. The Board, however, were sustained by the separate decisions of both Judges Murphy and Sanderson.

Considerable time has been given by me to the law matters growing out of the sale of the San Francisco depot bonds in the sum of six hundred thousand (\$600,000) dollars. A large number of technicalities and questions of all kinds were urged relative to the power of the State to issue the bonds, and of the validity of all the prior proceedings. I conferred on all occasions with the representatives of intending purchasers, and in the end whatever doubts may have surrounded the matter disappeared, and the sale at Sacramento was conducted by the Secretary of State and the Governor with the benefit of an added premium above par.

The litigation now pending or which has been determined since the date of my last report, is as follows:

People of the State ex rel. Board of State Harbor Commissioners vs. H. M. LaRue and A. S. Greenlaw. (No. 10,996, Supreme Court.)

On January 13, 1893, the sum of eight hundred and forty-seven dollars and seventy two cents (\$847 72) was turned over to me in satisfaction of the judgment for this amount rendered against the defendants as sureties for William H. Haynie, a defaulting wharfinger of the Board.

John Hackett vs. The State of California. (No. 27,567, Superior Court.)

Since the date of my last report, this action has been appealed to the Supreme Court from a final judgment entered in favor of the State upon demurrer to the complaint. This appeal was in June last affirmed, finally determining the claim for damages in the sum of fifty-five thousand (\$55,000) dollars for breach of contract by the Board in favor of the Harbor Commissioners.

Warren Payne et al. vs. William D. English et al. (No. 20,614, Superior Court.)

This action involved the question of the width of South Mission block No. 12, bounded by Third, Fourth, Channel, and Berry Streets. The decision was in favor of the plaintiffs, and an appeal prosecuted by me resulted in an affirmance of the judgment and decision of the lower Court.

J. W. Taylor vs. Board of State Harbor Commissioners and J. S. Antonelle. (No. 30,606, Superior Court.)

This was an action to recover twenty-seven thousand seven hundred and eighty-three dollars and fifty-nine cents (\$27,783 59) from the Board on account of contract for seawall work with Antonelle & Doe.

This case was consolidated with that of the Pacific Rolling Mill Company vs. William D. English et al., as members of the Board of State Harbor Commissioners (No. 31,314, Superior Court), wherein the Rolling Mill Company ask judgment against the Board for four thousand six hundred and seventy dollars and twelve cents (\$4,670 12).

This action was tried before Judge Hebbard, and resulted in favor of the Harbor Commissioners as against both Taylor and the Pacific Rolling Mills. The action will be appealed, and the Supreme Court proceedings for new trial are now pending.

I have in my possession a certificate of deposit in the sum of thirty thousand (\$30,000) dollars, issued by the Pacific Bank in favor of the Pacific Pine Lumber Company, and by the latter indorsed to the Board of State Harbor Commissioners. This certificate was assigned to the Board to protect them against any judgments which might be rendered in the two actions just referred to.

People ex rel. Board of State Harbor Commissioners vs. William B. Hill.
(No. 34,528, Superior Court.)

This action was brought to determine the question of the Board's jurisdiction on Channel Street westerly from Fifth Street. The decision of the Court on demurrer was in favor of the Board, but until proceedings for condemnation of all structures placed on the property of the Board is brought, the right of the Commissioners to collect dockage for vessels landing thereat is involved in doubt.

Union Transportation Company vs. C. F. Bassett et al. (No. 37,857,
Superior Court.)

This action was commenced August 17, 1892, to restrain the Commissioners from enforcing an order for the removal of the plaintiff's steamers from Clay Street to the Mission Street Wharf. A large number of proceedings in Court by way of motions to dissolve the preliminary injunction were attempted during August and September of that year. On October 5, 1892, the case was forced to trial, but plaintiff's counsel dismissed the action without prejudice.

J. M. Wood vs. Board of State Harbor Commissioners. (No. 37,949,
Superior Court.)

This action was commenced August 23, 1893, for the purpose of securing a writ of mandate for warrant in the sum of eleven thousand one hundred and forty-one (\$11,141) dollars. Wood claimed to be the assignee of F. J. & J. V. Owens in that amount. The Board admitted a liability in certain contingencies in the sum of one thousand four hundred and fifty dollars and twenty-eight cents (\$1,450 28) only.

The case was tried on March 27, 1893, and on May 5th the decision was entered in favor of Wood for the sum of one thousand four hundred and fifty (\$1,450) dollars, and against him for all the other amounts. On May 19th plaintiff's cost bill in the sum of seventy-two (\$72) dollars was stricken out, and a warrant for the sum found to be due was issued to Wood.

J. M. Wood vs. E. P. Colgan, Controller.

This was an action in mandamus against the Controller for warrant in the sum of one thousand seven hundred and twenty-six dollars and fifty-two cents (\$1,726 52), growing out of the Owens Bros. contract.

The Board delivered a warrant for this amount to the Owens, who assigned it to Wood, and in some way the Owens secured it and the money in the amount for which it was drawn. Wood thereupon instituted his suit, which was tried before Judge Hunt on October 13, 1892, resulting in a judgment in favor of the defendant. Out of courtesy to the Controller, and at the request of the Attorney-General, I appeared at the trial and assisted in the conduct of the case. An appeal by Wood to the Supreme Court resulted in an affirmance of the judgment.

Union Transportation Company vs. Charles F. Bassett et al. (No. 38,372.)

This action was commenced October 5, 1892, for a perpetual injunction to restrain the Harbor Commissioners from effecting a removal of the plaintiff's vessels from Clay Street to Mission Street Wharf. On December 6th of that year the action was brought to trial and the same was continued up to the 13th of the month. The matter was finally argued and submitted on February 7, 1893. On May 8th a decision was rendered in favor of the plaintiff as prayed for. August 16th a notice of intention to move for a new trial was served by me on behalf of the defendants, and the engrossed statement on appeal was settled November 11th.

January 19, 1894, the motion for a new trial was submitted and denied, and on April 10th of this year the transcript was served on respondents and settled.

People ex rel. Attorney-General Hart vs. Board of State Harbor Commissioners and E. P. Colgan, Controller. (No. 39,757, Superior Court.)

This action was commenced February 8, 1893, to determine the ownership of the amount of seventeen thousand eight hundred and forty-seven dollars and seventy-five cents (\$17,847 75), amount collected by the Attorney-General on account of the Gray defalcations. The action was tried on the 16th of February, and resulted in decision of Judge Levy in favor of the Harbor Commissioners. On the 17th the full amount was paid to me and thereupon transmitted to the Board.

John Van Grunbergen vs. Charles F. Bassett et al. (No. 39,904, Superior Court.)

This action was commenced February 20, 1893, for the purpose of recovering ten thousand (\$10,000) dollars damages for the alleged negligence of the employes of the Board, in permitting a bale of hay to fall from one of the wharves upon the plaintiff. The action was heard on demurrer March 3, 1893, and on the 6th a decision was rendered in favor of the Board, holding that no cause of action existed against the Commissioners for the wrong complained of. The plaintiff refused to amend, and final judgment was rendered against him.

John C. Bateman et al. vs. Charles F. Bassett et al. (No. 40,070, Superior Court.)

This suit was instituted to compel the Board to award the contract for constructing the new ferry depot foundations to the Bateman Bros. Complaint was filed March 7, 1893, and on the 13th the answer was filed and the case partially heard. The case was tried and submitted on briefs on the 14th, and on April 24th a decision was rendered in favor of the Commissioners, dissolving the injunction and dismissing the writ. On May 16th a notice of appeal was received, but no proceedings looking to a new trial nor for perfecting the appeal in the Supreme Court have ever been taken.

M. C. Bateman vs. Charles F. Bassett.

This action was commenced May 15, 1893, to compel the Board to advertise proposals for constructing the foundation of the ferry depot on the original plans; also, to enjoin them from attempting to construct the building on any other than the original specifications. A hearing was had on the same day, before Judge Sanderson, as to issuing the writ and enjoining the Board. A written decision was filed sustaining the the Commissioners in all points and denying the application.

M. C. Bode vs. The Bark Templar. (No. 10,575, United States District Court.)

In this proceeding the Harbor Commissioners intervened July 1, 1893, for the purpose of securing the payment of dockage charges against the vessel in the sum of four hundred and thirty-eight (\$438) dollars. On August 29th a hearing was had on the petition of the Board and the matter submitted for decision. On January 3, 1894, by the Court's order, the Board was allowed the sum of three hundred and sixteen dollars and ten cents (\$316 10), and on February 17th this amount was collected and remitted to the Commissioners.

Charles F. Bassett et al. vs. J. M. Wood and some 78 other Defendants. (No. 42,555, Superior Court.)

This action was one of interpleader to determine the rights of conflicting defendants to the sum of twenty-five thousand three hundred and seventy-seven dollars and fifty-three cents (\$25,377 53), balance due for construction of Section B of the seawall with F. J. & J. V. Owens. Complaint was filed September 21, 1893, and after the various technical proceedings by way of demurrer and other motions, was brought on for trial on April 17th, continuing thereafter continuously up to the 24th, and finally argued and submitted on April 28th last. At this time the cross-complaint against the Commissioners by Wood was denied, and warrant was ordered to be issued in favor of Sullivan & Sullivan for seventeen thousand eight hundred and eighty-six (\$17,886) dollars. The Board were allowed all their costs of suit, and the apportionment of the rest of the fund has not yet been completed by the Court.

Hannah Dugan vs. C. O. Alexander et al. (No. 43,312.)

This suit was instituted November 18, 1893, to recover damages for the death of plaintiff's son, by reason of a door falling upon him through the alleged negligence of the Harbor Commissioners, who had control of the premises in question. A demurrer to this complaint was overruled on May 28th, and the action is now at issue awaiting trial.

The People of the State of California ex rel. Charles F. Bassett et al. vs. Charles R. Allen and California Navigation and Improvement Company. (No. 74,589, Justice's Court.)

The complaint in this case was filed June 8, 1894, to recover seventy-two dollars and eighty cents (\$72 80) for tolls and penalties on certain coal taken over Washington Street Wharf.

The People of the State of California ex rel. Charles F. Bassett et al. vs. Charles R. Allen and the Union Transportation Company.

This action was commenced on the same date last mentioned to recover two hundred and ninety-nine (\$299) dollars tolls and penalties on 3,246 tons of coal taken over the same wharf.

The People of the State of California ex rel. Charles F. Bassett vs. Charles R. Allen. (No. 74,591, Justice's Court.)

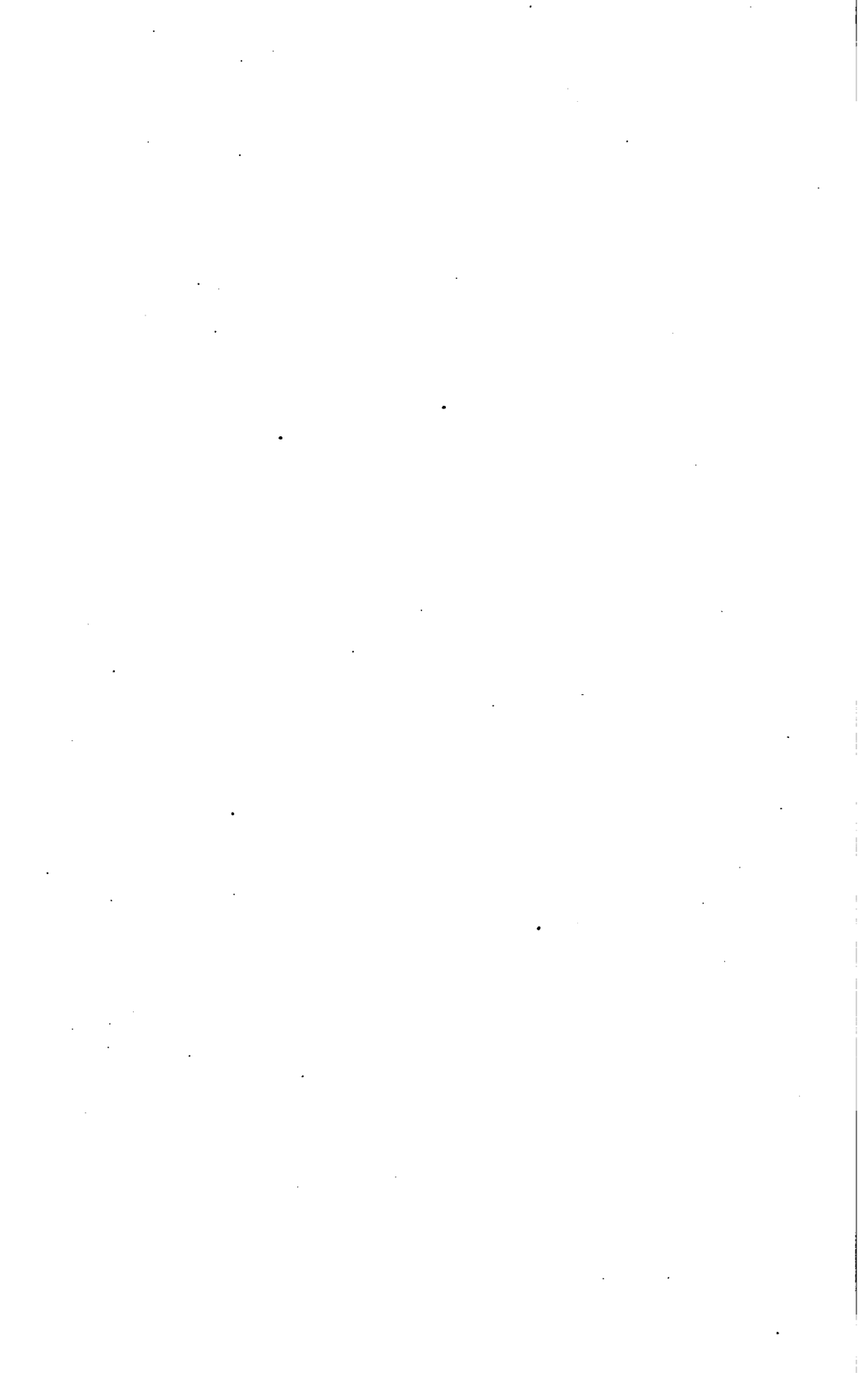
This action was brought to recover two hundred and ninety-nine (\$299) dollars tolls and penalties on 3,874 tons of coal taken over Washington Street Wharf, the case being commenced the same day as the two last mentioned.

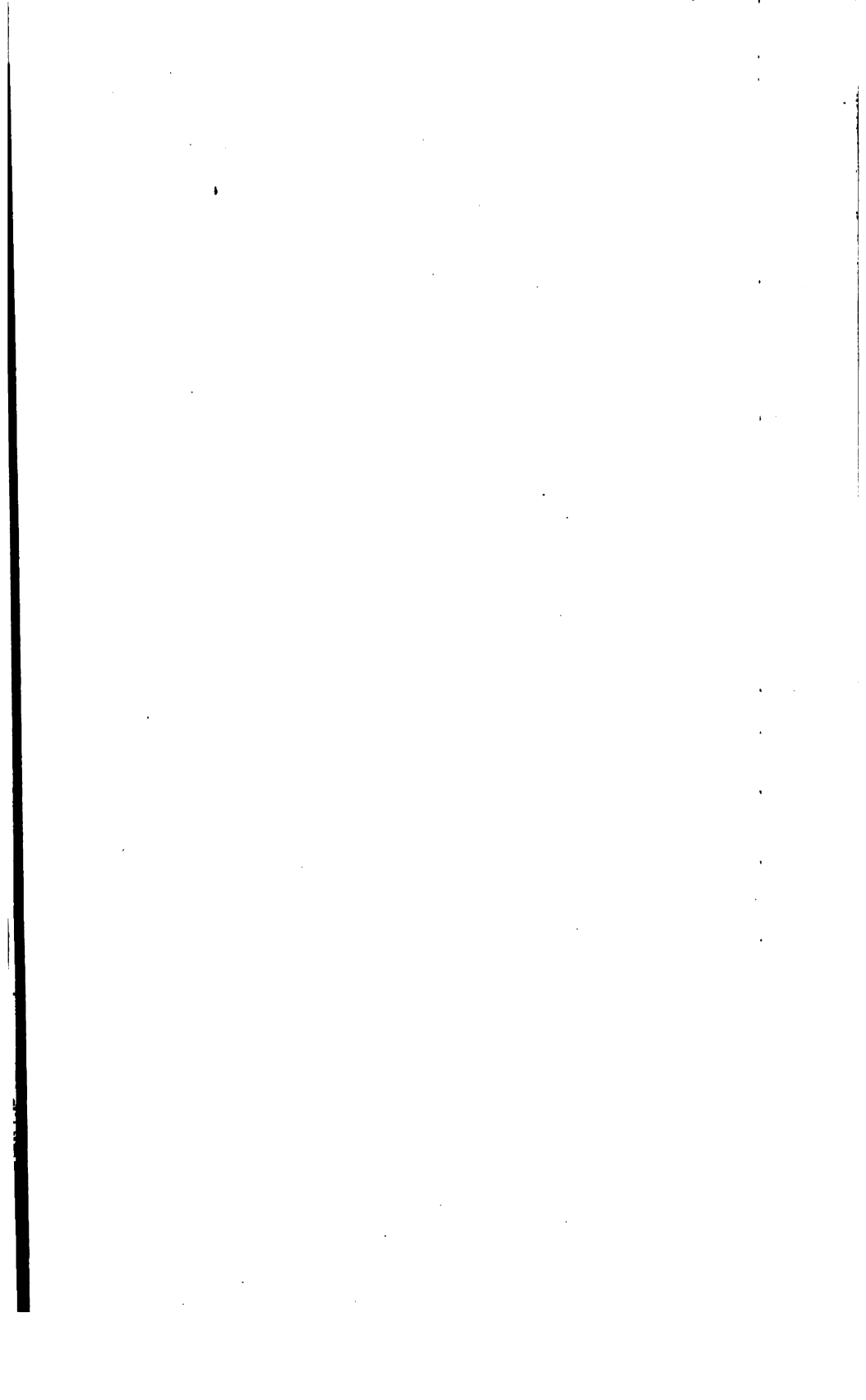
These three suits have been instituted to test the liability of the various defendants, as between themselves, for coal taken by dealers and sold to the two lines of Stockton steamers. The question is as to who should pay for the charges claimed by the State.

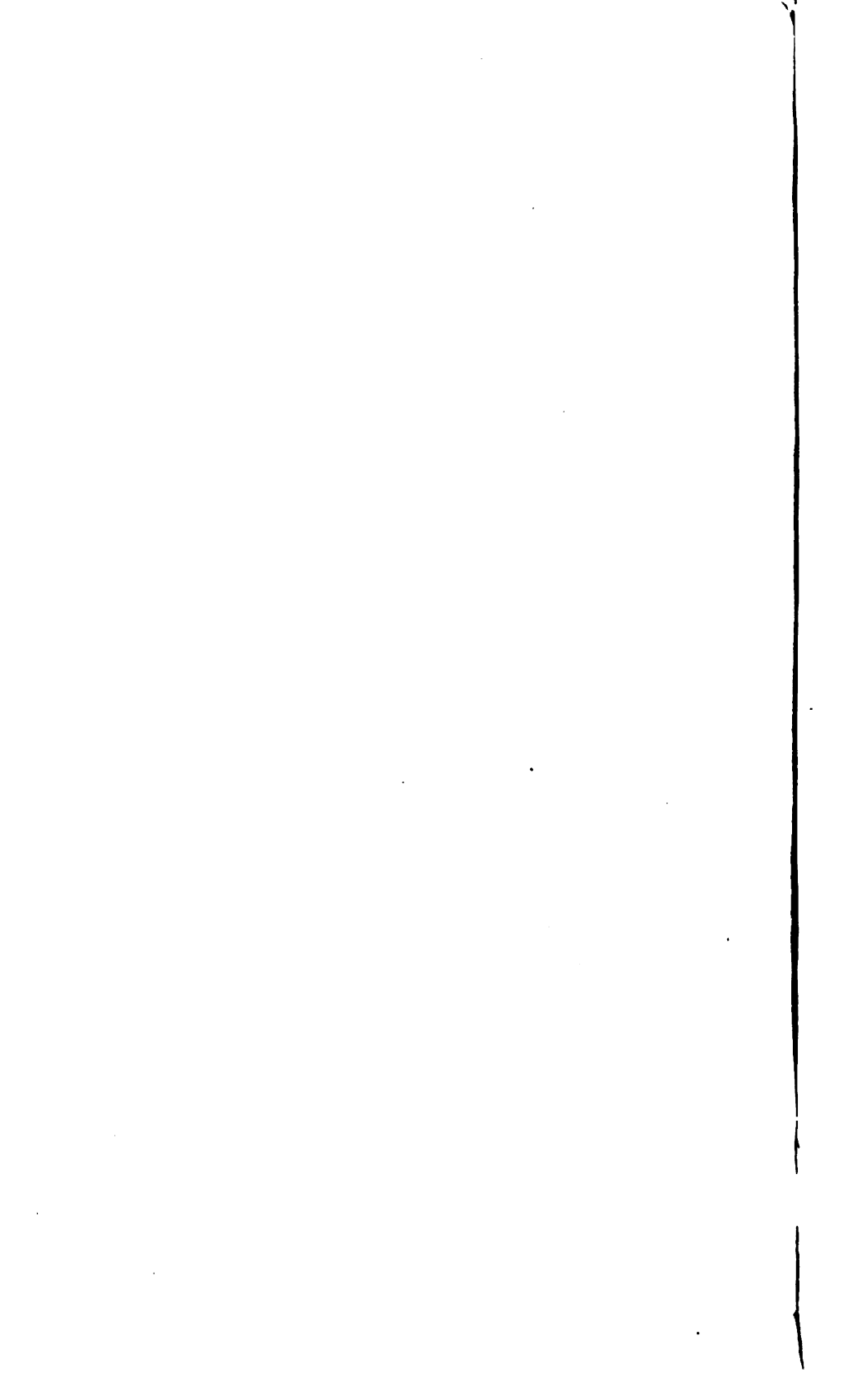
Respectfully submitted.

F. S. STRATTON,
Attorney for the Board of State Harbor Commissioners.

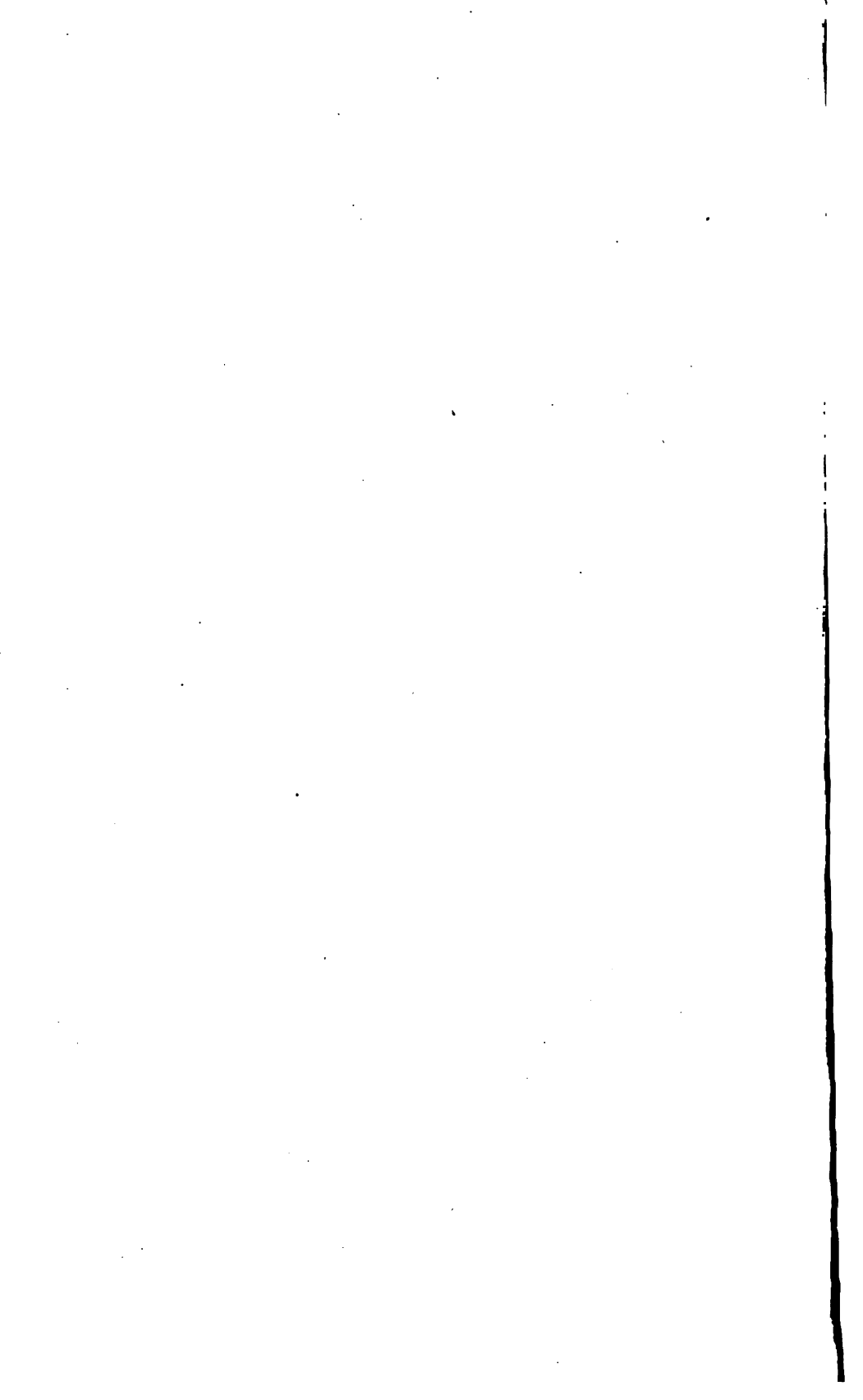
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