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BIENNIAL REPORT

OF THE

BOARD

OF

State Harbor Commissioners

FOR

THE TWO FISCAL YEARS ENDING JUNE 30, 1877.



SAN FRANCISCO:

JOSEPH WINTERBURN & Co., PRINTERS AND ELECTROTYPERS,

417 Clay Street, between Sansome and Battery,

1877.

x 917.9461

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REPORT.

To HON. WM. IRWIN:

Governor of the State of California:

In compliance with Section 2537 of the Political Code, the Board of State Harbor Commissioners submit their report for the two fiscal years ending June 30th, 1877.

The details will appear in the following tabular statements. A, B, C, D and E.

A — BOARD OF STATE HARBOR COMMISSIONERS' BIENNIAL REPORT, SHOWING THE RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1877.

RECEIPTS.

	1875-6.	1876-7.	TOTAL.
Montgomery and Francisco Wharf,.....	\$3,070 35	\$4,691 20	\$7,761 55
North Point Wharf,.....	15,021 10	13,804 55	28,825 65
Battery Street Wharf,.....	11,109 22	10,127 25	21,236 47
Front Street Wharf,.....	47,591 51	20,985 41	68,576 92
Green and Union Street Wharf,.....	4,024 54	40,151 24	44,175 78
Vallejo, "Front to Davis," Street Wharf,.....	2,120 10		2,120 10
Vallejo Street Wharf,.....	23,147 13	24,378 00	47,525 13
Broadway Street Wharf,.....	23,261 53	22,299 55	45,561 08
Pacific Street Wharf,.....	27,906 55	39,862 85	67,769 40
Jackson Street Wharf,.....	18,672 80	12,258 00	30,930 80
Washington Street Wharf,.....	12,091 62	19,575 91	31,667 53
Oakland Ferries.....	22,964 59	36,220 25	59,184 84
Market Street Wharf,.....	14,987 59	13,454 00	28,441 59
La Rue's Wharf,.....	9,475 00	6,050 00	15,525 00
Mission Street Wharf,.....	15,987 18	21,081 04	37,068 22
Howard Street Wharf,.....	13,760 91	13,847 39	27,608 30
East Street, "La Rue's to Howard," Wharf,.....	6,436 09	6,243 02	12,679 11
East Street Commutation Tolls,.....	12,000 00	12,000 00	24,000 00
Folsom Street Wharf,.....	7,747 25	12,162 87	19,910 12
Harrison and Spear Street Wharf,.....	21,948 19	28,059 21	50,007 40
Main Street Wharf,.....	11,967 66	22,862 75	34,830 41
Second and Berry Street Wharf,.....	1,106 55	2,017 35	3,123 90
Channel Street Wharf,.....		3,959 65	3,959 65
Channel Street, "South," Wharf,.....		4,014 60	4,014 60
Stuart Street Wharf,.....	1,200 00	1,200 00	2,400 00

Bay and Francisco Street Wharf,	120 00				120 00
Fisherman's Wharf,	907 00				907 00
Union Lumber Association	1,800 00	4,266 66			6,066 66
Pacific Mail Steamship Co.,	7,500 00	7,500 00			15,000 00
Central Pacific Rail Road	28,933 73	30,173 40			59,107 13
Merchants' Dry Dock,	3,300 00	3,300 00			6,600 00
United States Barge Office, Front Street,	240 00	340 00			480 00
Space for Buildings,	107 50	2,750 00			2,750 00
Space for Scales,	250 00	362 00			469 50
Ticket Redemption,	8 75	250 00			500 00
Legal Expense,	123 05	263 30			8 75
Urgent Repairs, for sale of Old Lumber,					386 35
Steam Dredger Purchase Account :—For Dredging, Sale of Old Scow,	100 00	5,168 30			5,268 30
Boiler, Old Iron, etc.,	491 25	1,934 90			2,426 15
Steam Dredger Expense Account :—Received for Dredging,		336 00			336 00
Construction Account :—Sale of Old Shed and Lumber,		20 00			20 00
Office Appropriation :—Sale of Old Stove,		216 60			216 60
Expense Account :—Amount received Rent of Office,					
S. F. Harbor Imp. Fund, amount drawn	\$372,078 74	\$448,087 25			\$820,165 99
	146,716 69	266,661 37			418,378 06
					\$1,233,544 05

A (CONTINUED)—BOARD OF STATE HARBOR COMMISSIONERS' BIENNIAL REPORT, SHOWING THE RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1877.

DISBURSEMENTS.

	1876-6.	1876-7.	TOTAL.
Salaries of Wharfingers and Collectors,	\$36,116 95	\$41,823 28	\$77,940 23
" " Commissioners and Secretary,	12,880 00	13,200 00	26,080 00
" " Special Counsel,	2,316 66	2,333 34	4,650 00
" " Chief Engineer and Assistant,	1,000 00	3,500 00	4,500 00
" " Chief Wharfingers and Assistant,	1,300 00	4,800 00	6,100 00
Expense Account:—Rent, Fuel, Stationery, &c.,	4,135 34	5,210 69	9,346 03
Urgent Repairs,	22,531 42	25,122 65	47,654 07
Construction Account,	139,468 83	258,900 40	398,369 23
" " Dredging under contract,	9,439 71	9,439 71	18,879 42
" " Steam Dredger (Purchase Account),	31,362 99	15,354 45	46,717 44
" " Steam Dredger (Repairs and Current Expenses),	4,403 00	25,252 94	29,655 94
" " Cleaning Wharves,	70 40	1,825 90	1,896 30
" " Legal Expense,		196 00	196 00
" " Sea Wall Account,	2,189 08	1,619 70	3,808 78
" " Profit and Loss (recovering pig iron)	565 47		565 47
" " Office Appropriation,	598 25	2,811 35	3,409 60
" " Expenses paid (Removing Vessels),	240 00	70 00	310 00
" " Overpaid Dockage returned,		98 50	98 50
" " Overpaid Tolls		34 65	34 65
" " Rent of Wharf-Offices paid,	12 50		12 50
" " Wharf-Offices and Furniture,	25 00	150 00	175 00
" " Gas used on Washington Street Wharf,	370 89	1,203 39	1,574 28
" " Ground-rent for Pacific Street Wharf-Office,		140 05	140 05
" " Harbor Master's Expense Account,	250 00		250 00
" " S. F. Harbor Improvement Fund, amount remitted,	68 50	192 00	260 50
	249,450 44	310,909 33	560,359 77
	\$518,795 43	\$714,748 62	\$1,233,544 05

B—STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION AND REPAIRS FOR THE TWO FISCAL YEARS ENDING JUNE 30th, 1877.

DATE.	TO WHOM PAID.	ON ACCOUNT OF	
1875—July 9	San Francisco Call.	Advertising for construction	\$35 20
" "	20 W. H. Martin & Co.	Ferry Slips—on account	35,000 00
" "	24 P. H. Cookey	Services supervising construction	100 00
" "	24 Peter Johnson	Placing timber at Spear Street Wharf.	130 50
" "	24 H. C. Holmes	Services supervising construction	100 00
" "	28 E. C. Boobar & Co	Widening Spear Street Wharf	19,155 C2
" "	29 Angel, Palmer & Co.	Drawings for hydraulic hoisting gear.	96 00
Aug. 12	C. L. Crisman.	Shed at Oakland Ferries	5,157 50
" "	25 H. C. Holmes	Services supervising construction	108 00
" "	26 W. H. Martin & Co.	Constructing Ferry Slips	11,936 25
" "	30 W. H. Martin & Co	Raising and Planking East Street	12 00
" "	30 H. C. Holmes	Services supervising construction	6,463 50
" "	31 W. H. Martin & Co	Ferry Slips at foot of Market Street Wharf	8,493 71
Sept. 3	W. S. Phelps & Co	Wheels, etc., for Ferry Slips	96 71
" "	9 J. Morton & Co.	Moving pig iron to test Ferry Slip aprons	32 50
" "	16 San Francisco Call.	Advertising for construction	44 00
" "	25 H. C. Holmes	Services supervising construction	76 00
Oct. 9	Frank Nicholas	Asphaltum on caps and stringers	31 00
" "	21 M. Kershaw	Asphaltum used in construction—on account	17 25
" "	25 H. C. Holmes	Services supervising construction	100 00
" "	25 Frank Nicholas	Asphaltum used in construction—on account.	29 75
" "	27 Sheldon & Graves.	Widening Davis and Pacific Street Wharves.	15,000 00
Nov. 4	Sheldon & Graves.	do do do	412 19
" "	11 Sheldon & Graves.	do do do	4,500 00
" "	19 A. Crawford	Coal tar for construction	27 95
" "	24 H. C. Holmes	Services supervising construction	108 00
Dec. 3	Sheldon & Graves.	Widening Pacific and Davis Street Wharves	1,136 18
" "	11 San Francisco Call	Advertising for construction	39 00
" "	21 F. P. Swett & Co	Repairing Market Street Wharf	5,957 39
		<i>Amount carried forward</i>	114,395 60

**B—STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION AND REPAIRS FOR THE TWO
FISCAL YEARS ENDING JUNE 30th, 1877.—Continued.**

DATE.	TO WHOM PAID.	ON ACCOUNT OF	
		<i>Amount brought forward.</i>	114,395 60
1875--Dec.	22 J. M. Monroe	Shed on Green Street Wharf.	1,463 00
"	" 24 H. C. Holmes	Services supervising construction.	104 00
"	" 30 San Francisco Call.	Advertising for construction.	118 20
"	" 31 David C. Keller	Shed on Front Street Wharf.	1,746 00
1876--Jan.	15 David C. Keller	Constructing Shed on Market Street Wharf.	899 00
"	" 25 H. C. Holmes	Services supervising construction.	104 00
"	" Feb. 5 W. H. Martin & Co.	Repairing Battery Street Wharf.	5,092 19
"	" 5 David C. Keller	Constructing Shed on Market and Broadway Street Wharves	3,273 00
"	" 25 H. C. Holmes	Services supervising construction.	120 00
"	" April 20 Sheldon & Graves.	Repairing Howard, Mission and other Wharves	4,568 24
"	" May 19 San Francisco Call	Advertising for construction.	21 60
"	" June 17 F. P. Swett & Co	Constructing Wharf foot of Montgomery Street.	7,460 00
"	" 24 H. C. Holmes	Services supervising construction.	104 00
		Amount paid for the Fiscal Year ending June 30, 1876.	\$139,468 83
"	" July 25 H. C. Holmes	Services supervising construction.	108 00
"	" Aug. 2 Sheldon & Graves.	General repairs under contract.	18,661 46
"	" 10 F. W. Morgan	Plans for Wharves	21 00
"	" 18 Winterburn & Co	Printing Specifications for construction.	35 50
"	" 21 B. Dove & Co.	do do	5 00
"	" 22 Thomas & Co.	do do	13 00
"	" 25 H. C. Holmes	Services supervising construction.	108 00
"	" Sept. 12 Henry F. Williams.	Purchase of Channel Street Wharf.	7,500 00
"	" 16 W. H. Martin & Co	Constructing Bryant Street Wharf.	9,125 00
"	" 16 E. C. Boobar & Co.	Constructing Pacific Street Wharf—on account.	5,000 00
"	" 21 Sheldon & Graves	Constructing Washington Street Wharf—on account.	10,000 00
"	" 25 H. C. Holmes	Services supervising construction.	10 1/2 00
"	" 25 Robert H. Moore	do do	92 00

1876--Oct.	7 John Donahue	Services supervising construction.....	62 25
"	9 E. C. Boobar & Co.	Constructing Pacific Street Wharf--on account.....	10,000 00
"	10 W. H. Martin & Co.	Constructing Wharf North Ferry Slips.....	5,912 00
"	11 Sheldon & Graves.	Constructing Washington Street Wharf--on account.....	15,000 00
"	13 F. P. Swett & Co.	Pulling submerged Piles.....	859 00
"	20 San Francisco Call.	Advertising for construction.....	24 00
"	25 H. C. Holmes	Supervising construction.....	104 00
"	25 E. H. Moore	do	68 00
"	28 W. S. Moss.	Advertising for construction.....	155 00
Nov.	3 Sheldon & Graves.	Constructing Washington Street Wharf.....	7,389 00
"	17 J. L. Zeigler	Moving Shed on Davis Street.....	490 00
"	20 A. Helmer	Constructing Shed on Washington Street Wharf--on account.....	3,500 00
"	25 H. C. Holmes	Services supervising construction.....	108 00
"	25 John Donahue.	do	57 00
"	27 A. Helmer.....	Constructing Shed on Washington Street Wharf--on account.....	2,000 00
Dec.	2 E. C. Boobar & Co.	Constructing Pacific Street Wharf.....	15,388 00
"	6 A. Helmer.....	Constructing Shed on Washington Street Wharf.....	4,888 00
"	8 Sheldon & Graves.....	Removal of old Washington Street Wharf--on account.....	2,000 00
"	16 F. P. Swett & Co.	Removal of old Jackson Street Wharf--on account.....	1,200 00
"	21 A. Helmer.....	Sheds over Ferry Aprons--on account.....	2,000 00
"	23 H. C. Holmes.....	Supervising construction.....	100 00
"	23 John Donahue.....	do	69 00
"	28 Sheldon & Graves.....	Removal of old Washington Street Wharf--on account.....	2,000 00
1877--Jan.	5 A. Helmer.....	Constructing Sheds over Ferry Aprons.....	1,380 00
"	9 F. P. Swett & Co.	Removing old Jackson Street Wharf.....	1,500 00
"	10 North Pacific Tr. Co.	Purchase of Lease of Folsom Street Wharf.....	3,000 00
"	12 San Francisco Call.	Advertising for construction.....	26 00
"	17 Sheldon & Graves.	Removing old Washington Street Wharf--on account.....	1,500 00
"	25 John Donahue.....	Services supervising construction.....	75 00
"	25 H. C. Holmes.....	do	108 00
Feb.	6 F. P. Swett & Co.	Removal of Jackson Street Wharf--on account.....	1,200 00
"	21 Sheldon & Graves.....	Removal of Washington Street Wharf--on account.....	1,676 00
"	24 Hyde & Chester.....	Removing Shed--North Ferry Slips.....	550 00
"	24 H. C. Holmes	Services supervising construction.....	108 00
"	24 John Donahue.....	do	81 00

Amount carried forward..... 135,353 21

B—STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION AND REPAIRS FOR THE TWO YEARS ENDING JUNE 30th, 1877.—Continued.

DATE.	TO WHOM PAID.	ON ACCOUNT OF		
1877--Feb. 28	F. P. Sweet & Co.....	<i>Amount brought forward.</i>	135,353 21	\$139,468 83
" March 14	Adams & Taylor.....	Constructing Jackson Street Wharf—on account.....	5,000 00	
" "	" Sweet & Fulton.....	do do	10,000 00	
" "	" 16 San Francisco Call.....	Removing old Jackson Street Wharf—on account.....	1,500 00	
" "	" 21 Sheldon & Graves.....	Advertising for Construction.....	44 00	
" "	" 21 Sheldon & Graves.....	Removing old Pacific Street Wharf—on account.....	2,000 00	
" "	" 24 John Donahue.....	Services supervising construction.....	75 00	
" "	" 24 M. E. Bassett.....	do do	33 00	
" "	" 31 H. C. Holmes.....	do do	12 00	
" April 3	Adams & Taylor.....	Constructing Jackson Street Wharf—on account.....	10,000 00	
" "	" 5 Sheldon & Graves.....	Removing old Pacific Street Wharf—on account.....	1,500 00	
" "	" 13 San Francisco Call.....	Advertising for construction.....	35 00	
" "	" 17 Adams & Taylor.....	Constructing Jackson Street Wharf. In full.....	8,725 00	
" "	" 25 M. E. Bassett.....	Services supervising construction.....	81 00	
" "	" 25 John Donahue.....	do do	87 00	
" "	" 26 Talcott & Onderdonk.....	Constructing three Ferry Slips—on account.....	10,000 00	
" "	" 26 F. P. Sweet & Co.....	Removing old Jackson Street Wharf—on account.....	2,172 50	
" "	" 26 Sheldon & Graves.....	Removing old Pacific Street Wharf—on account.....	2,000 00	
" "	" 30 J. K. Prior.....	Gas Fixtures for Washington Street Wharf.....	503 14	
" May 4	N. P. Petine.....	Covering Jackson Street Wharf—Asphaltum.....	1,196 25	
" "	" 4 Adams & Taylor.....	Fender Piles for Jackson Street Wharf.....	170 50	
" "	" 11 Talcott & Onderdonk.....	Constructing Ferry Slips—on account.....	16,000 00	
" "	" 11 Sheldon & Graves.....	Removing old Pacific Street Wharf—on account.....	1,000 00	
" "	" 18 San Francisco Gaslight Co.....	Service Pipe for Washington Street Wharf.....	84 80	
" "	" 25 M. E. Bassett.....	Services supervising construction.....	81 00	
" "	" 25 John Donahue.....	do do	78 00	
" "	" 25 W. S. Moss.....	Advertising for construction.....	55 50	
" "	" 25 Chrisman & Satterfield.....	Shed Jackson Street Wharf—on account.....	2,500 00	
" "	" 25 Talcott & Onderdonk.....	Constructing Ferry Slips—on account.....	8,000 00	
" "	" 31 Sheldon & Graves.....	Removing old Pacific Street Wharf—on account.....	1,000 00	

1877--June 7	Talcott & Onderdonk	Constructing Ferry Slips—on account	8,000 00
" "	8 San Francisco Call	Advertising for Construction	67 50
" "	11 J. L. Zeigler	Removing shed to new Ferry Slips	610 00
" "	14 Talcott & Onderdonk	Constructing Ferry Slips—on account	8,000 00
" "	21 Talcott & Onderdonk	do do	8,000 00
" "	25 M. E. Bassett	Services supervising construction	78 00
" "	25 M. W. Bell	do do	60 00
" "	26 John Donahue	do do	78 00
" "	27 Chrisman & Satterfield	Shed on Washington Street Wharf	6,720 00
" "	30 Talcott & Onderdonk	Constructing Ferry Slips - on account	8,000 00
Amount paid for the fiscal year ending June 30, 1877			258,900 40
Amount paid for the two fiscal years ending June 30, 1877			\$398,369 23

Dec. 14	To Amount remitted by Commissioners,	10,000 00	
" 29	" " " "	7,000 00	
1877.			
Jan. 3	" " " "	8,807 16	25,807 16
" 16	Total " " " for December,	10,000 00	
" 26	To " " " " " " " " " " " "	5,000 00	
Feb. 2	" " " " " " " " " " " "	12,970 83	
" 15	Total " " " " for January,	10,000 00	27,970 83
March 2	To " " " " " " " " " " " "	12,154 98	
" 15	Total " " " " for February,	8,000 00	22,154 98
" 26	To " " " " " " " " " " " "	4,000 00	
April 3	" " " " " " " " " " " "	11,134 44	
" 17	Total " " " " for March,	8,000 00	23,134 44
May 2	To " " " " " " " " " " " "	13,269 40	
" 15	Total " " " " for April,	6,000 00	21,269 40
" 26	To " " " " " " " " " " " "	4,000 00	
June 2	" " " " " " " " " " " "	12,652 21	
" 14	Total " " " " for May,	8,000 00	22,652 21
" 26	To " " " " " " " " " " " "	4,000 00	
July 3	" " " " " " " " " " " "	11,083 10	
	Total " " " " for June,		23,083 10
	Total amount remitted		\$745,687 59

C CONTINUED. — STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1877.

Cr.

DATE.	ORDER.	No.	CONTRACT.	
1875.				
July	20 W. H. Martin & Co	163	Constructing Ferry Slips	\$35,000 00
"	28 E. C. Boobar & Co	164	Widening Spear Street Wharf	19,155 02
August	12 C. L. Crisman	165	Shed on Ferry Aprons	5,157 50
"	26 W. H. Martin & Co	166	Aprons for Ferry Slips	11,936 25
"	28 W. H. Martin & Co	167	Repairing East Street, between Pacific and Jackson	6,463 50
"	31 W. H. Martin & Co	168	Ferry Slips—balance in full	8,493 71
October	27 Sheldon & Graves	169	Repairing Broadway and Davis Streets to Pacific	15,000 00
November	6 J. A. Ball	170	Dredging under contract	771 43
"	11 Sheldon & Graves	171	Widening Davis and Pacific Street Wharf	4,500 00
"	15 J. A. Ball	172	Dredging under contract	1,032 18
December	3 Sheldon & Graves	173	Widening Davis and Pacific Street Wharf	1,136 18
"	3 J. A. Ball	174	Dredging under contract	1,312 50
"	21 F. P. Sweet & Co	175	Repairing Market Street Wharf	5,957 39
"	21 J. M. Moore	176	Shed on Green Street Wharf	1,463 00
"	23 J. A. Ball	177	Dredging under contract	1,720 12
"	30 David C. Keller	178	Shed on Front Street Wharf	1,746 00
1867.				
January	15 David C. Keller	179	Shed on Market Street Wharf	899 00
"	15 J. A. Ball	180	Dredging under contract	1,190 62
February	5 W. H. Martin & Co	181	Repairing Battery Street Wharf	5,092 19
"	5 David C. Keller	182	Shed on Broadway Street Wharf	3,273 00
March	2 J. A. Ball	183	Dredging under contract	361 87
"	18 J. A. Ball	1	do	1,074 00
"	30 J. A. Ball	2	do	941 25
April	5 J. A. Ball	3	do	388 12
"	11 J. A. Ball	4	do	620 62
"	20 Sheldon & Graves	5	Repairs to Howard, Mission, and other Wharves	4,568 24

June	5 Sweet & Fulton.....	6	Constructing Wharf foot of Montgomery Sheet.....	7,460 00
August	2 Sheldon & Graves.....	7	General repairs.....	18,661 46
September	12 Henry F. Williams.....	8	Purchase of a Wharf on Channel Street.....	7,500 00
"	16 W. H. Martin & Co.....	9	Constructing Wharf on Bryant Street.....	9,125 00
"	16 E. C. Boobar & Co.....	10	Constructing Pacific Street Wharf—on account.....	5,000 00
"	21 Sheldon & Graves.....	11	Constructing Washington Street Wharf—on account.....	10,000 00
October	5 Jonathan Kittredge.....	12	Two office safes.....	1,425 00
"	9 W. H. Martin & Co.....	13	Wharf North Ferry Slips.....	5,912 60
"	9 E. C. Boobar & Co.....	14	Constructing Pacific Street Wharf—on account.....	10,000 00
"	11 Sheldon & Graves.....	15	Constructing Washington Street Wharf—on account.....	15,000 00
"	12 F. P. Sweet & Co.....	16	Pulling submerged Piles, Jackson Street.....	859 00
"	26 Middlemas & Boole.....	17	General repairs on tug Anasha.....	5,421 02
November	3 Sheldon & Graves.....	18	Constructing Washington Street Wharf—in full.....	7,389 00
"	16 J. L. Zeigler.....	19	Removing shed from Front to Davis.....	490 00
"	20 A. Helmer.....	20	Shed on Washington Street Wharf—on account.....	3,500 00
"	27 A. Helmer.....	21	do do.....	2,000 00
December	1 E. C. Boobar & Co.....	22	Constructing Pacific Street Wharf—on account.....	15,388 00
"	4 A. Helmer.....	23	Shed on Washington Street Wharf—in full.....	4,888 00
"	8 Sheldon & Graves.....	24	Removal of old Washington Street Wharf—on account.....	2,000 00
"	16 F. P. Sweet & Co.....	25	Removal of old Jackson Street Wharf—on account.....	1,200 00
"	21 O. Helmer.....	26	Sheds over Ferry Aprons—on account.....	2,000 00
"	28 Sheldon & Graves.....	27	Removing old Jackson Street Wharf—on account.....	2,000 00
1877.				
January	5 A. Helmer.....	28	Sheds over Ferry Aprons—in full.....	1,380 00
"	9 F. P. Sweet & Co.....	29	Removing old Jackson Street Wharf—on account.....	1,500 00
"	10 North Pacific T. Co.....	30	Purchase of Folsom Street Wharf and Lease.....	3,000 00
"	17 Sheldon & Graves.....	31	Removing old Washington Street Wharf—on account.....	1,500 00
February	6 F. P. Sweet & Co.....	32	Removing old Jackson Street Wharf—on account.....	1,200 00
"	21 Sheldon & Graves.....	33	Removing old Washington Street Wharf—in full.....	1,676 00
"	23 Hyde & Chester.....	34	Removing shed from Green to Clay Street Wharf.....	550 00
"	28 F. P. Sweet & Co.....	35	New Jackson Street Wharf—on account.....	5,000 00
March	14 Adams & Taylor.....	36	do do do.....	10,000 00
"	14 F. P. Sweet & Co.....	37	Removing old Jackson Street Wharf—on account.....	1,500 00
"	21 Sheldon & Graves.....	38	Removing old Pacific Street Wharf—on account.....	2,000 00
			Amount carried forward.....	\$305,781 17

CONTINUED.—STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1877.

Cr.

DATE.	ORDER.	No.	CONTRACT.	
1877.			<i>Amount brought forward</i>	\$305,781 17
April	3 Adams & Taylor.....	39	New Jackson Street Wharf—on account.....	10,000 00
"	5 Sheldon & Graves.....	40	Removing old Jackson Street Wharf—on account.....	1,500 00
"	17 Adams & Taylor.....	41	New Jackson Street Wharf—in full.....	8,725 00
"	26 Talcott & Onderdonk.....	42	Three new Ferry Slips foot of Market Street.....	10,000 00
"	26 Sheldon & Graves.....	43	Removing old Pacific Street Wharf—on account.....	2,000 00
"	26 F. P. Sweet & Co.....	44	Removing old Jackson Street Wharf—in full.....	2,172 50
"	27 J. K. Prior.....	45	Supply for Gas on Washington Street Wharf.....	503 14
May	3 N. P. Perrine.....	46	Asphaltum coating on Jackson Street Wharf.....	1,196 25
"	11 Talcott & Onderdonk.....	47	New Ferry Slips foot of Market Street.....	16,000 00
"	11 Sheldon & Graves.....	48	Removal of old Pacific Street Wharf—on account.....	1,000 00
"	25 Crisman & Satterfield.....	49	Constructing shed on Jackson Street Wharf—on account.....	2,500 00
"	25 Talcott & Onderdonk.....	51	New Ferry Slips foot of Market Street.....	8,000 00
"	31 Sheldon & Graves.....	52	Removing old Pacific Street Wharf—on account.....	1,000 00
June	7 Talcott & Onderdonk.....	53	New Ferry Slips foot of Market Street.....	8,000 00
"	7 J. L. Zeigler.....	54	Removing two sheds to Ferry Slips.....	610 00
"	14 Alex. Hay.....	55	Building Mud Scow—on account.....	1,000 00
"	14 Talcott & Onderdonk.....	56	New Ferry Slips foot of Market Street—on account.....	8,000 00
"	21 Alex. Hay.....	57	Building Mud Scow—in full.....	2,670 00
"	21 Talcott & Onderdonk.....	58	New Ferry Slips foot of Market Street—on account.....	8,000 00
"	27 Crisman & Satterfield.....	59	Shed on Jackson Street Wharf—in full.....	6,720 00
"	30 Talcott & Onderdonk.....	60	New Ferry Slips foot of Market Street—on account.....	8,000 00
			Balance in San Francisco Harbor Improvement Fund.....	\$413,378 06
				332,309 93
				\$745,687 99

D.
STATEMENT OF COST OF DREDGING.

FISCAL YEAR	Labor.	Repairs.	Coal.	Ship Chandlery.	Miscellaneous.	TOTAL.	No. Yards Removed.	Hours Worked.	Cost per yard.
1874-5...	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,685 71	302,429	2,348 $\frac{3}{4}$	10 76-100
1875-6...	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9 15-100
1876-7...	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 $\frac{1}{2}$	9 1-100

In 1876-7, the Tug Anasha was virtually rebuilt at a cost of \$11,684 45, which amount is not included in the above item for repairs.

In 1876-7, the Dredger was employed some time in finding old piles which had been broken off below the surface of the mud in the docks between Pacific, Jackson and Washington Street Wharves, and in the new Ferry Slips.

STATEMENT OF TONNAGE

(1864 to 1877)

*Entering the Golden Gate from Foreign and Domestic Ports; taken from the Books
in the Merchants' Exchange.*

YEAR.	NUMBER OF TONS.
1864	739,190
1865	708,656
1866	748,283
1867	906,025
1868	1,106,825
1869	1,173,833
1870	1,067,888
1871	1,076,283
1872	1,247,719
1873	1,303,310
1874	1,557,108
1875	1,568,231
1876	1,794,234
1877 (six months)	796,717

The Board also submit the following Statement, furnished by Hon. T. B. Shannon, Collector of the Port, showing the Commerce of San Francisco for a number of years past:

TABLE A.		TABLE B.		TABLE C.		TABLE D.	
IMPORTS OF FOREIGN MERCHANDISE.		EXPORTS OF FOREIGN MERCHANDISE TO FOREIGN COUNTRIES.		EXPORTS OF DOMESTIC MERCHANDISE TO FOREIGN COUNTRIES.		EXPORTS OF DOMESTIC MERCHANDISE, VIA PANAMA TO THE ATLANTIC PORTS OF THE UNITED STATES.	
Year.	Value.	Year.	Value.	Year.	Value.	Year.	Value.
1868..	\$18,723,738	1868..	\$2,823,475	1868..	\$18,761,085	1868..	\$31,634,654
1869..	19,733,850	1869..	4,206,062	1869..	34,141,150	1869..	9,794,831
1870..	19,714,001	1870..	3,445,297	1870..	28,637,929	1870..	2,950,419
1871..	29,445,583	1871..	2,380,072	1871..	16,175,852	1871..	2,200,677
1872..	39,704,854	1872..	1,853,818	1872..	41,177,650	1872..	4,078,519
1873..	32,129,214	1873..	3,855,257	1873..	32,462,927	1873..	1,808,475
1874..	31,529,631	1874..	3,288,344	1874..	30,311,920	1874..	2,550,307
1875..	35,708,626	1875..	2,576,456	1875..	31,120,510	1875..	1,948,625
1876..	37,606,540	1876..	3,600,216	1876..	34,141,901	1876..	1,448,790
1877.		1877.		1877.		1877.	
8 mos	23,594,685	8 mos	2,655,597	8 mos	27,354,726	6 mos	1,360,278
Total	\$287,890,722	Total	\$30,684,594	Total	\$294,285,650	Total	\$59,775,575

RECEIPTS AND DISBURSEMENTS.

During past two years the Receipts from all sources amount to.....	\$820,165.99
And the Disbursements to	673,184.28
Amount remitted to State Treasury.....	\$560,359.77
Amount drawn from " "	413,378.06
Increase of fund in " "	\$146,981.71
Amount 30th June, 1875, in "	185,328.22
Amount 30th June, 1877, in "	\$332,309.93

The last Biennial Report gave a comparative statement of Receipts and Disbursements from the organization of the Board down to the 30th June, 1875. The Board has inserted the Statement in this Report, continuing it down to 30th June, 1877. It will be well to reproduce it in every successive Report, as it is not only a summary of the business of the Board from its organization in 1863, but enables a comparison to be made between the business of the several years.

It shows that since 30th June, 1872, there has been a constant increase in the revenue, although in May of that year the rates of dockage and tolls were reduced 50 per cent; that the revenue for the two years ending 30th June, 1877, is the largest ever collected for like period since the organization of the Board in 1863, exceeding that of the two years ending 30th June, 1871, by \$418,599.40
 Of the two years ending 30th June, 1873, by 434,804.38
 Of the two years ending 30th June, 1875, by 180,915.21

It shows further that the per centage of cost in the collection of the revenue has been decreasing for the past four years; that for the year ending 30th June, 1877, it was $17\frac{68}{100}$ per cent., which is the lowest rate since the organization of the Board, except for the fiscal year 1866-7, when the rate was reduced by a large amount having been received from the old Wharf Companies, in settlement of claims for several years' illegal use and occupation of certain portions of the Water front.

SEA WALL.

During the past two years no further work has been done on the Sea wall.


By Section 2532 Political Code, amended at the last session of the Legislature, a special commission, consisting of the Governor, the Mayor of San Francisco and the Harbor Commissioners, was appointed to select and locate a new line for a harbor embankment or Sea wall around the City front. After much careful consideration this has been done, all the members of the Special Commission concurring in the line adopted.

As directed by Section 2538 Political Code, as amended in 1876, two maps of Survey showing the change in the Water front line were duly authenticated on 12th September, 1877, one of which has been filed in the office of the Recorder of the City and County of San Francisco, and the other in the office of the Harbor Commissioners. A detailed description of the line accompanies these maps.

The position of this new line and the considerations growing out of such change of the Water front, will be presented in a separate report. At present it is sufficient to say that the construction of the Sea wall may now be resumed, and within a few years the most needed part be completed, if the Legislature will provide the means.

WHARVES.

During the past two years, the old wharves at the foot of Pacific, Jackson and Washington Streets have been removed as they were in a dilapidated condition. New wharves have been built at the same points, at right angles to the new water front line, and of such length as to conform to a general pier-head line. The Jackson and Washington Street wharves have been covered with sheds, as the Board have concentrated there the fruit, vegetable and market produce trade, which required protection from the weather. The Board intend to pursue the same policy, as far as possible, with other branches of business, believing that such concentration will enable vessels to be more quickly docked after arrival, and their cargoes to be handled with greater dispatch and convenience, thereby saving both time and



money. It may too, relieve the Board from insisting on a rigid enforcement of the oftentimes inconvenient rule, that merchandise must be removed from the wharf within twenty-four hours after landing. The ability to exercise a discretion in this particular will especially accommodate some of our home products, as lumber, hay, bricks, wood, etc.

Three new slips for ferry boats have also been constructed at the foot of Market street, as those already constructed were found to be inadequate to the accommodation of the increased travel to Oakland and other points on the Bay. Nearly all the travel is thus concentrated at the foot of Market street, which is the terminus of all the street railroads.

These slips have been located with reference to the new water front line and no more of them will be needed for years to come.

The construction of these new slips required the removal of the Market Street Wharf and La Rue's Wharf. The latter was replaced by a new one adjoining the new ferry slips on the south.

A wharf was also constructed adjoining the old ferry slips on the north.

Other construction work done is as follows:

Widening Spear street front.

Sheds along the front of the Oakland ferry slips.

Widening Davis and Pacific street fronts.

Widening Montgomery street front.

Widening Bryant street front.

Wharf along Channel street (purchased).

The cost of these structures is as follows:

Pacific street wharf		\$30,388 00
Washington street wharf	\$32,389 00	
Shed on same	10,388 00	
		<u>42,777 00</u>
Jackson street wharf	\$33,725 00	
Shed on same	9,125 00	
		<u>42,850 00</u>
Three ferry-slips and wharf on south side.....		96,990 00
Wharf, north side of ferry-slips.....		5,912 00

Widening Spear street front.....	19,155 02
Shed along front of ferry-slips.....	5,157 50
Widening Davis and Pacific street fronts.....	21,048 37
" Montgomery street front.....	7,460 00
" Bryant street front.....	9,125 00
Channel street wharf (purchased).....	7,500 00

The Construction Account (Statement B) does not include a portion of the cost of the three southern ferry-slips paid after 30 June, 1877, but includes \$66,000, balance due on the northern ferry-slips paid during the present fiscal term.

The cost of removing superstructure and pulling up piles of old wharves has been as follows:

Washington street wharf.....	7,176 00
Jackson street wharf.....	8,431 50
Pacific street wharf.....	7,500 00

The removal of La Rue's and Market street wharves was included in the contract for the three southern ferry-slips.

These structures are the first of the system of piers connected with the new water front and all the work and materials were required to be of the very best kind.

Notwithstanding this large expenditure for new structures, the Harbor Improvement Fund has been increased from \$185,328 22 on 30th June, 1875, to \$332,309 92 on the 30th June, 1877, the rates of dockage and tolls being the same, except a reduction on salt and wool.

The rest of the wharves and the outer half of the streets on the water front are in fair condition. Constant repairs at a cost of \$40,742 78 have been needed, such is the excessive wear and tear. In hopes of lessening such cost, one course of 6 inch planking has been resorted to instead of a course of 4 inch. So far it has proved more economical.

Additional wharves are very much needed now, and the growing commerce of the city, as shown in the tonnage statement herewith submitted, is making the need greater every year. The repeal of the provision that the wharves should be projected only

from the end of the streets, and the establishment of the new water front line, will now enable the Board to economize space by constructing piers on a regular system. This, they propose to do at once, utilizing the old wharves, so far as the new system will permit. A map will be submitted with the report on the new water front line showing the location of these new piers.

There are certain branches of business, such as lumber, wood, hay and bricks, which require special accommodation. They need much room and exemption from the rule of immediate removal on being landed, and some early provision must be made for their accommodation. Our predecessors, for this purpose, asked of the Supervisors of the city a lease of the China Basin which had been granted to the city, but the application was refused; the present Board renewed it, stating the necessity, but it was again refused. It cannot be doubted that China Basin and the adjacent water front is the very place where these branches of business should be concentrated. No part of the water front so entirely meets their special needs. The Board should be permitted to improve it for this purpose. It cannot be sold at all, nor leased by the city for more than five years, which virtually withdraws it from commercial use. The special commission located the new sea wall line across its front and were unanimously of opinion that the Basin should be retained with free access to it through the sea wall when constructed. The time of such construction is very uncertain and may be distant, while the need for its being utilized is immediate and pressing. The subject is submitted for the consideration of the Legislature.

Whatever action be taken, no divided jurisdiction over it or the streets bounding on it, should be allowed to exist between the city and the Harbor Commissioners. If it was good policy at all for the State to assume the management of the water front—a proposition which cannot be seriously questioned—then it follows that such jurisdiction should be exclusive of all other control. Concurrent jurisdiction is always a source of trouble. At this very moment parties are resisting the collection of tolls and dockage, on the plea of exemption by reason of special grants and leases made by the Legislature. If there be no remedy for the past error, at least there should be none such committed in the future.

These remarks apply with equal force to Central Basin also granted to the city, although the necessity for utilizing it is not so pressing.

Under authority of Section 2525 of the Political Code, the wharf on the north side of Channel street, between Fourth and Fifth streets, 825 feet long by 30 feet wide, was purchased from the private owner for \$7,500, which was the value fixed on it by the Chief Engineer of the Board.

Some spaces on the wharves and water front streets, which are subjected to great wear, are being covered with an asphaltum preparation in hopes of protecting the planking. The cost for an inch thickness is six cents a square foot, with a guarantee that it shall be kept in order for three years at the contractors' expense.

Some piles, covered in different ways with asphaltum, have been driven at points specially infested by the Tereido and Limnoria, in hopes of discovering some escape from their ravages.

Both are experiments, and will not be generally adopted until their efficacy has been assured.

DREDGING.

A Statement is submitted showing the details of the dredging department since 30th June, 1874, at which date the contract system was abandoned. It will be seen that a reduction in cost has been made every year.

The cost per cubic yard of mud removed (including all repairs and running expenses) is as follows:

For the fiscal year 1874-5.....	10	$\frac{76}{100}$	cents.
“ “ “ 1875-6.....	9	$\frac{15}{100}$	“
“ “ “ 1876-7.....	9	$\frac{1}{100}$	“

For the fiscal year 1873-4 the cost per cubic yard was 36 cents, and in the last Biennial Report it is stated that advertisements for bids had failed to elicit any offer less than 31 cents per cubic yard.

It is to be noted, however, that the sum of \$7,158.95 was received from the lessees under the State for dredging done for them, which, if credited to the dredging account as earnings, would reduce the cost for the two years ending 30th June, 1877, to $7\frac{94}{100}$ cents per cubic yard.

When the present Board took office the hull of the tug-boat Anasha, used for towing the mud-scows to the dump ground, was found in such bad condition that at first it seemed necessary to condemn her, but an inspection made by competent persons showed that she might be rendered serviceable for years by certain repairs which they indicated. This was done and accounts for the item of repairs, \$11,684.45.

It has been found that the present dredger and tug-boat, worked to their utmost capacity, cannot keep a sufficient depth of water in the docks. This, together with the excavation of a channel for the Sea wall, which should, and probably will, soon be commenced, and the necessity of dredging the Basins to render them available, has induced the Board to construct another dredger and tug-boat and scows of larger capacity. They are now under way, and their cost will appear in the accounts two years hence.

For the protection of the vessels, wharves and other property along the Water front, a steam fire pump of the most approved style, with hose connections, has been placed on the present tug-boat, and the tug-boat about to be built will be similarly provided. At some moment this expenditure will be far more than repaid in the saving of property.

The present plan of dredging the docks, by dumping the mud into another part of the Bay, has been very unsatisfactory to the Board. The present law fixes the dump ground at any point of not less than fifteen fathoms of water; but it is difficult to say where this dumped mud finds a lodgment. Some of it, probably, finds its way back to the docks only to be redredged. The Board believe that a plan can be devised for landing the mud ashore, and filling in the tidal flats in the southern part of the City front. It may turn out to be practicable to deposit it on the inside of the Sea wall when constructed, thus assisting to fill up the 200-

foot thoroughfare, which the new Water front line contemplates being laid out along the whole City front.

The Board will continue to give the subject the attention its importance demands.

In view of the constant supplies and repairs required in the dredging department, the Board has appointed a reliable man, and of large experience as a mechanic, to supervise the details. No repairs are done except by his order and under his inspection, and the purchase of all supplies is made by him, and no bill is audited and allowed by the Board unless his written approval be attached thereto.

The Board feel assured that the saving thus effected will far more than justify his salary.

CLEANING WHARVES.

There has been a large reduction in the past two years in this account.

The last Biennial Report states the cost:

For year ending 30th June, 1874.....	\$11,574.50
For year ending 30th June, 1875.....	4,333.12
Total for two years	<u>\$15,907.62</u>

The present Biennial Report shows the cost:

For year ending 30th June, 1876	\$4,403.00
For year ending 30th June, 1877.....	1,825.90
Difference	<u>6,228.90</u>
	<u>\$9,678.72</u>

The Board believes that in this respect the condition of the Wharves for the past two years will compare favorably with that of any two previous years.

LEASES.

Adopting the words of the last Biennial Report, the Board "deprecates the policy of leasing, by special act of the Legislature or otherwise, portions of the Water front, as such leases conflict detrimentally with the general system of collecting

revenue for harbor improvements; affords no conveniences to commerce superior to those furnished under the general system; discriminate in favor of the lessees against others engaged in commercial pursuits; lessen the revenue, and give to the favored lessees control of larger portions of the City front than their business requires."

Under such leases not less than 4764 feet of the Water front are now held, subject, virtually, to no State control.

The Act of 28th February, 1876, amendatory of the Political Code, directed the Commissioners "to see that the lessees or their successors or assigns do not exercise rights and privileges that are not conferred by said leases."

Early attention was given to this subject, and it soon became apparent that the Board, in several cases, disagreed with the lessees as to the nature and extent of the "rights and privileges" claimed by them. Without going into detail, it will be sufficient to say that the questions which have arisen are in process of decision by the Courts.

Two cases, however, require more special comment.

By the Act of 30th March, 1872, the Legislature directed the Board to reduce the rates of dockage and tolls 50 per cent. on the general public wharves, and added, that they may make a proportionate reduction of the rents of the leased wharves. On this Act the Board took the advice of their attorney, who gave an opinion that it was mandatory on them to reduce also such rents. Thereupon, in 1872, the Board passed a resolution reducing the rent of the Pacific Mail Steamship Company from \$1,250 to \$625 per month; of the California and Oregon Steamship Company from \$1,250 to \$625 per month; and of the Union Lumber Association from \$800 to \$400 per month; such reduction to continue at the pleasure of the Board.

Not satisfied with the correctness of this opinion or the policy of such reduction, a resolution was passed by the present Board, rescinding the former resolution and restoring the rents. To test the legal questions involved, agreed cases were submitted to the

Courts. That of the Union Lumber Association is still undecided in the Supreme Court. That of the Pacific Mail Steamship Company was decided in favor of the State, thereby increasing the Harbor Fund by about \$115,000 during the unexpired term of the lease.

No case was made with the California and Oregon Steamship Company, as they desired to treat for a surrender of their lease. The Board agreed to pay \$3,000 for the surrender of the lease and premises and took possession early in January, 1877.

Since such surrender, the net receipts to the 30th June, 1877, about $5\frac{1}{2}$ months—have been (exclusive of some repairs) about \$7,850, and for the months of July, August and September, 1877, have been \$4,201.20. These figures amply justify the purchase, and forcibly illustrate the extreme impolicy, financially, of leasing any portion of the water front. Very properly the authority of leasing is denied to the Board, and in no case should be exercised by the Legislature.

RATES OF DOCKAGE AND TOLLS.

Although not coming within the fiscal year ending 30 June, 1877, it may be mentioned that the Board reduced the dockage on all water craft below seventy-five tons. These small vessels are engaged mainly in the transportation of wood, bricks, hay and market produce on the Bay and its tributaries, at quite cheap rates, and their dockage charges were largely out of proportion to those of coast-wise and foreign vessels. The average reduction is about 66 per cent. on the former rates.

It may be mentioned, also, that the tolls have been reduced on wool and salt.

The Board is authorized "to fix and regulate from time to time the rates of dockage, wharfage, cranage, tolls and rents," but the rates are not to exceed those established 1st July, 1874. These words seem to imply uniformity as nearly as may be, in the rates of dockage, without regard to the character of the vessel. Yet, there is a great difference between the accommodations required by sailing vessels and ferry steam-boats. The former need for their business only common wharves, with-

out sheds; after making fast to the wharf they remain there quietly till the day of departure, entailing only ordinary wear and tear. Not so, however, with the latter; they require sheds and expensive slips, and their entrance and exit many times a day, with more or less headway, entails heavy cost on the Harbor Fund.

It seems to the Board that there is just ground for some discrimination as to their respective rates of dockage. There is no legal objection in the way, for it has recently been decided by the U. S. Supreme Court, (20 Wall Rep. p. 577), that dockage and wharfage do not come within the constitutional prohibition of levying tonnage duties; it being held that such charges are imposed merely for the use of structures designed for the safer and quicker handling of the ship's cargo. It is, therefore, entirely a matter of State regulation, and the classification of vessels and their respective rates of dockage are legitimate subjects of Legislative action.

The attention of the Legislature is respectfully called to the matter.

LOTS ON EAST STREET, BETWEEN JACKSON AND PACIFIC STREETS.

By the Act of 3d April, 1876, the Governor, the Mayor of the City and the Harbor Commissioners, were appointed a Board of Arbitration to compromise and settle with the claimants of these lots, and to obtain from them a conveyance of the same to the State, for a price to be fixed by the Arbitrators, and paid out of the Harbor Improvement Fund.

Several conferences were had with the owners and their Attorneys, and their legal title and the good faith of the sale was discussed. On this latter point the testimony of one of the State Commissioners, and of the Auctioneer who made the sale and other persons was heard. Without detailing the facts, it is sufficient to say, that, the Board were satisfied that the State Commissioners sold, and the purchasers bought the lots and paid the purchase money to the State in good faith, and under a misapprehension as to the true location of the red line of the Beach and Water lot Act of 26th March, 1851; that in the twenty odd

years of quiet occupation, under deeds from the State to their grantors, the owners had filled in and reclaimed the lots from the waters of the Bay, at much expense, thereby giving the lots a value far beyond their original cost.

A suit had been brought by the Harbor Commissioners to eject the owners, for the reason that the lots projected into and obstructed East street. To do this they relied on the alleged defective title to the lots. The purpose of the Act of 3d April, 1876, was to reacquire so much of the lots as would be needed for opening East street. But when the Board of Arbitration came to consider the matter, it appeared very probable, that in consequence of the proposed straightening of the Water front line at that point, little or no part of the lots would be needed for an unobstructed thoroughfare along the Water front, and that the reacquisition of the land at anything like its present value, would entail a heavy charge on the Harbor Improvement Fund. For these reasons the Board of Arbitration decided to proceed no further in the matter. But recognizing the right of the parties to some adjustment under the Act, they deemed it but right to dismiss the suit before alluded to, without prejudice to the rights of either party, and this has been done.

If the thoroughfare along the new Water front is 200 feet wide, then a small triangular piece of the land at the North-east corner of the block will be needed, but compensation will be made by a much larger triangular piece, which will be added at the South-east corner of the same block. If the street is retained at its present width of 150 feet, then none of the land will be needed.

If the State chooses to assert a title to the land, irrespective of any need of it for a street, it can renew the litigation without prejudice to any of its rights.

LITIGATION.

The accompanying report of the Attorney of the Board, shows against whom and on what cause of action suits have been brought. Generally it may be said, that they grow out of the resistance to the jurisdiction of the Board, extended by the

amended Section 2524 Political Code, from the foot of 2d, 3d and 4th streets to the southern boundary of the city and county; or the exercise of rights and privileges by the lessees of the State not conferred by their leases.

The State should not be subjected to the necessity of bringing suit for the collection of the harbor revenue any more than of its general revenue. Yet the Board is advised that the proceedings for the enforcement of the liens against vessels for dockage and against goods and merchandise for tolls and wharfage, are very defective, and need amendments. The attention of the Legislature is respectfully invited to the subject.

GENERAL.

The present Act, in the main, is a good one and a great improvement on the former Acts on the same subject. One of its good features is the contract system, after public advertisement for proposals in all cases where the cost of the work would exceed \$3,000. That amount per month is allowed to be expended in repairs of urgent necessity. The Board has looked rather to the *urgent necessity* than the *cost*, and where the urgency did not exist, whatever was the cost, the system of inviting proposals was adhered to.

The abolition of the whole system of collecting tolls on merchandise passing on and off the Wharves would be a great improvement. It would simplify the business of the Board and reduce the cost of collection. Such authority is conferred on the Board, but they do not yet see how it can be discreetly exercised. The subject will continue to receive their attention.

Respectfully submitted,

WM. BLANDING,
BRUCE B. LEE,
A. M. BURNS.

REPORT

—OF—

J. B. LAMAR,

ATTORNEY OF BOARD

REPORT.

SAN FRANCISCO, October 1st, 1877.

To the Honorable Board of State Harbor Commissioners.

The following report showing the condition of the litigation pertaining to the jurisdiction of your office, is respectfully submitted.

Cases pending in the Courts, when I assumed the duties of my office, on the 10th of October, 1876, and a synopsis of the proceedings therein respectively:

SOULE, ET AL., State Harbor Commissioners, vs. B. HOLIDAY, JR.	} } } }	<i>Nineteenth District Court.</i>
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Action commenced May 8th, 1874, to recover \$395 87 Dockage. Judgment by default October 24th, 1876. December 1st, default set aside. Cause still pending.

PEOPLE, vs. KLUMKE, ET AL.	} } }	<i>Fourth District Court.</i>
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This action was brought to recover possession of a portion of the City Front, and damages. Judgment was rendered for plain-

tiffs, and without damages. Upon appeal by defendants to the Supreme Court, judgment was reversed and a new trial ordered.

The cause was, by direction of the Board dismissed November 1st, 1876.

SOULE, ET AL., State Harbor Commissioners, vs. POPE AND TALBOT.	}	<i>Nineteenth District Court.</i>
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Commenced March 17th, 1875, to recover \$392 00, tolls and wharfage.

SOULE, ET AL., State Harbor Commissioners, vs. POPE AND TALBOT.	}	<i>Nineteenth District Court.</i>
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Commenced December 8th, 1875, to recover \$1,004 50 tolls.

The above cases against Pope and Talbot, were argued and submitted to the Court, on the 20th September, 1877, and are yet undecided.

The issues in the two cases are identical, and involve the right of the Board to collect dockage and wharfage at Berry Street Wharf.

SOULE, ET AL., State Harbor Commissioners, vs. THE SAN FRANCISCO GAS LIGHT CO.	}	<i>Nineteenth District Court.</i>
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Commenced July 12th, 1875, to recover \$450 20 toll. On the Calendar for trial.

SOULE, ET AL., State Harbor Commissioners, vs. THE SAN FRANCISCO GAS LIGHT CO.	}	<i>Nineteenth District Court.</i>
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Commenced December 8th, 1875, to recover \$1,769 $\frac{16}{100}$ tolls.
 On calender for trial.

PEOPLE, vs. MATTOCKS	}	<i>Police Court.</i>
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Prosecution for obstructing East Street, commenced November 2d, 1875. Defendant was convicted, and on appeal to the County Court, the judgment was affirmed.

PACIFIC TRANSFER COMPANY, vs. THE BOARD OF STATE HARBOR COM- MISSIONERS.	}	<i>Twelfth District Court.</i>
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This action was brought June 19th, 1876, to recover \$292.15 tolls paid by plaintiff, and to restrain defendants from collecting tolls for the passage of its vehicles over the wharves whilst engaged in transporting travellers' baggage. The Court rendered judgment for defendants, and Plaintiff appealed to the Supreme Court. On the 25th of September, 1877, the appeal was argued and submitted. Decision reserved.

CASES COMMENCED SINCE OCTOBER 10, 1876.

THE PEOPLE,	}	<i>Nineteenth District Court.</i>
vs.		
THE SAN FRANCISCO GAS LIGHT COMPANY.		

Commenced October 28th, 1876, and now on the Calendar for trial.

This case is to recover \$334.40 tolls, and the same questions are involved as in the two preceding cases of the same title.

The principal question is in regard to the rate of wharfage authorized to be collected on coal landed upon the wharf, plaintiff claiming 10 cents per ton, and defendant contending that the rates established by the Board fix $6\frac{1}{4}$ cents per ton wharfage on coal.

THE PEOPLE,	}	<i>Fifteenth District Court.</i>
vs.		
THE UNION LUMBER ASSOCIATION.		

This is an agreed case to determine as the ultimate question of the monthly rental due from defendant to plaintiff for the lease of the wharf at the foot of Beale street, plaintiff claiming eight hundred dollars per month, defendants admitting their right to four hundred per month and resisting the balance.

Defendants had judgment in the District Court, and plaintiffs appealed. The appeal was argued and submitted on the 12th of March last and is not yet decided.

THE PEOPLE,	}	<i>Nineteenth District Court.</i>
vs.		
POPE AND TALBOT.		

This is an action to recover \$2793 $\frac{11}{100}$ tolls and wharfage, and is similar in all respects to the other cases against the same defendants hereinbefore cited. On the Calendar for trial.

THE PEOPLE,
 vs.
 THE PACIFIC MAIL STEAMSHIP
 COMPANY. } *Nineteenth District Court.*

This was an agreed case, and was finally determined by the Supreme Court on the 29th day of August last in favor of the plaintiffs. By this decision an important question is determined, and the people gain \$625.00 per month from the first day of September, 1876, until the 1st day of January, 1892—aggregating \$115,000.00.

THE PEOPLE,
 vs.
 THE SOUTHERN PACIFIC RAILROAD
 COMPANY. } *Nineteenth District Court.*

THE PEOPLE,
 vs.
 HOOPER, ET AL. } *Nineteenth District Court.*

The two cases last mentioned, were submitted upon agreed statements on the 10th of March, 1877. *Pro-forma* decisions rendered against plaintiffs, and appeals taken to the Supreme Court.

The question submitted in the former is, whether or not the Board of State Harbor Commissioners have the right to collect dockage, wharfage, and tolls at defendants wharf; and in the latter case, whether the Board has the right to collect dockage from vessels occupying berths in Channel Street, opposite Block 43--defendants premises.

THE PEOPLE,

vs.

TURNER, KENNEDY AND SHAW. }

Twelfth District Court.

This case was brought in Justice Court, and on the Eleventh of June, last, transferred, on motion of defendants, to the 12th District Court. The right of the Board to collect wharfage at Channel Street Wharf, is contested in this case. Not determined.

THE PEOPLE,

vs

H. F. WILLIAMS. }

Nineteenth District Court.

This is an agreed case to determine the right of the Board to collect dockage and wharfage in Channel Street, on the South side of Block 17. On the Calendar for trial.

Several suits of minor importance have been brought in the Justice Court, and in most instances the demands have been paid. A few are yet pending.

The crowded condition of the Court Calendars has prevented as speedy a determination of the suits referred to as was desirable, but all are now in a fair way to be adjudicated without much longer delay.

The provisions of the Code of Civil Procedure, Section 813 *et seq* for the collection of dockage and anchorage, and Sec. 2524 of the Political Code, making the charge for wharfage and tolls a lien on merchandise landed on the wharves, are inadequate and ought to be amended so as in the one case to provide for a judgment *in rem* against the delinquent vessel, and in the other for a sale of the merchandise, after short notice to the owner or consignee.

Respectfully,

J. B. LAMAR,

Attorney for the Board.

BIENNIAL REPORT

OF THE

BOARD

OF

State Harbor Commissioners,

FOR

THE TWO FISCAL YEARS ENDING JUNE 30, 1879.



SAN FRANCISCO,

JOSEPH WINTERBURN & Co., PRINTERS AND ELECTROTYPERS,
417 Clay street, between Sansome and Battery.

1879.

REPORT.

HON. WILLIAM IRWIN,

Governor of the State of California:

In compliance with Section 2537 of the Political Code, the Board of State Harbor Commissioners submit their report for the two fiscal years ending 30th June, 1879.

The details appear in the tabular statements hereto annexed. The following is a summary of them:

RECEIPTS.

For Dockage, Wharfage, Tolls and Rents.....	895,072 28
For dredging done for private parties.....	16,543 60
For materials sold, etc.....	1,321 49
Total.....	<u>\$912,937 37</u>

From which it appears that the average *monthly* receipts from dockage, wharfage, tolls and rents have been..... \$37,294 68

The receipts for the past two years—the rates being the same—are greater than for any like period since the organization of the Board.

They exceed those of the two years ending

30th June, 1873.....	\$527,575 76
30th June, 1875.....	273,686 59
30th June, 1877.....	92,771 38

DISBURSEMENTS.

The various items of the tabular statement may be grouped under the following heads:

<i>Salaries</i> of Commissioners, Secretary and Assistant Secretary, Engineer, Assistant Engineer and Draughtsman, Attorney, Wharfingers, Collectors and Watchmen.....	161,171 47
<i>Construction</i> , including building of new wharves, sheds and sewers, maintenance and repairs of outer half of water front, streets and old wharves, building and furniture of wharf offices.....	278,849 04
<i>Dredging</i> : Cost of new tug-boat, dredger and scows, and fire-pumps and hose.....	86,613 13
Wages of men, repairs of tug-boats, dredgers and scows, and cost of coal and water	98,669 08
<i>Wharf cleaning</i>	4,971 23
<i>Sea-wall construction</i>	111,895 25
<i>General Expenses</i> , including office rent, fuel, stationery, printing, removal of obstructions in the harbor, and other small items.....	15,352 99
Total.....	<hr/> \$757,522 19

Deduct from the total disbursements the following items which represent fixed capital, viz:

Construction of new wharves, sheds, sewers, wharf offices, etc.....	227,387 50
New tug-boat, dredger and scows, and fire-pumps and hose.....	86,613 13
Construction of sea-wall	111,895 25
Total.....	<hr/> \$425,895 88

The balance of \$331,626.31 will represent the current expenses of the two past years, showing a *monthly* average of about \$13,817.76.

Thus, by comparison of the average *monthly receipts* with average *monthly expenses*, it appears that about \$23,476.91 is remitted monthly to the State Treasurer and placed to the credit of the Harbor Improvement Fund.

HARBOR IMPROVEMENT FUND.

Amount to its credit 30th June, 1877.....	332,309 93
Remitted from that date to 30th June, 1879....	559,892 37
	<hr/>
Total.....	892,202 30
Drawn from the fund from that date to 30th June, 1879.....	404,477 19
	<hr/>
Amount to credit of fund, 30th June, 1879....	\$487,725 11

It will be found that the Treasurer's statement of the amount to the credit of the fund does not agree with the above figures, because \$12,098 98 of the receipts of June, 1879, did not reach him till July 2d, after the closing of his biennial accounts. It is only until all the monthly settlements at this office are made, that the balance can be remitted to the State Treasurer.

NEW WORK DONE AND ITS CONTRACT COST.

Three ferry slips commenced prior to and completed since June 30, 1877. The total cost was \$96,990, of which \$31,758 was paid during the period covered by this report. Two of them are occupied by the Central Pacific and the other by the South Pacific Coast Railroad Companies.

Three sheds, over the aprons of the above slips. Cost, \$1494.

Extension of Broadway Wharf 503 feet in length and 80 feet in width, to the pier head line. Cost, \$19,823.

Shed over such extension. Cost, \$6,295.

Berkeley ferry slip and shed. Cost, \$1,026 20.

Union-street Wharf. It extends 400 feet from the old wharf, part of which is utilized to the pier-head line, and is 80 feet wide. Cost, \$17,060.

Davis street, between Broadway and Vallejo, widened forty feet for a length of 283 feet. Cost, \$3,102 85.

Shed in front of South Pacific Coast R. R. Co. Ferry. Cost, \$3,970.

Fishermen's wharves, between Vallejo and Green streets, inclosing a dock 250 feet in length, 50 feet wide at its entrance and 170 feet wide on the line of Front street. Cost, \$1,100.

Shed on Spear street wharf, 360 feet long and 65 feet wide. Cost, \$2,973 40. It was afterwards removed at a cost of \$1,050 on to the extension of Spear street wharf. It was intended for the accommodation of the Oregon steamships and covers one of the wharves next alluded to.

Dry dock slips and wharves. This work consists of three piers, respectively 450 feet long by 80 feet wide, 290 feet long by 27 feet wide, and 450 feet long by 40 feet wide. The slips between the piers are respectively 89 and 84 feet wide. They are occupied by the Merchants' Dry Dock Company, which surrendered its leased premises at North Point. Cost of these structures was \$33,514.18.

Suspended sewer. It extends along East street 640 feet, and thence 695 feet under and to the end of the wharf south of the Market street ferry slips. It is $5\frac{1}{2}$ feet square on the inside and furnished with gates for flushing. It intercepts and discharges the sewers of Market, Sacramento, Commercial and Clay streets and other sewers discharging into them. Its cost was \$9,811.06.

A wharf on the south side of Channel street, between Kentucky and Fourth streets, 30 feet wide by 810 feet long, was contracted for at a cost of \$9,000. The work, however, was stopped by an injunction at the suit of the Central Pacific R. R. Company, after an expenditure of but \$300. The suit is still pending.

A wharf at the junction of Fifth and Channel streets, 80 feet long by 20 feet wide. Cost, \$645.

Shed in front of the Saucelito Ferry slip. Cost, \$1,722.

Green-street Wharf. It extends 639 feet from the old wharf, part of which is utilized to the pier-head line, and is 80 feet wide. Cost, \$27,994.

Vallejo street wharf. It extends to the pier-head line and is 753 feet long by 80 feet wide. The contract price is \$32,658.68. But \$7,000 had been paid up to the 30th of June, 1879. Since then it has been finished and paid for.

Sea-wall—Section No. 1, extending westwardly from the east line of Kearny street 1,000 feet in length by 91 feet wide. Cost, \$96,000.

Section No. 2, extending eastwardly from the east line of Kearny street, 1,000 feet in length by 91 feet in width. Estimated cost, \$113,000.

On this work there had been paid up to the 30th of June, 1879, as follows :

On Section No. 1.....	\$60,894 15
On Section No. 2.....	29,942 32

East side of Kearny street, from Bay street to the seawall, filled to the official grade. Cost, \$11,975.

SEAWALL.

On 13th September, 1878, a contract was made for the construction of a section of the seawall extending from the east line of Kearny street 1,000 feet westward, at a cost of \$96,000. It is known as Section No. 1. It was finished on 24th July, 1879.

On 1st October, 1878, a contract was made for the extension of the easterly half of Kearny street from Bay street to the seawall at a cost of \$11,975. This work was necessary to enable the contractor to carry his rock and earth out to the seawall line, and its cost was chargeable to the State, as all the land on the east side of Kearny street, between Bay street and the seawall, belongs to the State. When the seawall is completed at that point, the westerly half of Kearny street must be constructed by the property owners.

On 5th November, 1878, a contract was made for the construction of Section No. 2, extending from the east line of Kearny street 1,000 feet eastward. On account of the uncertain character of the bottom along the line of this section, it was found necessary to let it by the cubic yard. The price contracted for was \$20,000 for the wharf, 46 cents for stone, and 20 cents for earth per cubic yard, measured in the work. This section (at the date of this report) is nearly completed, and its cost will be about \$113,000.

On 25th January, 1879, a contract was made for the construction of a third section, extending from the second section south-easterly 1,000 feet. This was for a like reason let by the cubic yard at 65 cents for stone and 25 cents for earth per cubic yard, and \$20,000 for the wharf. The work on this section has not been begun. The contractor was enjoined from doing any work at the suit of an owner of a lot fronting on the water front line established by Act of the Legislature of 26th March, 1851, who denies the right of the State to change that line, at least without compensation for the damage he alleges he will suffer from the change. The case was argued in the Supreme Court at the May Term, 1879, but (at this date) has not yet been decided. But for this injunction, the third section would now be nearly completed.

These contracts were let for only 91 feet in width. The Board, however, on further reflection concluded to widen out sections Nos. 1 and 2 to the full legal width of 200 feet.

They, therefore, made a contract on 27th Aug., 1879, for widening section No. 1 at 29 9-10 cents. per cubic yard of earth; and another contract, on 27th Aug., 1879, for widening section No. 2, at 30 cents per cubic yard of earth. This work is now under way.

As directed by Sec. 2536, Political Code, the Governor and Mayor of the city of San Francisco have conferred with the Board in relation to all this work and the contracts have been made with their consent. The contracts have been let to the lowest bidder in the manner directed by the statute.

It is much to be regretted that the work has been stopped by the litigation referred to, as there are ample means for its prosecution, and many idle hands wanting employment. If the case referred to should reach the U. S. Supreme Court, as it may do, the further construction of the seawall may be delayed for some time. The Board foreseeing the probability of such litigation, suggested in their last biennial

report that some legislative action be had to settle the controversy with the owners of the water-front property "in conformity with sound legal principles and with due regard for the rights of those to be affected by the change." That suggestion is repeated.

DREDGING.

The last biennial report stated the necessity and reasons for further dredging capacity. Since then a new tug boat, dredger and scows have been constructed, and have found constant employment. For the two years ending June 30, 1879, 1,267,533 cubic yards have been dredged at a cost of \$98,669.08, or 7 78-100 cents per cubic yard. For a like period ending June 30, 1877, 622,835 cubic yards were dredged at a cost of \$56,616.22, or 9 9-100 cents per cubic yard.

These figures include every item of expense connected with the dredging department.

The dredged mud is discharged by the scows in not less than fifteen fathoms of water to the northwest of Yerba Buena Island. This has been the dumping ground for many years, and such is the strength of the tidal current at that point that repeated soundings show no shoaling. The soft material is dissipated before reaching the bottom. About 80,000 cubic yards have been deposited on the inner side of of Section No. 1 of the new sea-wall. Wherever the depth of water will permit the loaded scows to pass behind the wall this plan will be pursued, for the obvious reason that just so much mud is entirely removed from the harbor, and is also utilized as filling. The shoaling of the docks is produced by several causes, over but one of which the Board has any control, namely, the wash from the streets through the sewers. To obviate this a system of large sewers with flushing gates has been devised by the Chief Engineer, which, on proper lines, will intercept the city sewers near

the water-front. They are to be suspended to the framework of the wharf and be continued out until they reach the pier head line, where the strong tidal current will sweep away their discharge. One of these has been constructed. It extends 640 feet along East street from Clay street to the wharf south of the South Pacific Coast R. R. Ferry Slip, and thence 695 feet under that wharf to its end. In its course it intercepts the sewers of Clay, Commercial, Sacramento and Market streets, with gates at the points of junction for retaining the water at high tide and discharging it at strong ebb. A similar sewer is about to be constructed under Washington street wharf, which will intercept the sewers of Washington, Jackson and Pacific streets; another will be constructed so as to intercept the sewers of Mission, Howard and Folsom streets. These sewers will drain the city from Pacific to Folsom streets, and, it is believed, will also materially improve the health of that part of it.

ENGINEER WORK.

A good deal of this has been done during the past two years. To ascertain the depth of water and character of the bottom along the line of the new sea-wall 2,372 soundings and 260 borings have been taken between Powell and Pacific streets, and laid down on the maps of the office. Repeatedly during each month cross-sections of the sea-wall in process of construction have been made and delineated on the working plans. Every new wharf structure, with detailed drawings and description, date of construction, &c., has been carefully entered on the Engineer's Register, to serve as a guide to future work.

WHARF CLEANING.

The Board has organized a corps of sweepers, which consists of three men and one horse and cart. The cost is \$220 per month, and the wharves are kept in good condition even with this moderate force.

PROTECTION AGAINST FIRE.

Both the tug boats belonging to the Commission have been furnished with fire pumps and apparatus, and are kept ready for service. One boat can throw eight and the other two streams of water of equal volume with the city fire engines. They rendered service in the following instances :

1878.

- July 4. Three alarms were answered.
- Aug. 2. Fire in coal oil store-house at Union and Front streets ; subdued in 30 minutes.
- Aug. 19. Attended fire on Main street wharf.
- Aug. 28. Fire on Front street wharf. Subdued in 30 minutes.
- Oct. 15. Brig Violet, her cargo being on fire, was towed in and beached in Mission Bay. The fire extinguished by the use of six streams.
- Oct. 16. Answered alarm from Pacific Mail Steamer Docks.
- Oct. 19. Answered alarm from Meiggs' Wharf.
- Oct. 22. Extinguished in a few minutes fire on the tug boat Water Witch.
- Oct. 29. Hay on fire on Front-street wharf. Subdued in 15 minutes. Three hours' pumping required to totally extinguish it.
- Nov. 8. Dry dock at North Point on fire. Extinguished in 20 minutes.
- Dec. 2. Answered alarm from Howard and Main street wharves.

1879.

- Jan. 18. Cargo of coal of ship "River Nith" on fire. Ran alongside of her. Turned in eight streams. Pumped 3 hours, extinguished the fire and saved ship and cargo.
- Jan. 18. Answered alarm from Washington and Davis Sts.
- M'ch. 24. Answered alarm from Box 32.
- May 11. Answered alarm from Box 32.
- May 11. Answered alarm from Box 59.
- May 17. Answered alarm from Box 32.

LITIGATION.

The annexed report of the Attorney of the Board will show the character of the litigation in which the Board has been engaged. It has arisen mainly out of their effort to enforce the collection of the revenue along the southern part of the water-front.

WM. BLANDING,

BRUCE B. LEE,

A. M. BURNS,

Commissioners.

OCTOBER 28th, 1879.

TABULAR STATEMENTS.

A.--BOARD OF STATE HARBOR COMMISSIONERS' BIENNIAL REPORT, SHOWING THE RECEIPTS AND
DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1879.

RECEIPTS.

	1877-8.	1878-9.	TOTAL.
Montgomery and Francisco Wharf.....	\$ 3,906 95	\$ 2,877 45	\$ 6,784 40
North Point and Eureka Wharves.....	8,782 20	12,530 80	21,313 00
Battery Street Wharf.....	7,418 45	9,155 30	16,573 75
Front and Union Street Wharves.....	18,703 15	28,709 61	47,412 76
Green and Union Street Wharves.....	29,086 52	19,802 05	48,888 57
Vallejo Street Wharf.....	20,282 26	22,611 04	42,893 30
Broadway Street Wharf.....	19,937 99	27,782 55	47,670 54
Pacific Street Wharf.....	33,962 35	31,414 70	65,377 05
Jackson Street Wharf.....	22,658 95	25,781 15	48,440 10
Washington Street Wharf.....	30,747 22	32,539 50	63,286 72
Oakland Ferries.....	49,433 76	77,294 95	126,728 71
Mission Street Wharf.....	18,538 35	22,475 02	41,003 37
Howard Street Wharf.....	9,763 95	10,085 86	19,799 81
East Street Ferry to Howard Street Wharf.....	5,729 87	12,895 51	18,625 38
Folsom Street Wharf.....	16,063 60	16,834 10	32,897 70
Harrison and Spear Street Wharf.....	22,141 40	21,377 82	43,519 22
Main Street Wharf.....	14,486 45	21,995 60	36,482 05
Second and Berry Street Wharf.....	2,887 45	2,759 15	5,646 60
Channel Street Wharf.....	3,823 90	2,993 25	6,817 15
Channel Street "South" Wharf.....	4,071 05	4,946 75	9,017 80
East Street Commutation Tolls.....	9,575 00	.....	9,575 00
Stuart Street Wharf.....	1,200 00	1,200 00	2,400 00
Union Lumber Association.....	4,800 00	4,800 00	9,600 00
Pacific Mail Steamship Company.....	21,250 00	15,000 00	36,250 00
Central Pacific Railroad.....	30,259 40	29,647 90	59,947 30

Merchants' Dry Dock.....	3,300 00	3,300 00	6,600 00
United States Barge Office, Front Street	240 00	240 00	480 00
Space for Buildings	6,550 00	2,250 00	8,800 00
Space for Scales	415 00	551 50	966 50
Ticket Redemption.....	400 00	.....	400 00
Legal Expense.....	10 00	.....	10 00
Urgent Repairs—Sale of Old Iron, Lumber, etc.....	276 00	153 89	429 89
Construction Account—Sale of Old Shed	40 00	.....	40 00
Steam Dredger Expense Account—Received for Dredging	16,543 60	.....	16,543 60
Steam Dredger—Amount received, Plans and Specifications	150 00	.....	150 00
Expense Account—Amount received, Rent of Office.....	300 00	187 50	487 50
Profit and Loss—Sale of Old Schooner.....	40 00	.....	40 00
Chief Engineer's Salary and Expense Acc's—Am't returned by T. J. Arnold.....	86 50	.....	86 50
Tug "Gov. Irwin"—Sale of Maple Lumber.....	.....	67 50	67 50
Dredger No. 1—Sale of Old Iron.....	.....	10 10	10 10
Wharf South of Ferries.....	8,625 50	2,250 00	10,875 50
	\$446,516 82	\$466,420 55	\$912,937 37
	162,712 80	241,764 39	404,477 19
			\$1,317,414 56

San Francisco Harbor Improvement Fund—Amount drawn.....

A (CONTINUED).—BOARD OF STATE HARBOR COMMISSIONERS' BIENNIAL REPORT, SHOWING THE RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30TH, 1879.

DISBURSEMENTS.

	1877-8.	1878-9.	TOTAL.
Salaries of Wharfers, Collectors, and Watchmen.....	\$47,810 45	\$60,931 02	\$108,741 47
“ Commissioners and Secretaries	13,200 00	12,200 00	25,400 00
“ Attorney.....	2,400 00	2,400 00	4,800 00
“ Chief Engineer and Assistant.....	6,622 00	6,008 00	12,630 00
“ Chief Wharfers and Assistant.....	4,800 00	4,800 00	9,600 00
Expense Account—Rent, Fuel, Stationery, etc.....	6,069 60	6,187 79	12,257 39
Urgent Repairs.....	23,979 38	27,182 16	51,161 54
Construction Account.....	88,649 57	137,378 39	226,027 96
Steam Dredger Purchase Account.....	82,068 79	3,948 84	86,017 63
Steam Dredger General Expense Account.....	27,016 32	.....	27,016 32
Dredger No. 1, Running Expenses.....	3,323 32	16,718 35	20,041 67
Dredger No. 2.....	3,702 51	18,791 37	22,493 88
Tug “Anasha,”.....	2,032 78	10,466 19	12,498 97
“ “Gov. Irwin,”.....	2,139 47	14,478 77	16,618 24
Fire Account.....	.....	595 50	595 50
Cleaning Wharves.....	2,192 65	2,778 58	4,971 23
Legal Expense.....	114 20	206 00	320 20
Sea Wall Account.....	4,803 38	.....	4,803 38
Profit and Loss—Raising schr. Santa Rosa, and repairing bark Amethlyst.....	1,665 88	107,091 87	111,895 25
Office Appropriation.....	55 50	498 97	1,665 88
Wharf Offices and Furniture.....	555 27	804 27	554 47
Harbor Master's Expense Account.....	138 00	141 25	1,359 54
Overpaid Dockage returned.....	36 40	29 50	279 25
Overpaid Tolls returned.....	67 75	.....	65 90
Gas used at Washington Street Wharf.....	39 90	37 25	67 75
Moving Vessels.....	65 00	.....	77 15
Rent of Wharf Offices.....	160 00	140 00	65 00
San Francisco Harbor Improvement Fund—Amount remitted.....	285,521 50	274,370 87	300 00
	\$609,229 62	\$708,184 94	\$1,317,414 56

B. -- STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION, FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1879.

DATE.	TO WHOM PAID.	ON ACCOUNT OF	
1877--July	6 Swett & Fulton.	Reconstructing Battery Street Wharf.	\$4,307 13
"	6 Talcott & Onderdonk.	Ferry Slips--on account.	8,000 00
"	7 Daily Alta.	Advertising for construction.	11 80
"	7 M. W. Bell.	Services supervising construction.	30 00
"	16 W. L. Richardson	Reconstructing wharves.	500 00
"	21 Talcott & Onderdonk.	Ferry Slips, in full of contract price.	22,758 00
"	25 J. W. Donohue	Services supervising construction.	72 00
"	26 M. E. Bassett	do do	39 00
"	31 W. L. Richardson	Reconstructing wharves, per contract.	1,348 70
Aug.	16 Sheldon & Graves	Removing old Pacific Street Wharf--on account.	1,500 00
"	17 N. P. Perrine.	Covering East Street with asphaltum.	930 84
"	25 J. W. Donohue	Services supervising construction.	54 00
"	28 M. E. Bassett.	do do	81 00
Sept.	4 Talcott & Onderdonk	Reconstructing old Ferry Slips.	8,947 31
"	4 Adams & Taylor.	Lumber furnished as per award.	2,352 80
"	7 Sheldon & Graves	Removing old Pacific Street Wharf--on account.	737 00
"	7 M. Miles & Co.	Sheds over aprons at Ferry Slips--on account.	700 00
"	25 J. W. Donohue	Services supervising construction.	15 00
"	25 M. E. Bassett.	do do	30 00
"	28 M. Miles & Co.	Sheds over aprons at Ferry Slips--in full.	794 00
"	28 Adams & Taylor	Lumber furnished as per award.	1,277 03
Oct.	1 Smith & Smith.	Covering East Street with asphaltum.	594 45
"	27 Adams & Taylor.	Lumber furnished as per award.	1,202 44
Nov.	17 Smith & Smith.	Covering East Street with asphaltum.	343 98
"	26 J. W. Donohue.	Services supervising construction.	15 00
"	28 Adams & Taylor.	Lumber furnished as per award.	921 61
1878--Jan.	28 Adams & Taylor.	do do	439 76
Feb.	26 Adams & Taylor.	do do	715 97
Feb.	28 Sheldon & Graves.	Removing old Pacific St. Wharf, as per Act app'd Feb. 12, 1878	1,209 00
		<i>Amount carried forward.</i>	\$59,927 82

B (CONTINUED).—STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION, FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1879.

DATE.	TO WHOM PAID.	ON ACCOUNT OF	
1878—		<i>Amount brought forward</i>	\$59,927 82
"	29 Adams & Taylor.....	Lumber furnished as per award.....	1,789 89
"	15 W. L. Richardson.....	Driving and pulling piles.....	1,307 70
"	8 Daily Alta.....	Advertising for construction.....	10 15
"	24 W. L. Richardson.....	Driving and pulling piles.....	1,703 95
"	25 J. W. Donohue.....	Services supervising construction.....	81 00
"	27 Adams & Taylor.....	Lumber furnished as per award.....	1,990 46
"	8 Adams & Taylor.....	Extension of Broadway Wharf—on account.....	8,000 00
"	24 Adams & Taylor.....	do do.....	5,000 00
"	25 J. W. Donohue.....	Services supervising construction.....	72 00
"	10 Adams & Taylor.....	Extension of Broadway Wharf—in full.....	6,395 00
"	25 E. C. Boobar.....	Driving piles at new Berkeley Ferry.....	1,026 20
"	26 Renton, Holmes & Co.....	Lumber furnished as per award.....	1,276 40
"	28 J. W. Donohue.....	Services supervising construction.....	69 00
"		Amount paid for the fiscal year ending June 30, 1878.....	\$88,649 57
"	11 Renton, Holmes & Co....	Shed on Broadway Street Wharf.....	\$6,295 00
"	11 Adams & Taylor.....	Extra Work on Broadway Wharf.....	428 00
"	15 Daily Alta.....	Advertising for construction.....	26 10
"	25 J. W. Donohue.....	Services supervising construction.....	75 00
"	26 Adams & Taylor.....	Extension of Union Street Wharf—on account.....	10,000 00
"	27 Renton, Holmes & Co....	Lumber furnished as per award.....	1,802 39
"	8 Daily Alta.....	Advertising for construction.....	18 85
"	9 John A. Fulton.....	Widening Davis Street—on account.....	2,000 00
"	19 Daily Alta.....	Advertising for construction.....	11 60
"	19 John A. Fulton.....	Widening Davis Street.....	1,102 85
"	24 Renton, Holmes & Co....	Lumber furnished as per award.....	1,187 60
"	26 J. W. Donohue.....	Services supervising construction.....	78 00
"	27 Winterburn & Co.....	Printing specifications.....	30 00
"	27 Adams & Taylor.....	Extension of Union Street Wharf.....	7,060 00
"	14 Norton & Day.....	Shed at S. P. C. R. R. Ferry landing—on account.....	1,000 00

1878--Sept.	25 Daily Alta.....	Advertising for construction.....	14 50
"	25 Daily Examiner.....	do do.....	24 00
"	25 J. W. Donohue.....	Services supervising construction.....	63 00
"	26 Renton, Holmes & Co.....	Lumber furnished as per award.....	1,362 65
Oct.	8 Norton & Day.....	Shed at S. P. C. R. R. Ferry landing.....	2,970 00
"	11 Daily Alta.....	Advertising for construction.....	26 10
"	23 Norton & Day.....	Extra work, Shed S. P. C. R. R. Ferry landing.....	331 12
"	25 Renton, Holmes & Co.....	Lumber furnished as per award.....	1,963 53
"	26 J. W. Donohue.....	Services supervising construction.....	75 00
Nov.	4 W. L. Richardson.....	Driving piles at Folsom Street Wharf.....	3,960 00
"	19 Daily Examiner.....	Advertising for construction.....	48 00
"	19 W. L. Richardson.....	Fishermen's Wharf.....	1,100 00
"	26 Renton, Holmes & Co.....	Lumber furnished as per award.....	1,336 80
"	26 J. W. Donohue.....	Services supervising construction.....	78 00
Dec.	9 Norton & Day.....	Shed on Spear Street Wharf.....	2,973 40
"	13 Daily Alta.....	Advertising for construction.....	13 05
"	14 E. C. Fitzhugh.....	Services supervising construction.....	68 00
"	24 Adams & Taylor.....	Lumber furnished.....	1,041 41
"	24 J. W. Donohue.....	Services supervising construction.....	75 00
"	27 E. C. Boobar.....	Furnishing and driving piles.....	695 00
"	31 W. L. Richardson.....	Wharf at Fifth and Channel, and piles at Harrison and Spear.....	1,070 00
1879--Jan.	16 F. P. Swett.....	Wharf south side of Channel Street.....	300 00
"	23 E. C. Boobar.....	Driving and pulling piles.....	1,000 00
"	24 Winterburn & Co.....	Printing specifications.....	17 50
"	25 Daily Alta.....	Advertising for construction.....	37 70
"	30 J. W. Donohue.....	Services supervising construction.....	66 00
Feb.	4 Daily Examiner.....	Advertising for construction.....	30 00
"	11 R. Larrimore, Jr.....	Shed at Saucelito Ferry--on account.....	500 00
"	13 E. C. Boobar.....	Driving and pulling piles.....	1,015 00
"	13 Winterburn & Co.....	Printing specifications.....	9 50
"	13 Adams & Taylor.....	Dry Dock slips--on account.....	7,000 00
"	21 Norton & Day.....	Sewer, foot of Market Street, on account.....	3,500 00
"	27 J. W. Donohue.....	Services supervising construction.....	78 00
"	28 Adams & Taylor.....	Dry Dock slips--on account.....	7,000 00
<i>Amounts carried forward.....</i>			\$88,649 57
<i>.....</i>			\$70,957 65

B (CONTINUED).—STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION, FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1879.

DATE.	TO WHOM PAID.	ON ACCOUNT OF		
1879—Mch.	3 N. P. C. R. Co.	<i>Amounts brought forward.</i>	\$70,957 65	\$88,649 57
"	4 Daily Alta	Purchase of buildings from N. P. C. R. Co.	2,000 00	
"	21 R. Larimore, Jr.	Advertising for construction	13 05	
"	25 J. W. Donohue	Shed at Saucelito Ferry	1,022 00	
"	26 Adams & Taylor	Services supervising construction	69 00	
"	26 W. L. Richardson	Dry Dock slips—on account	12,000 00	
"	28 Daily Examiner	Extension of Green Street Wharf—on account	1,200 00	
April	10 Norton & Day	Advertising for construction	16 00	
"	14 W. L. Richardson	Sewer, foot of Market Street—on account	2,000 00	
"	14 Adams & Taylor	Moving shed from Spear Street Wharf	1,050 00	
"	21 W. L. Richardson	Dry Dock slips	6,997 00	
"	25 J. W. Donohue	Extension of Green Street Wharf—on account	5,000 00	
May	8 W. L. Richardson	Services supervising construction	84 00	
"	8 W. G. Fowler	Extension of Green Street Wharf—on account	8,000 00	
"	10 Winterburn & Co.	Extension of Green Street Wharf—on account	366 37	
"	12 Adams & Taylor	Covering piles at Green Street Wharf	12 50	
"	15 Norton & Day	Printing specifications	247 93	
"	26 W. L. Richardson	Extra Work on Dry Dock slips	4,311 06	
"	27 Daily Alta	Sewer, foot of Market Street	6,000 00	
"	28 W. L. Richardson	Extension of Green Street Wharf—on account	75 00	
"	16 O. F. Graves	Services supervising construction	11 60	
"	24 J. W. Donohue	Advertising for construction	7,294 00	
"	27 Adams & Taylor	Extension of Green Street Wharf—on account	7,000 00	
"	27 W. L. Richardson	Vallejo Street Wharf—on account	81 00	
"		Services supervising construction	1,070 23	
"		Lumber furnished	500 00	
"		Extension of Green Street Wharf		
Amount paid for the fiscal year ending June 30, 1879			137,378 39	
Amount paid for the two fiscal years ending June 30, 1879			\$226,027 96	

C (CONTINUED).—STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Dr.

1877.	14	Amount brought forward.	.....	.....	\$466,673 82
Dec.	18	To Amount remitted by Commissioners	.....	7,000 00	
"	29	"	.....	4,000 00	
1878.	3	"	.....	4,000 00	
Jan.		"	.....	11,001 70	
"	14	Total	.....	.....	26,001 70
"	25	To	.....	7,000 00	
Feb.	2	"	.....	6,000 00	
"		"	.....	9,902 92	
"	13	Total	.....	.....	22,902 92
March	2	To	.....	7,000 00	
"		"	.....	14,850 53	
"	13	Total	.....	.....	21,850 53
"	26	To	.....	7,000 00	
April	2	"	.....	5,000 00	
"		"	.....	9,617 97	
May	2	Total	.....	.....	21,617 97
"		To	.....	14,751 42	
May	20	Total	.....	.....	14,751 42
June	1	To	.....	7,000 00	
"	3	"	.....	4,000 00	
"		"	.....	8,773 53	
Total		Total	.....	.....	19,773 53

"	13	To	"	"	"	"	7,000 00	
"	26	"	"	"	"	"	7,000 00	
July	2	"	"	"	"	"	10,259 54	
		Total	"	"	"	"		24,259 54
July	19	To	"	"	"	"	6,000 00	
Aug.	2	"	"	"	"	"	16,582 96	
		Total	"	"	"	"		22,582 96
"	9	To	"	"	"	"	4,960 00	
"	15	"	"	"	"	"	2,000 00	
"	20	"	"	"	"	"	6,000 00	
"	28	"	"	"	"	"	3,000 00	
Sept.	3	"	"	"	"	"	12,459 94	
		Total	"	"	"	"		28,419 94
"	10	To	"	"	"	"	4,000 00	
"	17	"	"	"	"	"	7,000 00	
"	23	"	"	"	"	"	4,000 00	
October	3	"	"	"	"	"	15,545 20	
		Total	"	"	"	"		30,545 20
"	12	To	"	"	"	"	5,000 00	
"	17	"	"	"	"	"	4,000 00	
"	28	"	"	"	"	"	6,000 00	
Nov.	2	"	"	"	"	"	12,500 00	
"	4	"	"	"	"	"	1,869 07	
		Total	"	"	"	"		29,369 07
"	14	To	"	"	"	"	9,000 00	
"	22	"	"	"	"	"	6,000 00	
Dec.	3	"	"	"	"	"	12,637 71	
		Total	"	"	"	"		27,637 71
Amount carried forward.....								\$756,386 31

C (CONTINUED). — STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1879.

Cr.

DATE.	ORDER.	No.	CONTRACT.	
1877.				
July 6	Sweet & Fulton.....	62	Reconstructing Battery Street Wharf	\$ 4,307 13
" 6	Talcott & Onderdonk.....	63	New Ferry Slips—on account.....	8,000 00
" 14	W. L. Richardson.....	64	Repairing several wharves.....	500 00
" 21	Talcott & Onderdonk.....	65	New Ferry Slips.....	22,758 00
" 31	W. L. Richardson.....	66	General Repairs.....	1,348 70
August 16	Sheldon & Graves.....	67	Removing old Pacific Street Wharf—on account.....	1,500 00
" 17	N. P. Peirne.....	68	Covering East Street with asphaltum.....	930 84
" 30	Middlemas & Boole.....	69	Repairing two scoops for Dredger.....	2,061 34
Sept. 4	Adams & Taylor.....	70	Lumber furnished as per award.....	2,352 80
" 4	Alexander Hay.....	71	Hull and water-tank for Dredger—on account.....	1,000 00
" 4	Talcott & Onderdonk.....	72	Repairing old Ferry Slips.....	8,947 31
" 7	Sheldon & Graves.....	73	Removing old Pacific Street Wharf.....	737 00
" 7	M. Miles & Co.....	74	Shed over Ferry Aprons—on account.....	700 00
" 14	Hawkins & Cantrell.....	75	Machinery for Dredger—on account.....	4,000 00
" 27	Adams & Taylor.....	76	Lumber furnished as per award.....	1,277 03
" 28	Alexander Hay.....	77	Hull and water-tank for Dredger—on account.....	2,000 00
" 28	M. Miles & Co.....	78	Sheds over Ferry Aprons.....	794 00
" 1	Smith & Smith.....	79	Covering Bulkhead with asphaltum.....	594 45
" 18	Middlemas & Boole.....	80	Constructing Mud-scoop, and extras.....	3,549 20
" 26	Adams & Taylor.....	81	Lumber furnished as per award.....	1,202 44
Nov. 3	Alexander Hay.....	82	Hull and water-tank for Dredger—on account.....	2,000 00
" 7	Bank of California.....	83	Machinery for Steam-tug—on account.....	3,000 00
" 9	Hay & Riley.....	84	Hull for Steam-tug, on account.....	1,200 00
			Amount carried forward.....	\$74,760 24

C (CONTINUED).—STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Cr.

DATE.	ORDER.	No.	CONTRACT.	
1877.			Amount brought forward.	\$74,760 24
Nov.	Hawkins & Cantrell	85	Machinery for Dredger	8,600 00
"	Alexander Hay	86	Hull and water-tank for Dredger	1,745 00
"	Adams & Taylor	87	Lumber furnished as per award	921 61
December	Hay & Riley	88	Hull for Steam-tug—on account	2,000 00
"	Hawkins & Cantrell	89	Extra work, Machinery for Dredger	1,904 96
"	Bank of California	90	Machinery for Steam-tug—on account	4,200 00
1878.				
January	Hay & Riley	91	Hull for Steam-tug—on account	2,000 00
"	Adams & Taylor	92	Lumber furnished as per award	459 76
February	Adams & Taylor	93	do do	715 97
"	Bank of California	94	Machinery for Steam-tug—on account	6,000 00
"	Hay & Riley	95	Hull for Steam tug—on account	3,000 00
"	Sheldon & Graves	96	Extra for removing old Pacific Street Wharf, as per Act approved February 13, 1878	1,209 00
March	Bank of California	97	Machinery for Steam-tug, including extras	2,759 92
"	W. L. Richardson	98	Driving and pulling piles	1,307 70
"	Adams & Taylor	99	Lumber furnished as per award	1,789 89
April	Geo. H. Mendell	100	Civil Engineer, as per Act of April 1st, 1878.	1,000 00
"	Moynihan & Aitken	101	Boiler for Dredger No. 1	2,814 33
"	W. T. Garratt	102	Two Hooker Fire Pumps	5,200 00
"	Hawkins & Cantrell	103	Repairing Machinery of Dredger No. 1	3,358 05
"	Hay & Riley	104	Hull for Steam-tug	1,290 00
"	George Davidson	105	Civil Engineer, as per Act of April 1st, 1878	1,000 00
"	A. F. Rodgers	107	do do	1,000 00
"	Middlemas & Boole	108	Rebuilding hull of Dredger No. 1	4,635 42
"	W. L. Richardson	109	Driving piles	1,703 95
"	Adams & Taylor	110	Lumber furnished as per award	1,990 46

April	30	Deacon & Stinchfield.....	111	Repairing engine of "Anasha",.....	2,003 06
May	3	T. P. H. Whitelaw.....	112	Raising schooner "Santa Rosa", sunk in harbor.....	1,000 00
"	8	Adams & Taylor.....	113	Extension of Broadway Wharf—on account.....	8,000 00
"	24	Adams & Taylor.....	114	do do.....	5,000 00
June	10	Adams & Taylor.....	115	Extension of Broadway Wharf.....	6,395 00
"	17	P. B. Cornwall.....	116	Bark "Amethyst", injured by "Anasha".....	695 88
"	24	Renton, Holmes & Co.....	117	Lumber furnished as per award.....	1,276 40
"	24	E. C. Boobar.....	118	Driving piles.....	1,026 20
July	11	Renton, Holmes & Co.....	119	Shed on Broadway Wharf.....	6,295 00
"	11	Adams & Taylor.....	120	Extra Work on Broadway Wharf.....	428 00
"	26	Renton, Holmes & Co.....	121	Lumber furnished as per award.....	1,802 39
"	26	Adams & Taylor.....	122	Extension of Union Street Wharf—on account.....	10,000 00
August	9	John A. Fulton.....	123	Widening Davis Street—on account.....	2,000 00
"	19	John A. Fulton.....	124	Widening Davis Street.....	1,102 85
"	22	Renton, Holmes & Co.....	125	Lumber furnished as per award.....	1,187 60
"	27	Adams & Taylor.....	126	Extension of Union Street Wharf.....	7,060 00
Sept.	5	Middlemas & Boole.....	127	Building a Mud-scow.....	3,845 00
"	14	Norton & Day.....	128	Sheds at S. P. C. R. R. Ferry landing—on account.....	1,000 00
"	26	Renton, Holmes & Co.....	129	Lumber furnished as per award.....	1,362 65
October	8	Norton & Day.....	130	Sheds at S. P. C. R. R. Ferry landing.....	2,970 00
"	22	Renton, Holmes & Co.....	131	Lumber furnished as per award.....	1,963 53
Nov.	4	W. L. Richardson.....	132	Driving piles at Folsom Street.....	3,960 00
"	19	W. L. Richardson.....	133	Fishermen's Wharf.....	1,100 00
"	25	Renton, Holmes & Co.....	134	Lumber furnished as per award.....	1,336 80
Dec.	3	A. Onderdonk.....	135	Constructing Sea Wall.....	1,486 50
"	9	Norton & Day.....	136	Shed on Spear Street Wharf.....	2,973 40
"	24	Adams & Taylor.....	137	Lumber furnished.....	1,041 41
"	27	E. C. Boobar.....	138	Driving piles.....	695 00
"	30	W. L. Richardson.....	139	Wharf at Fifth and Channel, and piles at Harrison and Spear.....	1,070 00
1879.					
January	3	Bank of California.....	140	Constructing Sea Wall.....	8,335 00
"	3	A. Onderdonk.....	141	do do.....	2,676 38
"	16	F. P. Swett.....	142	Wharf south side of Channel street.....	300 00
"	23	E. C. Boobar.....	143	Driving and pulling piles.....	1,000 00
Amount carried forward.....					\$229,704 31

C (CONTINUED).—STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Cr.

DATE.	ORDER.	No.	CONTRACT.	
1879.				\$229,704 31
February	A. Onderdonk.....	144	Amount brought forward.....	4,500 00
"	A. Onderdonk.....	145	Constructing Sea Wall.....	8,640 37
"	A. Onderdonk.....	146	do do.....	3,640 00
"	R. Larrimore, Jr.....	147	do do.....	500 00
"	E. C. Boobar.....	148	Shed at Sausalito Ferry—on account.....	1,015 00
"	Adams & Taylor.....	149	Driving Fender Piles.....	7,000 00
"	Norton & Day.....	150	Dry Dock Slips—on account.....	3,500 00
"	Adams & Taylor.....	151	Sewer, foot of Market Street—on account.....	7,000 00
"	Adams & Taylor.....	152	Dry Dock Slips—on account.....	2,000 00
March	N. P. O. R. R. Co.....	153	Purchase of buildings.....	15,240 23
"	A. Onderdonk.....	154	Constructing Sea Wall.....	5,000 00
"	A. Onderdonk.....	155	do do.....	1,022 00
"	R. Larrimore, Jr.....	156	Shed at Sausalito Ferry.....	12,000 00
"	Adams & Taylor.....	157	Dry Dock Slips—on account.....	1,200 00
"	W. L. Richardson.....	158	Extension of Union Street Wharf—on account.....	7,340 62
April	A. Onderdonk.....	159	Constructing Sea Wall.....	4,000 00
"	A. Onderdonk.....	160	do do.....	779 32
"	A. Onderdonk.....	161	do do.....	3,109 00
"	Norton & Day.....	162	Sewer, foot of Market Street—on account.....	2,000 00
"	W. L. Richardson.....	163	Removing shed on Spear Street.....	1,050 00
"	Adams & Taylor.....	164	Dry Dock Slips.....	6,997 00
"	W. L. Richardson.....	165	Extension of Green Street—on account.....	5,000 00
May	A. Onderdonk.....	166	Constructing Sea Wall.....	6,866 55
"	A. Onderdonk.....	167	do do.....	8,196 87
"	W. L. Richardson.....	168	Extension of Green Street—on account.....	8,000 00
"	Norton & Day.....	169	Sewer, foot of Market Street.....	4,311 06
"	W. L. Richardson.....	170	Extension of Green Street—on account.....	6,000 00

May	28	W. L. Richardson	171	Extension of Green Street—on account	7,294 00
June	4	A. Onderdonk	172	Constructing Sea Wall	5,143 50
"	4	A. Onderdonk	173	do	17,857 13
"	16	O. F. Graves	174	Vallejo Street Wharf—on account	7,000 00
"	27	Adams & Taylor	175	Lumber furnished	1,070 23
"	27	W. L. Richardson	176	Extension of Green Street Wharf	500 00
				Balance in San Francisco Harbor Improvement Fund	\$404,477 19
					487,725 11
					\$892,202 30

D.—STATEMENT OF COST OF DREDGING.

Fiscal Year ending	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Dredging, Trugs and Scows.	Total.	No. Yards Dredged.	Worked No. Hours	Cost per Cubic Yd.
June 30, 1875,	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	302,429	2348 ³ / ₄	10 76-100
June 30, 1876,	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2634	9 15-100
June 30, 1877,	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2478 ¹ / ₂	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	3080	9 2-100
June 30, 1879,	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4694	7 16-100

E.—Comparative Statement of Receipts and Disbursements.

Fiscal Year.	From the Organization of the Commission.	Receipts	EXPENSES.	Salaries, Commissioners, Clerk and Law Secy, Engineer, Collector, Fuel, Rent, Printing, Stationery.	PERCENTAGE.	Per Year.	CONSTRUCTION AND REPAIRS.	Building Wharves, Bulkheads, Sheds, etc., and repairs on the same.	SEA WALL.	Dredging. All Dredging up to 1874 was done under contract.	Since by Com'nrs.	Purchase of Dredges, Scows, and repairs.	Miscellaneous.	Remitted State Treasurer.	Drawn from State Treasurer.
1863-4	\$117,848 28	\$25,354 84	21.50				\$67,599 82						\$676 25	\$ 71,897 39	\$ 47,680 02
1864-5	177,393 66	32,439 10	18.28				80,875 15			\$44,106 50				123,365 23	62,334 82
1865-6	183,716 80	35,531 42	19.02				19,065 42		\$3,607 00	10,300 00				192,023 96	47,568 50
1866-7	336,409 36	41,233 95	11.95				88,525 78		266 50	41,021 00			330 62	208,573 45	64,345 94
1867-8	294,304 28	55,531 92	18.87				82,791 27		250,991 97	32,338 00			561 18	217,528 06	354,121 12
1868-9	287,890 53	52,130 77	18.11				38,779 83		262,323 13	80,100 00				212,532 07	310,213 27
1869-0	252,649 56	54,684 40	21.65				35,545 04		165,892 68	35,258 00				180,623 37	272,670 93
1870-1	148,917 03	37,782 65	25.37				53,693 31			53,944 40				96,097 20	73,914 13
1871-2	195,031 14	61,006 70	31.28				28,146 62			32,293 20				105,877 82	53,944 40
1872-3	190,330 47	69,858 63	36.50				78,776 28			42,478 56			6,344 01	166,150 23	168,769 62
1873-4	265,709 06	77,938 05	29.33				104,175 98		2,321 85	33,835 71		\$34,070 00		245,369 00	189,549 17
1874-5	373,541 72	68,617 14	18.37				209,540 80		1,078 25	40,802 70		3,725 00	565 47	249,450 44	146,716 69
1875-6	372,078 74	65,976 57	17.73				162,000 25			25,252 94				310,909 33	266,661 37
1876-7	448,087 25	79,208 85	17.68				284,023 05			38,214 40				285,521 50	162,712 80
1877-8	446,516 82	84,326 72	18.88				112,628 95		4,803 38	60,454 68			1,665 88	274,370 87	241,764 39
1878-9	466,420 55	97,162 63	20.83				164,560 55		107,091 87				595 50		
	\$4,556,845 25	\$938,784 34					\$1,610,728 10		\$798,376 63	\$570,400 09		\$139,167 08	\$11,663 90	\$3,031,332 51	\$2,543,607 40
													Balance in the Treasury,		487,725 11
															\$3,031,332 51

NOTE.—May 1st, 1872. Rates of dockage, tolls, wharfage and rents were reduced 50 per cent. by Act of Legislature. Salaries of wharfingers and collectors were increased 25 per cent. by Act of Legislature. Approved 19th March, 1878.

BALANCE SHEET—FROM NOVEMBER 4th, 1863, TO JUNE 30th 1879.

RECEIPTS.

From dockage, tolls, wharfage and rents, etc. \$4,556,845 25

DISBURSEMENTS.

Salaries of Commissioners, Secretary, Engineer, Attorney, law fees, wharfingers, collectors, fuel, rent, printing and stationery	\$938,784 34	
Construction of wharves, bulkheads, sheds, etc. . .	1,610,728 10	
Sea Wall. (Construction of)	798,376 63	
Dredging. (Cost of)	570,400 09	
Purchase of, and constructing dredges, steam tugs and scows	139,167 08	
Miscellaneous, loss of coal, wheat, iron, etc. by falling off wharves	11,663 90	
Cash on hand in Treasury	487,725 11	
	<hr/>	\$4,556,845 25

CASH.

DR.

Amount remitted to the State Treasurer \$3,031,332 51

CASH.

CR.

By amount drawn from State Treasurer	\$2,543,607 40	
Cash on hand in the Treasury	487,725 11	
	<hr/>	\$3,031,332 51

REPORT

OF

J. B. LAMAR,

ATTORNEY OF THE BOARD OF STATE HARBOR
COMMISSIONERS.

REPORT.

To the Honorable Board of State Harbor Commissioners:

I herewith submit a statement, showing what has transpired in relation to the business in my charge, as your attorney, since my former report under date of October 1, 1877.

Cases pending on the first day of October, 1877—their objects and disposition:

SOULE, ET AL. ; Board of State Harbor Commissioners, vs. B. HOLIDAY, JR.	} } } <i>Nineteenth District Court.</i>
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This is an action for \$395.87, dockage, and is still undisposed of.

SOULE, ET AL., Board of State Harbor Commissioners, vs. POPE & TALBOT.	} } } <i>Nineteenth District Court.</i>
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SAME
 vs.
 SAME. } *Nineteenth District Court.*

The last two above cases are for the aggregate sum of \$1,396.50--tolls claimed as due the State for lumber landing at Second and Berry-street Wharf. The defendants built the wharf in 1861, and have ever since had possession of it. Upon these facts, they claim that the Board of State Harbor Commissioners has no jurisdiction to collect dockage, wharfage and tolls at said wharf. In these cases, judgment was rendered for defendants in the Court below, and appeals are now pending in the Supreme Court.

SOULE, ET AL.,
 Board of State Harbor Com-
 missioners,
 vs.
 THE SAN FRANCISCO GAS LIGHT
 COMPANY. } *Nineteenth District Court.*

SAME
 vs.
 SAME. } *Nineteenth District Court.*

These actions are to recover \$2,259.36--tolls for coal landed at Second and Berry Street Wharf. The issues are the same in both--that is, whether the toll legally chargeable is 10 or 6½ cents per ton. The plaintiffs had judgment for 6½ cents per ton, and both parties appealed to the Supreme Court.

The cases have been argued and submitted, but no decision has been yet rendered.

PACIFIC TRANSFER COMPANY

vs.

THE BOARD OF STATE HARBOR COM-
MISSIONERS.

} *Twelfth District Court.*

This was an action brought to recover of the Board of State Harbor Commissioners \$200, wharfage alleged to have been illegally collected of the plaintiffs. Defendants had judgment in the Court below, and on plaintiffs' appeal to the Supreme Court the judgment was reversed, and the cause remanded, with directions to the District Court to overrule the demurrer to the complaint. There has been no further action taken, and I suppose the case is ended.

THE PEOPLE

vs.

THE SAN FRANCISCO GAS LIGHT CO.

} *Nineteenth District
Court.*

This action is to recover \$334.40 tolls for coal landed at Potrero Wharf. Defendants built the wharf in 1873, and have ever since had possession, and deny plaintiffs' right to dockage, wharfage and tolls. The District Court gave judgment for defendants, and plaintiffs appealed to the Supreme Court. This case has been argued and submitted, but is undecided.

THE PEOPLE

vs.

THE UNION LUMBER ASSOCIATION.

} *Fifteenth District Court.*

This is an agreed case to determine as the ultimate question the monthly rental due from defendant to plaintiffs for the lease of the wharf at the foot of Beale Street. Plaintiff

claiming \$800 per month ; defendants admitting their right to \$400 per month, and resisting the balance. Defendants had judgment in the District Court, which judgment was affirmed in the Supreme Court.

THE PEOPLE <i>vs.</i> POPE AND TALBOT.	}	<i>Nineteenth District Court.</i>
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Action for \$2,793.11. The issues in the case are the same, and the judgment the same as in the other cases of the same title hereinbefore mentioned.

THE PEOPLE <i>vs.</i> THE SOUTHERN PACIFIC RAIL- ROAD COMPANY.	}	<i>Nineteenth District Court.</i>
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Action for dockage, wharfage and tolls. Defendants had judgment in the Court below—affirmed in the Supreme Court.

THE PEOPLE <i>vs.</i> HOOPER, <i>et al.</i>	}	<i>Nineteenth District Court.</i>
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Action for dockage of vessels occupying berths in Channel street, opposite Block 43. Judgment for defendants in the Court below; affirmed in the Supreme Court

The last two cases and also the People against Union Lumber Association, were elaborately argued in the Supreme

Court, but no opinion was expressed in the decision of either case. Petitions for re-hearing were presented in each case and were severally denied.

THE PEOPLE

vs.

TURNER, KENNEDY AND SHAW.

} *Twelfth District Court.*

This case was brought in Justice Court and transferred. It is still pending in the District Court. This action was for \$150 wharfage at Channel street wharf.

THE PEOPLE

vs.

H. F. WILLIAMS.

} *Nineteenth District Court.*

• This is an agreed case, to determine the right of the Board to collect dockage, wharfage and tolls in Channel street, on the south side of Block 17. The case was argued and submitted October 12th, 1877. The Court still has it under advisement.

ACTIONS COMMENCED SINCE OCTOBER 1ST, 1877—THEIR OBJECTS AND DISPOSITIONS.

THE PEOPLE

vs.

THE SAN FRANCISCO GAS LIGHT CO.

} *Nineteenth District Court.*

Agreed case for \$34 dockage. The object is to test the right of the respective parties to dockage at Second and

Berry street wharf. Defendant had judgment in the District Court, and plaintiffs appealed. The case has been argued and submitted in the Supreme Court.

THE PEOPLE	}	<i>Twelfth District Court.</i>
<i>vs.</i>		
MCKINLEY, <i>et al.</i>		

Action to remove an obstruction from Third street. The obstruction being voluntarily removed the action was discontinued.

THE PEOPLE	}	<i>Nineteenth District Court.</i>
<i>vs.</i>		
THE BOARD OF SUPERVISORS		
OF THE CITY AND COUNTY OF SAN FRANCISCO.		

Petition for writ of prohibition.

This was a proceeding to prevent the Board of Supervisors from leasing China Basin. Before the matter was finally determined in Court the Legislature passed an act under the provisions of which the controversy between the Board of State Harbor Commissioners and the Board of Supervisors of the City and County of San Francisco, involving jurisdiction over China Basin was definitely settled by placing the basin under the exclusive control of the Harbor Commissioners.

THE PEOPLE	}	<i>Twelfth District Court.</i>
<i>vs.</i>		
THE SAN FRANCISCO GASLIGHT CO.		

Agreed case for \$324 50, dockage at Pretrero Gas Works. Plaintiffs had judgment in the District Court and defendants

appealed. This case, with all others of the same title, was argued and submitted on the 17th of September, 1879.

THE PEOPLE
vs.
 THE PACIFIC ROLLING MILL Co. } *Nineteenth District Court.*

Agreed case for \$220. Tolls on coal and iron landed at defendant's wharf.

The case was argued and submitted on the 3d day of May, 1878, and the Court still has it under advisement.

THE PEOPLE
vs.
 HUSON *et al.* } *Fourth District Court.*

Action on official bond of Wharfinger to recover \$1,045.10, moneys collected and not paid over. Defendants had judgment and an appeal is being taken to the Supreme Court.

THE PEOPLE
vs.
 CAULKINS, *et al.* } *Fourth District Court.*

Action on official bond for \$1,343.16, moneys collected by Wharfinger and not paid over. Judgment by default for the amount sued for, with interest.

THE PEOPLE
vs.
 THE BARKENTINE VICTOR. } *U. S. District Court.*

Libel of vessel for dockage in China Basin. Still pending.

TALCOTT AND ONDERDONK	}	<i>Nineteenth District Court,</i>
<i>vs.</i>		
THE BOARD OF STATE		
HARBOR COMMISSIONERS.		

Agreed case, in which plaintiffs seek to compel the Board of State Harbor Commissioners to pay out to plaintiffs \$5,722.50, claimed to be due for extra work on Market-street wharf; and authorized by special Act of the Legislature. The District Court gave judgment for the plaintiffs.

Defendants appealed to the Supreme Court, and the judgment was reversed.

THE BOARD OF STATE HARBOR	}	<i>Fourth District Court.</i>
COMMISSIONERS		
<i>vs.</i>		
SMITH AND SMITH <i>et al.</i>		

Action on bond to recover of defendants \$1,000, penalty for breach of contract in not keeping asphaltum covering of a portion of East street in repair. Case still pending.

TALCOTT AND ONDERDONK	}
<i>vs.</i>	
THE BOARD OF STATE HARBOR	
COMMISSIONERS AND J. A. McCLELLAND, SECRETARY.	

Petition for writ of mandamus to compel the payment of money claimed in former action by the same plaintiffs. The Court rendered judgment for defendants. The plaintiffs have appealed to the Supreme Court.

FLOYD, <i>et al.</i>	}	<i>Fourth District Court.</i>
<i>vs.</i>		
BLANDING, <i>et al.</i> , Commissioners.		

This is an action to restrain the construction of a portion of the sea-wall being built by Andrew Onderdonk, under a contract with the Board of State Harbor Commissioners. The injunction was granted on the 24th of April last, and an appeal on behalf of defendants was promptly taken. On June 4th, the oral argument before the Supreme Court was concluded, and the case taken under advisement. The case is not yet determined.

PACIFIC TRANSFER Co.	}	<i>Twelfth District Court.</i>
<i>vs.</i>		
THE BOARD OF STATE HARBOR COMMISSIONERS.		

This is an action to recover of the Board \$1,000, moneys alleged to have been illegally collected as wharfage, by defendants from plaintiffs. On the 15th of August last, defendants had judgment on demurrer.

HOOPER <i>et al.</i>	}	<i>Nineteenth District Court.</i>
<i>vs.</i>		
SWETT.		

On the 28th of December last the plaintiffs obtained an injunction against the defendant. Defendant had contracted with the Board of State Harbor Commissioners to construct a wharf along the south line of Channel street, between Kentucky and Fourth streets. Plaintiff is lessee of the Central Pacific Railroad Company.

On the 21st day of July, defendant's motion to dissolve the injunction was argued and taken under advisement by the Court. There has been no decision upon the motion.

Several cases of minor importance have been brought in the Justice Courts, but have all been settled except one, viz., *People vs. Quint et al.*, which is an action against the sureties on an official bond of a deceased Wharfinger for moneys collected (\$212.87) and not paid over.

Respectfully,

J. B. LAMAR,

Attorney for the Board of State Harbor Commissioners.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

FOR THE TWO FISCAL YEARS

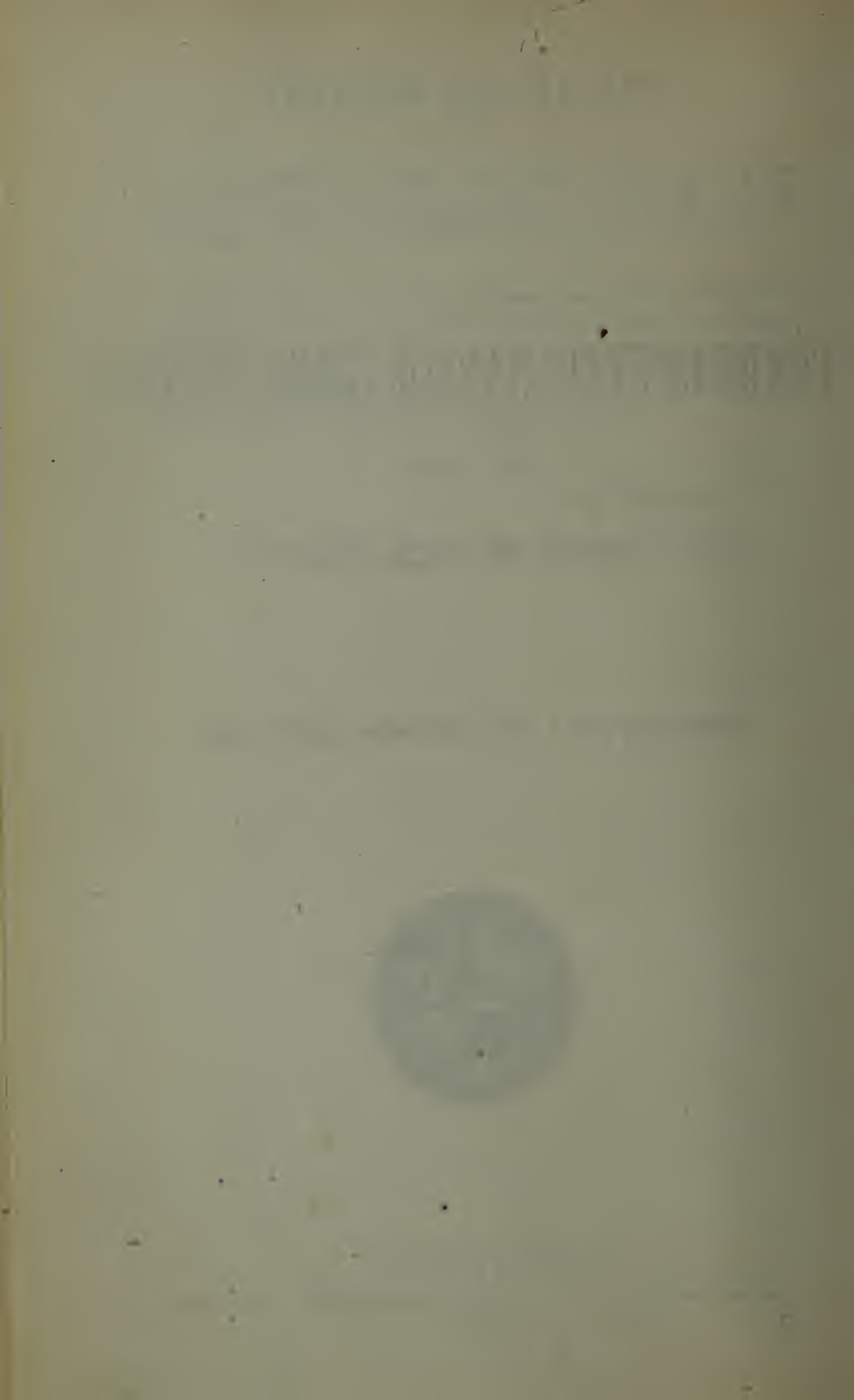
Commencing July 1, 1880, and Ending June 30, 1882.



SACRAMENTO:

STATE OFFICE : : : J. D. YOUNG, SUPT. STATE PRINTING.

1882.



REPORT.

Hon. GEORGE C. PERKINS, *Governor of the State of California* :

In compliance with Section 2537 of the Political Code, the Board of State Harbor Commissioners submit their report for the two years commencing July 1, 1880, and ending June 30, 1882.

The details appear in the tabular statements hereto annexed. The following is a summary of them :

RECEIPTS.

From dockage and tolls	\$816,913 73
From rents	50,927 50
From dredging for private parties	5,036 00
From sale of old material	1,565 90
Total	<u>\$874,443 13</u>

From which it appears that the average monthly receipts from all sources have been \$36,435 13.

On December 30, 1879, the tolls were reduced as follows: All the twelve and one half cent rates were reduced to ten cents, and all the six and one quarter cent rates were reduced to five cents. This was applicable to all merchandise; and, in addition, the rate on lumber was reduced from ten cents to five cents per 1,000 feet, on coal from ten cents to five cents per ton, and on wood from twelve and one half cents to five cents per cord. That is, the rates on general merchandise were reduced twenty-five per cent, on lumber and coal fifty per cent, and on wood sixty per cent.

On June 4, 1880, the rules as to dockage on vessels were changed, so that instead of the day of arrival and day of departure being charged for as full days, the day was reckoned from the hour of arrival to the same hour on the succeeding days.

The gross receipts were, of course, decreased to the extent of such reductions.

DISBURSEMENTS.

The various items of expense may be grouped under the following heads :

Salaries of Commissioners, Secretary, Assistant Secretary, Engineer, Assistant Engineer and Draughtsman, Attorney, Wharfingers, Collectors, and Watchmen	\$182,734 72
Construction, including building of new wharves, sheds, and sewers	225,825 47
Urgent repairs, including maintenance and repair of the outer half of water front streets and of old wharves	60,250 08
Dredging, including wages of men, repairs of tow-boats, dredgers, and scows, cost of coal and water	100,205 97
Fire account, including wages, cost of repairs of pumps and hose	8,655 99
Wharf cleaning	6,701 43
Seawall construction	475,979 94
Wharf offices, construction, repair, and furniture	2,501 95
General expenses, including office rent, fuel, stationery, printing, legal expenses, damages to vessels and merchandise, notices of removal of vessels, dockage and tolls refunded, and other small items	15,513 13
Total	<u>\$1,078,368 68</u>

Deduct from such total disbursements the following items, which represent fixed capital, viz.:

Construction of new wharves, sheds, etc.	\$225,825 47
Construction of seawall	475,979 94
Total	\$701,805 41

And the balance of \$376,563 27, represents the current expenses of every kind for two years, and shows an average monthly expense of about \$15,690 13.

The increase in the current monthly expense is accounted for by the fact that since June, 1880, a number of new wharves have been constructed, thereby increasing the expense for additional Wharfingers and Collectors, and for labor and materials in keeping up necessary repairs.

HARBOR IMPROVEMENT FUND.

Amount to credit, July 1, 1880.....	\$308,710 75
Remitted to State Treasurer from that date to June 30, 1882, inclusive.....	454,702 31
	\$763,413 06
Drawn from the fund from that date to June 30, 1882, inclusive.....	658,627 86
Amount to credit of fund June 30, 1882, inclusive.....	\$104,785 20
Average monthly remittance	\$18,945 93

It will be found that the State Treasurer's statement of the amount to the credit of the fund does not agree with the above figures, because \$15,809 66 of the receipts of June, 1882, did not reach him till after the close of his biennial statement, and because drafts to the amount of \$22,366 50 drawn by this office prior to June 30, 1882, had not been paid at the Treasurer's office at that date. It is only after the June settlements are made at this office that the balance can be remitted.

The discrepancy of two cents between the Treasurer's account and the account in this office has existed for many years.

CONSTRUCTION ACCOUNT.

This does not include construction of the seawall, and may be classed under three heads:

I. Work contracted for prior to June 30, 1880, and completed prior to June 30, 1882:

Flooring of Shed on Section No. 2 of the Seawall between Montgomery and Kearny Streets, and Extension of Montgomery Street to the Seawall.—Contract made May 25, 1880, for \$11,344. It was completed and paid for August 19, 1880. An addition of ten feet to the width was made, at a cost of \$1,899 66. Total cost, \$13,243 66.

Shed on Section No. 2 of the Seawall between Montgomery and Kearny Streets.—One thousand feet long by one hundred feet wide. Contract made June 5, 1880, for \$13,874. It was completed and paid for November 9, 1880. Seventy-five dollars was allowed for extra work, and \$103 58 deducted for work not done. Total cost, \$13,845 42.

Shed on Spear Street Wharf.—Two hundred and seventy-one feet long by eighty feet wide. Contract made April 17, 1880, for \$2,600. Allowed for extra work, \$150. It was completed and paid for July 22, 1880. Total cost, \$2,750.

Widening New Broadway Wharf.—Five hundred and thirty feet long by thirty feet wide. Contract made June 22, 1880, for \$7,500. It was completed and paid for August 12, 1880. There was a deduction of \$60. Total cost, \$7,440.

Ferry Slip and Approach for South Pacific Coast Railroad Company. Contract made June 22, 1880, for \$35,355. It was completed and paid for December 6, 1880. Paid for replanking a part of the old wharf adjacent, \$976 75.

II. Work contracted for subsequent to June 30, 1880, and completed prior to June 30, 1882:

Flooring of Shed on Section 1.—Nine hundred and twenty-five feet long by sixty feet wide. Contract made July 12, 1880, for \$8,899. Widened ten feet, at a cost of \$1,421 74. Completed and paid for October 29, 1880. Total cost, \$10,320 74.

Extension of East Street, between Howard and Folsom Streets.—One hundred feet wide and ninety-four feet long; and construction of a new wharf four hundred and ninety-four feet long by eighty feet in width, adjacent to Howard Street. Contract made August 23, 1880, for \$22,900; allowed for work on adjacent old Folsom Street Wharf, \$2,478 47. Total, \$25,378 47. Completed and paid for November 26, 1880.

Widening Old Broadway Wharf.—Thirty feet by four hundred and forty feet in length. Contract made September 7, 1880, for \$7,541. Allowed for extra work, \$225 92. Completed and paid for October 28, 1880. Total cost, \$7,766 92.

Shed on Section 1, Seawall.—Nine hundred and four and a quarter feet long by one hundred feet wide. Contract made September 20, 1880, for \$13,590. Completed and paid for February 18, 1881.

Raising and Replanking Portion of East Street, between Market Street and South Line of Jackson Street.—Six hundred and fifty feet long by thirty-eight feet wide. Contract made October 26, 1880. Completed and paid for January 24, 1881; \$4,877 40.

Culvert across Section A of Seawall.—One hundred and ninety feet in length. Interior dimensions, six feet by ten and one half feet wide. Contract made November 3, 1880, for \$3,974. Completed and paid for February 1st, 1881.

Shed at Ferry Slip Number Three.—Eighty feet by eighty-two feet. Contract made November 22, 1880, for \$1,300. Allowed for extra work, \$60. Completed and paid for January 24, 1881. Total cost, \$1,360.

Widening Shed on Old Broadway Wharf.—Fifty-four and one half feet by four hundred and seventy-three feet long. Contract made November 30, 1880, for \$3,990. Allowed for extra work, \$46 50. Completed and paid for March 5, 1881. Total cost, \$4,036 50.

Dolphin to Ferry Slip Number Eight.—Contract made May 24, 1880, for \$885. Completed and paid for June 8, 1880.

Connection of Front Street Wharf with Section Four of the Seawall.—Contract made June 28, 1881. Completed and paid for; \$2,062 53.

Freight Shed for South Pacific Coast Railroad Company.—Twenty-five feet wide by one hundred and sixty feet long, and addition to office. Contract made September 27, 1881, for \$2,640. Allowed for extra work, \$5. Completed and paid for November 8, 1881. Total cost, \$2,645.

Macadamizing Roadway on Sections One, Two, Three, and Four, Sea-

wall.—Four thousand feet in length by forty feet in width. Contract made October 25, 1881. Completed and paid for April 13, 1882; \$6,079 93.

Culvert through Section 3 of Seawall, one hundred and ninety-seven feet in length; Interior Dimensions five feet by four feet.—Contract made January 31, 1882, for \$1,439. Completed and paid for May 16, 1882.

Driving New and Pulling Old Fender Piles on Sections A, 1 and 2 of Seawall.—Contract made February 14, 1882. Completed and paid for April 18, 1882; \$3,202 50.

III. Work contracted for prior to June 30, 1882, and not fully completed at that date:

New Wharf near foot of Mission Street, six hundred and six feet in length by eighty feet in width and removal of Old Wharf. Contract made January 17, 1882, for \$27,749. Paid on account up to June 30, 1882, \$15,000.

Widening Spear Street Wharf, fifty feet by six hundred and ninety in length.—Contract made April 25, 1882, for \$19,747. Paid on account up to June 30, 1882, \$2,000.

Reconstruction of Ferry Slips, Numbers 1, 2, and 4.—Contract made April 25, 1882, for \$18,237. Paid on account up to June 30, 1882, \$4,000.

In the "construction account" of the dates of second, third, and sixteenth December, 1881, appear three claims amounting together to \$4,141 26, "allowed for repairs of Greenwich Wharf."

The history of these claims is as follows:

In the early part of 1874 the Board decided to construct a wharf on the outer half of Lombard Street between Sansome and Battery Streets, and on the outer half of Battery Street, between Lombard and Greenwich Streets. The owners of the property fronting on such intended wharves having, prior to that time, piled and planked their lots out to the lines of said streets, proposed to the Board that they would, at their own expense, put their structures in such good repair as should be deemed necessary by the Engineer of the Board, and allow the Board to assume control thereof for the purpose of collecting dockage, wharfage, and tolls, paying no rent or compensation therefor, on condition that the Board would thereafter keep and maintain the same in good repair at its own expense, and that the right to so use and occupy the premises should be terminable by either party on written notice of thirty days. This proposition was accepted by the Board, by special authority conferred on it by Act of the Legislature approved March 26, 1874. The premises having been put in good repair by the owners, the Board on April 29, 1874, entered into written contracts with the parties—which are on file in the office—assumed control of the premises, and collected dockage and tolls thereat until March 17, 1881, when it gave notice of the termination of the contracts.

The owners, thereupon, insisted that the Board had no right to surrender, nor were they bound to accept the premises until they were put in good repair. The Chief Engineer was directed to examine and report as to their condition, and to estimate the cost of proper repairs, if they were found in not good condition. He reported that such was the fact, and gave a detailed statement showing that the repairs would cost \$4,141 26. As the seawall was being constructed in close proximity to these structures, the Board feared that

they would be greatly displaced by the mud forced against them, thus entailing on the Board a heavier cost for repairs. It was deemed advisable, therefore, to tender to the owners the cost of such repairs, as estimated by the Engineer of the Board, in full satisfaction of their claims. This was accepted. Before taking any action in the matter, the facts were submitted to the former and the present attorney of the Board, and they both concurred in advising that the Board was legally liable to the parties for the repairs stated in the contracts. Their opinions are on file in the office. Thereupon the Board paid the sum of \$4,141 26 to the several parties, by drafts drawn on the Harbor Improvement Fund, as will appear in that account.

SEAWALL.

The work may be classed under the following heads :

I. That which was contracted for prior to June 30, 1880, and completed during the present fiscal term :

Section A.—Extending from Section 1, westwardly, five hundred and sixty-one feet, to the west line of Powell Street produced, and being two hundred feet wide.—Contract made December 18, 1879, at the following rates, viz.: for the wharf facing, five hundred and sixty-one feet long by sixty-one feet wide, of woodwork, \$14,800; for the stone embankment, fifty-three cents per cubic yard; for the earth embankment, twenty-four cents per cubic yard. Total cost, \$85,614 53. Of which there was paid, up to June 30, 1880, \$11,591 30.

It was completed October 31, 1880, and was accepted after three months allowed for settling, and the balance of \$74,023 23 was paid during the present fiscal term.

Section 3.—Extending southeast from Section 2, one thousand feet, and being ninety-one feet in width.—Contract made January 25, 1879, at the following rates, viz.: for wharf facing, one thousand feet long by fifty-one feet wide, of woodwork, \$20,000; for the stone embankment, sixty-five cents per cubic yard; for the earth embankment, twenty-five cents per cubic yard. Total cost, \$201,299 51; of which there was paid, prior to June 30, 1880, \$51,085 51.

It was completed January 12, 1881, and was accepted, after three months allowed for settling, and the balance of \$150,214 was paid during the present fiscal term.

Section 4.—Extending southeast from Section 3, one thousand feet, and being two hundred feet in width.—Contract made March 27, 1880, at the following rates, viz.: For wharf facing, one thousand feet long by sixty-one feet wide of woodwork, \$24,500; for the stone embankment, sixty-nine and a half cents per cubic yard; for the earth embankment, thirty-four cents per cubic yard. Total cost, including return embankment at south end of the section, \$240,872 01, which was all paid during the present fiscal term.

II. That which was contracted for subsequent to June 30, 1880, and completed during the present fiscal term :

Widening Section 3.—Earth embankment extending from Section 2 to Section 4, one thousand feet in length by one hundred and nine feet in width, with the exception of such portions thereof on the extensions of Francisco, Chestnut, and Sansome Streets as had been completed previously, thus completing the section to full width of

two hundred feet. Contract made April 13, 1882, for the gross sum of \$33,750, of which no part was paid up to June 30, 1882.

At this date there has been completed four thousand five hundred and sixty-one feet of seawall two hundred feet wide, consisting of a wharf-facing of woodwork its whole length, fifty-one feet wide for three thousand feet, and sixty-one feet wide for one thousand five hundred and sixty-one feet, and an embankment of stone and earth of an average surface width of one hundred and forty-nine feet.

The total cost of five sections has been \$894,671 56, or \$196 15 per lineal front foot. The total quantity of material used in the construction was: of stone, 675,430 cubic yards; of earth, 1,409,085 cubic yards; 3,401 piles; and 2,242,538 feet of lumber.

On the inner side of the wharf-facing of Sections 1, 2, 3, and 4 a macadam roadway has been constructed of the length of four thousand feet and of a width of forty feet. This was necessary for the purpose of travel, as the wharf-facing is exclusively devoted to the loading and discharging the freight of vessels. This roadway is sprinkled every day during the dry season, and kept in repair by contract for \$125 per month.

The construction of these sections has greatly relieved the pressure for room at the other wharves, and much of the grain business has been transferred to Sections 1 and 2, which are covered by a shed two thousand feet in length by one hundred feet in width. The regulations of the Board in regard to the use of these sections and shed have proved a great convenience to the grain interests. Grain is landed there at a toll of five cents per ton, it is then allowed to remain under the shed fifteen days without further charge for removal or reshipment.

An idea will be formed of the business done at these sheds from the following statement:

	Landed at and Shipped from Section 1, from March, 1881, to June 30, 1881.	Landed at and Shipped from Section 2, from October, 1880, to June 30, 1882.
Wheat, sacks -----	1,030,191	2,095,712
Barley, sacks -----	161,374	819,867
Beans, sacks -----	41,073	125,604
Oats, sacks -----	12,365	63,243
Rye, sacks -----	2,865	-----
Corn, sacks -----	21,503	126,486
Flour, sacks -----	127,775	-----
Flour, half sacks -----	-----	24,343
Flour, quarter sacks -----	-----	82,991

The Harbor Improvement Fund, which amounted, on June 30, 1880, to \$308,710 75, has been so drawn on for the seawall and necessary wharf structures that the Board deemed itself not justified, under the terms of the law, in letting a contract for another section of the seawall; it should, however, progress, and there is no doubt that at least a five hundred foot section could be completed in 1883.

URGENT REPAIRS.

Section 2525, Political Code, directs that the outer half of the streets along the water front shall be kept in good repair by the

Harbor Commissioners, and the inner half shall be kept in repair jointly by the owners of the lots abutting thereon and the City and County of San Francisco.

By Section 19, Article XI, of the Constitution, no work can be done on the streets, the cost of which is assessable on private property, unless an estimate of such cost be made and an assessment in proportion to the benefits, on the property to be affected, shall be levied, collected, and paid into the City Treasury, before such work is commenced or any contract let therefor.

But the Supreme Court of California, in the case of *McDonald v. Patterson*, 54 Cal. 245, followed by the recent case of *Donahue v. Graham* (decided August 23, 1882), has practically held that the Act of April 1, 1872, known as the "Street Law," is no longer in force. There is therefore now no law in San Francisco by which any assessment for street work can be levied, collected, and paid into the City Treasury.

This has caused the stoppage of all street work, at least so far as the property-holders are concerned. And as the inner half of the water front streets is to be kept in repair by them and the city jointly, the result is that it is in a dilapidated and dangerous condition. The Commissioners keep the outer half in good condition, but they cannot legally expend a cent on the inner half. As it is, the outer half is now made to receive almost all the travel, in consequence of the bad condition of the inner half, thus imposing on the State an increased expense for repairs.

The amount of \$3,000 per month now allowed to be expended is too small for the necessary repair of the wharves and outer half of the water front roadway, and should, by an amendment of the law, be increased to \$5,000. The propriety of such an amendment is obvious, from the fact that the wharves, piers, and outer half of the water front roadway cover fifty-two and one third acres in area, and required for their construction 36,254 piles, subject to the ravages of the teredo and limnoria, and 17,758,247 feet (board measure) of caps, sills, and planking, subject to natural decay and destruction by travel.

DREDGING.

The annexed statement shows that, during the past two years, there has been dredged 1,372,489 cubic yards, at a cost of \$100,205 97, or 7.3 cents per cubic yard. This is slightly in excess of the cost for the year ending June 30, 1880, owing to the fact that the dredgers have been much employed in dredging around the stumps of dangerous piles, broken off at or below the mud level, in order to permit their removal, and removing stone from the face of Section 4, which was carried out by the mud displaced in the construction of said section.

FIRE SERVICES.

The "Governor Irwin" tugboat, in addition to her regular duty of towing the mud-scows, has responded to fifty-eight fire alarms. On eleven of these occasions very valuable services were rendered, much property having been saved by her eight powerful streams. By day and night she is ready for duty, and her promptness and efficiency have been repeatedly commended by the Fire Department and the public press of the city.

PRESERVATION OF PILES.

For years past this subject has claimed the attention of the Board, but so far all experiments to prevent the destruction of the piles by the teredo and limnoria have proved of no value. As the new wharf at Mission Street was about to be constructed, the Board deemed it a good opportunity to again renew such experiments. A notice was therefore published, inviting all persons who were familiar with the subject to submit their views and plans, and stating that the Board would pay the expense of preparing and driving a limited number of piles on each plan proposed. In response to this notice nine plans were proposed, all agreeing in the mode of protection by an artificial covering of the submerged part of the pile, but differing as to the materials to be used. Ninety-nine piles prepared by the different plans have been driven at that wharf, and placed alternately so as to afford a test of their relative merits, or whether they have any at all. A very careful entry has been made on the register of the Chief Engineer's office of the facts and exact location of these piles, and they will be examined from time to time and their condition noted. As the rest of the piles of the wharf are driven with the bark on, which affords protection for about two years, it remains to be seen whether these several artificial coverings will last as long or longer. The importance of the subject will be seen from the fact that the wharves have about thirty-six thousand piles which are exposed to the ravages of these insects.

COLLECTION OF REVENUE.

The Board has heretofore in its reports expressed decided disapproval of the mode of collecting the charges on merchandise by the load, estimated by the Toll Collector by weight or measurement as it passes on or off the wharves. The main objection to the system is that it is too expensive. It will be seen in the report for the year ending June 30, 1880, the cost of collection was 16.8 per cent of the amount collected during that year. For the past two years the dockage and tolls collected amount to \$816,913 73, and the salaries of Wharfingers and Toll Collectors amount to \$121,245 06—that is 14.84 per cent of the amount collected.

The Board has no power to remedy this evil without some appropriate legislation. They think that a far simpler, surer, and more economical system is the collection directly from the master, owner, or consignee of the vessel of the charge on the merchandise by measurement or weight, as stated in the manifest. An Act was passed at the session of the Legislature of 1880 (Stats. 1880, p. 10) authorizing the adoption of such system, but it proved of no avail, as it contained some provisions which, soon after its passage, the United States Supreme Court, in a similar case (*Guy v. City of Baltimore*, 100 U. S. S. Ct. Rep. 434) declared unconstitutional. At the session of 1881 a bill, divested of such provisions, was again introduced, and referred to the Committee on Commerce and Navigation in the Senate, but no further action was taken thereon.

The subject deserves the attention of the Legislature, and the Board recommends the passage of the bill introduced at its last regular session.

WM. BLANDING,
GEO. S. EVANS,
WM. A. PHILLIPS,

July 1, 1882.

Board of State Harbor Commissioners.

TABULAR STATEMENTS.

BOARD OF STATE HARBOR COMMISSIONERS' BIENNIAL REPORT, SHOWING
THE RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS END-
ING JUNE 30, 1882.

RECEIPTS.	1880-81.	1881-82.	Total.
Section 1, Seawall Wharf.....	\$5,755 09	\$10,699 65	\$16,454 74
Section 2, Seawall Wharf.....	8,164 70	12,277 76	20,442 46
Section 3, Seawall Wharf.....	4,254 45	17,080 40	21,334 85
Section 4, Seawall Wharf.....		2,524 25	2,524 25
Battery Street Wharf.....	4,398 30		4,398 30
Front and Union Streets Wharves	18,855 77	13,992 05	32,847 82
Green Street Wharf.....	24,010 05	21,513 35	45,523 40
Vallejo Street Wharf.....	30,324 97	29,602 30	59,927 27
Broadway Wharf.....	24,464 35	23,605 70	48,070 05
Pacific Street Wharf.....	25,146 33	19,148 05	44,294 38
Jackson Street Wharf.....	18,289 65	17,628 70	35,918 35
Washington Street Wharf.....	22,233 65	21,587 25	43,820 90
Ferries (Slips 1 to 8, inclusive).....	85,541 65	91,983 80	177,525 45
Mission Street Wharf.....	11,475 04	11,311 65	22,786 69
Mission Street Wharf, No. 2.....	14,275 37	16,257 10	30,532 47
Howard Street Wharf.....	7,597 17	7,620 56	15,217 73
Howard Street Wharf, No. 2.....	6,620 75	17,433 15	24,053 90
Folsom Street Wharf.....	8,138 15	8,254 90	16,393 05
Harrison and Spear Streets Wharves.....	18,426 44	19,837 60	38,264 04
Main Street Wharf.....	15,982 38	15,911 46	31,893 84
Second and Berry Streets Wharves	2,617 59	2,696 65	5,314 24
Channel Street Wharf.....	3,705 93	4,430 92	8,136 85
Channel Street (south) Wharf.....	420 83	876 50	1,297 33
Space for Scales.....	636 00	611 50	1,247 50
Oregon Improvement Company (lease).....	1,800 00	7,200 00	9,000 00
Union Lumber Association (as per lease).....	3,600 00		3,600 00
Pacific Mail Steamship Company (lease).....	15,000 00	15,000 00	30,000 00
Central Pacific Railroad (tolls).....	32,584 13	37,357 24	69,941 37
Merchants' Dry Dock Company (rent).....	3,300 00	3,300 00	6,600 00
United States Barge Office (rent).....	120 00	360 00	480 00
Expense account (sale of horse and buggy).....	90 00		90 00
Urgent repairs (sale of old iron, lumber, etc.).....	757 25	473 35	1,230 60
Dredger No. 1 (received for dredging).....	250 00	1,808 00	2,058 00
Dredger No. 1 (received for use of extra scow).....		108 00	108 00
Dredger No. 2 (received for dredging).....	378 00	2,384 00	2,762 00
Dredger No. 2 (received for use of scow).....		108 00	108 00
Dredger No. 2 (sale of old material).....	29 60	12 10	41 70
Tug "Governor Irwin" (sale of old material).....	138 60	9 70	148 30
Fire account (sale of old material).....	55 30		55 30
	\$419,437 49	\$455,005 64	\$874,443 13
San Francisco Harbor Improvement Fund—Amount drawn.....	\$527,487 44	\$131,140 42	\$658,627 86
			\$1,533,070 99

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1880-81.	1881-82.	Total.
Salaries of Commissioners and Secretaries-----	\$13,200 00	\$12,391 66	\$25,591 66
Salaries of Wharfingers, Collectors, and Watchmen---	64,276 36	66,166 70	130,443 06
Salary of Attorney-----	2,400 00	2,400 00	4,800 00
Salaries of Chief Engineer, Assistant, and Draughts- man-----	6,000 00	6,300 00	12,300 00
Salaries of Chief Wharfinger and Assistant-----	4,800 00	4,800 00	9,600 00
Expense account, rent, fuel, stationery, etc.-----	7,159 22	6,726 92	13,886 14
Urgent repairs—amount paid-----	29,802 77	30,447 31	60,250 08
Construction account—amount paid-----	170,170 20	55,655 27	225,825 47
Dredger No. 1—current expenses-----	13,801 71	14,372 87	28,174 58
Dredger No. 2—current expenses-----	15,021 55	14,809 31	29,830 86
Tug Anasha—current expenses-----	10,146 34	8,614 43	18,760 77
Tug Gov. Irwin—current expenses-----	12,492 92	10,946 84	23,439 76
Fire account—current expenses-----	4,335 99	4,320 00	8,655 99
Cleaning wharves-----	3,082 25	3,619 18	6,701 43
Legal expenses-----	119 50	72 25	191 75
Seawall account-----	383,174 96	92,804 98	475,979 94
Profit and loss (personal injuries, and damage to ves- sels, and personal property)-----	449 33	-----	449 33
Wharf offices and furniture-----	1,335 83	1,166 12	2,501 95
Harbormaster's expense account—notice to remove vessels in the stream-----	62 50	125 00	187 50
Overpaid dockage, returned-----	154 89	361 72	516 61
Overpaid tolls, returned-----	-----	34 55	34 55
Gas used at Washington Street Wharf-----	46 80	24 90	71 70
Moving vessels-----	23 90	21 15	45 05
Office rent—Second and Berry Street Wharf-----	60 00	45 00	105 00
Barrels for top of Seawall Sheds-----	25 50	-----	25 50
San Francisco Harbor Improvement Fund—amount remitted-----	\$742,142 52	\$336,226 16	\$1,078,368 68
	\$204,782 41	\$249,919 90	\$454,702 31
			\$1,533,070 99

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1882.

Date.	To Whom Paid.	On Account of.	Amount.
1880.			
July 1	J. McMullen	Flooring of shed on Section 2, Seawall—on account	\$500 00
July 10	Winterburn & Co.	Printing specifications	6 00
July 15	Daily Alta.	Advertising for construction	34 80
July 20	J. McMullen	Flooring of shed on Section 2, Seawall—on account	4,000 00
July 33	Terrill & Slaven	Shed on Spear Street Wharf	2,750 00
July 23	E. C. Boobar	Reconstructing Slip No. 3, Oakland ferry	1,525 00
July 31	J. W. Donohue	Services supervising construction	78 00
Aug. 5	J. McMullen	Flooring of shed on Section 2, Seawall—on account	3,000 00
Aug. 7	A. Onderdonk	Trenches for drainpipe, shed on Section 2, Seawall	15 75
Aug. 13	Thos. Thompson	Widening Broadway Wharf	7,440 00
Aug. 13	J. McMullen	Flooring of shed on Section 2, Seawall—on account	3,000 00
Aug. 20	J. McMullen	Flooring of shed on Section 2, Seawall—in full	2,743 66
Aug. 25	Payroll	Labor digging trench for gutters—Seawall shed	30 00
Aug. 26	Hanson, Ackerson & Co.	Lumber furnished	1,622 00
Aug. 27	Daily Alta	Advertising for construction	14 50
Aug. 28	Winterburn & Co.	Printing specifications	16 50
Aug. 31	J. W. Donohue	Services supervising construction	78 00
Sept. 2	F. C. Hall	Services supervising construction	54 00
Sept. 6	W. R. Allen & Co.	Drains on shed—Section 1, Seawall	* 120 50
Sept. 10	E. F. Sweet	Painting office—Section 2, Seawall	15 00
Sept. 11	Winterburn & Co.	Printing specifications	8 00
Sept. 11	C. S. Dingley	Ferry slip south of Market Street—on account	4,500 00
Sept. 14	E. C. Boobar	Driving and pulling piles	1,989 00
Sept. 22	Hanson, Ackerson & Co.	Lumber furnished	1,609 66
Sept. 23	Daily Alta	Advertising for construction	23 20
Sept. 27	W. S. Phelps & Co.	Blacksmith work	351 33
Sept. 28	Winterburn & Co.	Printing specifications	8 50
Sept. 28	Edw. Denny & Co.	Stationery	9 90
Sept. 30	C. L. Dingley	Ferry slip south of Market Street—on account	7,000 00
Sept. 30	John Sanderson	Services supervising construction	28 50
Sept. 30	C. Smith	Services supervising construction	66 00
Sept. 30	J. W. Donohue	Services supervising construction	81 00
Sept. 30	D. Ross	Services supervising construction	21 00
Oct. 5	J. F. Kennedy	Flooring of shed on Section 1, Seawall—on account	2,000 00
Oct. 7	John P. Sheldon	Widening Broadway Wharf on north side—on account	2,000 00

Oct. 9.	Thomas H. Selby	Spikes for gutter on Seawall	11 00
Oct. 11.	E. C. Boobar	Driving and pulling piles	337 00
Oct. 12.	O. F. Graves	Extension of East Street and new pier—on account.	8,400 00
Oct. 13.	Charles Harloe	Services supervising construction	3 00
Oct. 16.	F. C. Hall	Services supervising construction	3 00
Oct. 20.	J. F. Kennedy	Flooring of shed on Section 1, Seawall—on account.	3,000 00
Oct. 25.	W. J. Adams	Furnishing lumber	2,335 42
Oct. 27.	C. L. Dingley	Ferry slip south of Market Street—on account	10,000 00
Oct. 28.	J. P. Sheldon	Widening Broadway Wharf on north side—in full.	5,766 92
Oct. 29.	Turner, Kennedy & Shaw	Furnishing lumber	75 13
Oct. 29.	D. Ross	Services supervising construction	60 00
Oct. 30.	E. C. Boobar	Driving and pulling piles	253 00
Oct. 30.	J. F. Kennedy	Flooring of shed on Section 1, Seawall—in full.	5,320 74
Oct. 30.	J. W. Donohue	Services supervising construction	78 00
Oct. 30.	C. Smith	Services supervising construction	63 00
Oct. 30.	John Sanderson	Services supervising construction	30 00
Nov. 4.	Charles Harloe	Services supervising construction	36 00
Nov. 10.	Renton, Holmes & Co.	Shed on Section 2, Seawall	13,845 42
Nov. 11.	Daily Alta	Advertising for construction.	23 20
Nov. 15.	Winterburn & Co.	Printing specifications	14 00
Nov. 16.	O. F. Graves	Extension of East Street and new pier—on account.	10,000 00
Nov. 17.	W. J. Adams	Lumber furnished	996 62
Nov. 18.	Starbird & Goldstone	Lumber for gutters, Section 2, Seawall	280 81
Nov. 22.	A. Onderdonk	Grading Powell Street	2,612 63
Nov. 24.	Hanson, Ackerson & Co.	Lumber for reconstructing Folsom Street Wharf	3,313 10
Nov. 26.	O. F. Graves	Extension of East Street and new pier—in full	6,978 47
Nov. 27.	Winterburn & Co.	Printing specifications	20 00
Nov. 30.	Charles Harloe	Services supervising construction	75 00
Nov. 30.	C. Smith	Services supervising construction	54 00
Nov. 30.	J. W. Donohue	Services supervising construction	81 00
Dec. 7.	San Francisco Chronicle	Advertising for construction	20 00
Dec. 7.	C. L. Dingley	Ferry slip south of Market street, in full	14,831 75
Dec. 7.	Daily Alta	Advertising for construction	11 60
Dec. 13.	Savage & Son	Gratings, shed, Section 1, Seawall	1 00
Dec. 15.	W. E. Mighell	Anchor, etc., for buoy off Folsom Street Wharf	127 00
Dec. 16.	Peter Robinson	Hauling rock to Powell Street Seawer	41 00
Dec. 24.	Hanson, Ackerson & Co.	Lumber furnished	944 95
Dec. 24.	Starbird & Goldstone	Lumber furnished	292 48
Dec. 31.	J. W. Donohue	Services supervising construction	81 00
Dec. 31.	Daniel Ross	Services supervising construction	60 00
Dec. 31.	J. J. Morrison	Shed on Broadway Wharf, on account.	350 00
Dec. 31.	Charles Harloe	Services supervising construction	75 00
		Amount carried forward	\$137,643 04

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To Whom Paid.	On Account of.	Amount.
1881.		Amount brought forward.....	\$137,643 04
Jan. 12.	Thomas A. Day.....	Shed on Section 1, Seawall, on account	6,000 00
Jan. 14.	Vincent Frederick.....	Painting tops of piles at ferry slips.....	20 00
Jan. 16.	J. J. Morrison.....	Shed on Broadway Wharf, on account.....	1,200 00
Jan. 25.	Charles F. Doe.....	Raising and replanking East Street	4,887 40
Jan. 25.	Charles H. Shaw.....	Shed at Ferry Slip No. 3.....	1,360 00
Jan. 31.	Charles Harloe.....	Services supervising construction	78 00
Jan. 31.	Daniel Ross.....	Services supervising construction	75 00
Jan. 31.	J. W. Donohue.....	Services supervising construction	78 00
Feb. 3.	McMullen & Finley.....	Culvert through Section "A," Seawall	3,974 00
Feb. 5.	J. J. Morrison.....	Shed on Broadway Wharf, on account.....	1,000 00
Feb. 15.	McMullen & Finley.....	Driving and pulling piles	1,057 31
Feb. 15.	McMullen & Finley.....	Piles for Fireboat Wharf	1,107 50
Feb. 15.	John McCann.....	Shingling shed on Broadway Wharf	270 00
Feb. 17.	McMullen & Finley.....	Driving and pulling piles.....	568 00
Feb. 21.	Thos. H. Day.....	Shed on Section 1, Seawall, in full	7,590 00
Feb. 28.	Chas. Harloe.....	Services supervising construction	48 00
Feb. 28.	D. Ross.....	Services supervising construction	72 00
Mar. 5.	J. J. Morrison.....	Shed on Broadway Wharf, in full	1,486 50
Mar. 5.	C. Smith.....	Services supervising construction	12 00
Mar. 11.	McMullen & Finley.....	Reconstructing Stuart Street Wharf	550 00
Mar. 11.	J. W. Donohue.....	Services supervising construction	80 00
Mar. 15.	Overland Freight T. Co.....	Freight charges on gate hangers for Broadway Wharf	10 20
Mar. 21.	Daniel Ross.....	Services supervising construction	9 00
Mar. 26.	Prescott Manufacturing Co.....	Gate hangers for Broadway Wharf	31 50
Apr. 28.	Huntington, Hopkins & Co.....	Gate hangers for Fire House	8 00
May 21.	Winterburn & Co.....	Printing specifications	5 00
May 31.	Daily Alta.....	Advertising for construction	19 75
June 8.	G. M. Milledge.....	Painting fence, S. P. C. R. R. ferry landing	106 00
June 8.	McMullen & Finley.....	Dolphin at freight slip, S. P. C. R. R.	885 00
		Amount paid for the fiscal year ending June 30, 1881.....	\$170,170 20
July 9.	Winterburn & Co.....	Printing specifications	\$6 00
July 13.	Carolan, Cory & Co.....	Gate hangers, S. P. C. R. R. ferry slip.....	15 50
July 22.	Daily Alta.....	Advertising for construction	16 00
July 26.	Evening Post.....	Advertising for construction	15 00

July 28	W. J. Adams	Lumber furnished	1,528 44
July 28	M. C. Hawley & Co	Gate hangers, S. P. C. R. R. ferry slip	19 00
July 30	McMullen & Finley	Connecting Front Street with Section 4, Seawall	2,062 83
Aug. 29	Hanson & Co	Lumber furnished	1,171 63
Sept. 24	Daily Alta	Advertising for construction	15 00
Sept. 24	Evening Post	Advertising for construction	15 00
Oct. 8	W interburn & Co	Printing specifications	10 00
Oct. 8	Daily Report	Advertising for construction	15 00
Oct. 11	Evening Post	Advertising for construction	15 00
Oct. 29	Evening Post	Advertising for construction	25 00
Oct. 31	F. C. Hall	Services supervising construction	22 00
Oct. 31	Daily Report	Advertising for construction	25 00
Nov. 8	Thomas H. Day	Freight shed, S. P. C. R. R.	2,645 00
Nov. 14	W interburn & Co	Printing specifications	4 50
Nov. 30	Payroll	Services supervising construction	208 60
Nov. 30	E. C. Boobar	Driving and pulling piles	1,111 60
Dec. 2	Mrs. M. A. McCabe	Claim allowed for repairs at Greenwich Wharf	1,799 14
Dec. 3	George C. Bode	Claim allowed for repairs at Greenwich Wharf	1,147 64
Dec. 16	Flint, Bixby & Co	Claim allowed for repairs at Greenwich Wharf	1,195 08
Dec. 24	W. P. Humphreys	Locating south corner of East and Folsom Streets	12 00
Dec. 27	W. J. Adams	Lumber furnished	770 46
Dec. 30	W. J. Donohue	Services supervising construction	15 00
Dec. 31	Payroll	Services supervising construction	192 00
Dec. 31	G. J. Smith	Painting new work at ferry slips	66 80
1882			
Jan. 13	W. S. Ray & Co	Tin work on shed at ferry slips	67 04
Jan. 28	Daily Report	Advertising for construction	22 00
Jan. 30	W interburn & Co	Printing specifications	16 50
Jan. 31	Payroll	Services supervising construction	192 00
Jan. 31	Evening Post	Advertising for construction	22 50
Jan. 31	Turner, Kennedy & Shaw	Lumber furnished	1,058 93
Jan. 31	E. C. Boobar	Driving and pulling piles	660 00
Feb. 14	Daily Report	Advertising for construction	21 00
Feb. 18	Evening Post	Advertising for construction	22 50
Feb. 28	Payroll	Services supervising construction	172 00
Feb. 28	Daily Report	Advertising for construction	39 00
Feb. 28	S. F. Cail	Advertising for construction	11 25
Feb. 28	Evening Post	Advertising for construction	39 00
Feb. 28	J. W. Donohue	Services supervising construction	33 00
Feb. 28	Daily Examiner	Advertising for construction	12 25
Feb. 28	S. F. News Letter	Advertising for construction	3 00
Feb. 28	Turner, Kennedy & Shaw	Lumber furnished	968 16
		Amount carried forward	\$17,514 86
			\$170,170 20

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To Whom Paid.	On Account of.	Amount.
1887		Amount brought forward.....	\$17,514 85
Mar. 16	Payroll.....	Services supervising construction.....	32 00
Mar. 31	Winterburn & Co.	Printing specifications.....	4 50
Mar. 31	Evening Post.....	Advertising for construction.....	122 00
Mar. 31	J. W. Donohue.....	Services supervising construction.....	108 00
Mar. 31	F. C. Hall.....	Services supervising construction.....	36 00
Apr. 14	Hancock & Kelso.....	Macadamizing roadway on Seawall.....	6,079 93
Apr. 14	Daily Report.....	Advertising for construction.....	122 00
Apr. 19	B. McMahon & Co.	Driving piles at ferry slips.....	1,278 75
Apr. 20	McMullen & Finley.....	Fender piles at Seawall.....	3,202 50
Apr. 29	Evening Post.....	Advertising for construction.....	45 00
Apr. 29	Payroll.....	Services supervising construction.....	140 00
Apr. 29	J. W. Donohue.....	Services supervising construction.....	104 00
Apr. 29	Daily Report.....	Advertising for construction.....	45 00
May 16	G. Raisch.....	Culvert through Section 3, Seawall.....	1,439 00
May 28	W. H. Raye.....	Cementing ribbooning at ferry slips.....	76 50
May 27	Winterburn & Co.	Printing specifications.....	7 50
May 31	J. W. Donohue.....	Services supervising construction.....	108 00
May 31	B. McMahon & Co.	Driving and pulling piles.....	540 25
May 31	Hanson & Co.	Lumber furnished.....	1,452 65
June 8	John P. Sheldon.....	Pier, south of Mission Street—on account.....	6,000 00
June 8	McMullen & Finley.....	Reconstruction of ferry slips 1, 2, and 4—on account.....	4,000 00
June 9	W. P. Humphreys.....	Locating corners on Water Front.....	36 00
June 16	Chas. Hulet.....	Assisting in making survey.....	6 00
June 21	Geo. J. Smith.....	Painting and varnishing San Rafael ferry building.....	151 75
June 24	Geo. J. Smith.....	Painting and varnishing Pacific Street new office.....	57 50
June 24	Pearce, Beardstley & Co.	Preparing piles with Pearce's compound.....	596 34
June 28	A. M. Simpson & Bro.	Lumber furnished.....	1,006 25
June 28	H. C. Hobbes.....	Expenses examining windmills.....	20 00
June 30	John P. Sheldon.....	Pier, south of Mission Street—on account.....	9,000 00
June 30	McMullen & Finley.....	Widening Spear Street Wharf—on account.....	2,000 00
June 30	J. W. Donohue.....	Services supervising construction.....	104 00
June 30	Frank Shay.....	Coating and preparing piles.....	230 00
		Amount paid for the fiscal year ending June 30, 1882.....	\$55,655 27
		Amount paid for the two fiscal years ending June 30, 1882.....	\$225,825 47

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR THE
TWO FISCAL YEARS ENDING JUNE 30, 1882.

Dr.

1880.			
July 24--	To amount remitted by Commissioners-----	\$7,000 00	
Aug. 3--	To amount remitted by Commissioners-----	9,165 63	
	Total amount remitted by Commissioners for July -----		\$16,165 63
Aug. 18--	To amount remitted by Commissioners-----	\$5,000 00	
Sept. 2--	To amount remitted by Commissioners-----	9,812 44	
	Total amount remitted by Commissioners for August -----		14,812 44
Sept. 14--	To amount remitted by Commissioners-----	\$5,000 00	
Oct. 2--	To amount remitted by Commissioners-----	11,235 51	
	Total amount remitted by Commissioners for September -----		16,235 51
Nov. 3--	Total amount remitted by Commissioners for October-----		16,329 78
Nov. 15--	To amount remitted by Commissioners-----	\$5,000 00	
Dec. 3--	To amount remitted by Commissioners-----	14,569 16	
	Total amount remitted by Commissioners for November -----		19,569 16
Dec. 16--	To amount remitted by Commissioners-----	\$5,000 00	
1881.			
Jan. 5--	To amount remitted by Commissioners-----	10,598 98	
	Total amount remitted by Commissioners for December -----		15,598 98
Jan. 13--	To amount remitted by Commissioners-----	\$5,000 00	
Feb. 3--	To amount remitted by Commissioners-----	15,543 20	
	Total amount remitted by Commissioners for January -----		20,543 20
Feb. 17--	To amount remitted by Commissioners-----	\$5,000 00	
March 4--	To amount remitted by Commissioners-----	9,106 64	
	Total amount remitted by Commissioners for February -----		14,106 64
March 16--	To amount remitted by Commissioners-----	\$5,000 00	
April 5--	To amount remitted by Commissioners-----	13,136 65	
	Total amount remitted by Commissioners for March -----		18,136 65
May 5--	Total amount remitted by Commissioners for April -----		18,384 39
May 13--	To amount remitted by Commissioners-----	\$4,000 00	
June 3--	To amount remitted by Commissioners-----	12,351 96	
	Total amount remitted by Commissioners for May -----		16,351 96
July 6--	Total amount remitted by Commissioners for June -----		18,548 07
Aug. 4--	Total amount remitted by Commissioners for July -----		15,299 42
Sept. 3--	To amount remitted by Commissioners-----	\$20,000 00	
Sept. 5--	To amount remitted by Commissioners-----	3,645 76	
	Total amount remitted by Commissioners for August -----		23,645 76
Sept. 21--	To amount remitted by Commissioners-----	\$5,000 00	
Oct. 4--	To amount remitted by Commissioners-----	16,103 84	
	Total amount remitted by Commissioners for September -----		21,103 84
Oct. 20--	To amount remitted by Commissioners-----	\$5,000 00	
Nov. 5--	To amount remitted by Commissioners-----	23,529 09	
	Total amount remitted by Commissioners for October -----		28,529 09
	Amount carried forward-----		\$293,359 52

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

1881.	Amount brought forward.....		\$293,359 52
Nov. 19--	To amount remitted by Commissioners.....	\$8,000 00	
Dec. 2--	To amount remitted by Commissioners.....	20,825 29	
	Total amount remitted by Commissioners for November.....		28,825 29
Dec. 20--	To amount remitted by Commissioners.....	\$7,000 00	
1882.			
Jan. 7--	To amount remitted by Commissioners.....	20,728 13	
	Total amount remitted by Commissioners for December.....		27,728 13
Jan. 21--	To amount remitted by Commissioners.....	\$7,000 00	
Feb. 7--	To amount remitted by Commissioners.....	14,205 27	
	Total amount remitted by Commissioners for January.....		21,205 27
March 8--	Total amount remitted by Commissioners for February.....		14,813 91
April 8--	Total amount remitted by Commissioners for March.....		21,973 21
May 10--	Total amount remitted by Commissioners for April.....		15,305 49
June 8--	Total amount remitted by Commissioners for May.....		15,680 83
July 8--	Total amount remitted by Commissioners for June.....		15,809 66
	Total amount remitted.....		\$454,702 31
	Balance in San Francisco Harbor Improvement Fund, July 1, 1880.....		308,710 75
			\$763,413 06

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1882—Cr.

Date.	Order.	No.	Contract.	Amount.
1880.				
July 1	J. McMullen	238	Flooring of Shed on Section 2, Seawall—on account.	\$500 00
July 6	A. Onderdonk	239	Constructing Seawall.	24,691 33
July 6	Hancock & Kelso	240	Constructing Seawall.	8,062 60
July 20	J. McMullen	241	Flooring of Shed on Section 2, Seawall—on account.	4,000 00
July 22	E. C. Boobar	242	Reconstructing Ferry Slip No. 3	1,525 00
July 22	Terrill & Slaven	243	Shed on Spear Street Wharf.	2,750 00
Aug. 4	Hancock & Kelso	244	Constructing Seawall.	10,725 36
Aug. 4	A. Onderdonk	245	Constructing Seawall.	18,572 74
Aug. 5	J. McMullen	246	Flooring of Shed on Section 2, Seawall—on account.	3,000 00
Aug. 12	Thos. Thompson & Co.	247	Widening Broadway Wharf.	7,440 00
Aug. 13	J. McMullen	248	Flooring of Shed on Section 2, Seawall—on account.	3,000 00
Aug. 19	J. McMullen	249	Flooring of Shed on Section 2, Seawall—in full.	2,743 66
Sept. 2	Hancock & Kelso	250	Constructing Seawall.	10,388 87
Sept. 2	A. Onderdonk	251	Constructing Seawall.	13,292 08
Sept. 2	A. Onderdonk	252	Constructing Seawall.	1,352 00
Sept. 10	C. L. Dingley	253	Ferry Slip, south of Market Street—on account.	4,500 00
Sept. 30	C. L. Dingley	254	Ferry Slip, south of Market Street—on account.	7,000 00
Oct. 5	Jno. F. Kennedy	255	Flooring for Shed, on Section 1, Seawall—on account.	2,000 00
Oct. 5	Hancock & Kelso	256	Constructing Seawall.	12,286 95
Oct. 5	A. Onderdonk	257	Constructing Seawall.	11,931 78
Oct. 5	A. Onderdonk	258	Constructing Seawall.	2,166 00
Oct. 7	John P. Sheldon	259	Widening Broadway Wharf—on account.	2,000 00
Oct. 12	O. F. Graves	260	Extending East Street and new Pier—on account.	8,400 00
Oct. 19	John F. Kennedy	261	Flooring for Shed, Section 1, Seawall—on account.	3,000 00
Oct. 26	C. L. Dingley	262	Ferry Slip, south of Market Street—on account.	10,000 00
Oct. 28	John P. Sheldon	263	Widening Broadway Wharf—in full.	5,766 92
Oct. 29	John F. Kennedy	264	Flooring for Shed on Section 1, Seawall—in full.	5,320 74
Nov. 4	A. Onderdonk	265	Constructing Seawall.	9,314 36
Nov. 8	Hancock & Kelso	266	Constructing Seawall.	11,330 64
Nov. 9	Renton, Holmes & Co.	267	Shed on Section 2, Seawall.	13,845 42
Nov. 16	O. F. Graves	268	Extending East Street and new Pier—on account.	10,000 00
Nov. 22	A. Onderdonk	269	Grading Powell Street.	2,612 63
Nov. 23	Hansen, Ackerson & Co.	270	Lumber for reconstructing Folsom Street Wharf.	3,313 10
			Amount carried forward	\$236,821 18

STATEMENT OF THE HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	Contract.	Amount.
1880.				
Nov. 26	O. F. Graves	271	Amount brought forward	\$236,821 18
Dec. 2	A. Onderdonk	272	Extending East Street and new Pier—in full	6,978 47
Dec. 2	A. Onderdonk	273	Constructing Seawall	13,059 94
Dec. 6	C. L. Dingley	275	Constructing Seawall	19,653 55
Dec. 30	J. J. Morrison	276	Ferry Slip, south of Market Street—in full	14,831 75
			Shed on Broadway Wharf—on account	350 00
1881.				
Jan. 4	A. Onderdonk	277	Constructing Seawall	7,080 27
Jan. 4	A. Onderdonk	278	Constructing Seawall	16,151 27
Jan. 11	Thomas H. Day	279	Shed on Section 1, Seawall—on account	6,000 00
Jan. 13	J. J. Morrison	280	Shed on Broadway Wharf—on account	1,200 00
Jan. 13	A. Onderdonk	281	Constructing Seawall	1,840 00
Jan. 13	A. Onderdonk	283	Constructing Seawall	291 19
Jan. 24	Charles H. Shaw	284	Shed at Ferry Slip No. 3	1,360 00
Jan. 24	Charles F. Doe	285	Raising and replanking East Street	4,877 40
Feb. 1	McMullen & Finley	286	Culvert through Section "A," Seawall	3,974 00
Feb. 4	J. J. Morrison	287	Shed on Broadway Wharf—on account	1,000 00
Feb. 4	Hancock & Kelso	288	Constructing Seawall	21,218 81
Feb. 4	A. Onderdonk	289	Constructing Seawall	20,747 27
Feb. 18	Thomas H. Day	290	Shed on Section 1, Seawall	7,590 00
Mar. 5	J. J. Morrison	291	Shed on Broadway Wharf—in full	1,486 50
Mar. 5	A. Onderdonk	292	Constructing Seawall	18,791 44
Apr. 5	A. Onderdonk	293	Constructing Seawall	26,940 44
Apr. 9	A. Onderdonk	294	Constructing Seawall	27,960 00
Apr. 9	A. Onderdonk	295	Constructing Seawall	22,180 31
May 3	A. Onderdonk	296	Constructing Seawall	22,058 25
June 7	A. Onderdonk	297	Constructing Seawall	23,044 40
July 7	A. Onderdonk	298	Constructing Seawall	12,270 00
Aug. 4	A. Onderdonk	299	Constructing Seawall	6,738 45
Aug. 16	A. Onderdonk	300	Constructing Seawall	4,269 76
Sept. 8	A. Onderdonk	302	Constructing Seawall	8,655 00
Nov. 8	Thomas H. Day	303	Freight Shed S. P. C. R.	2,645 00
Nov. 15	A. Onderdonk	304	Constructing Seawall	40,000 00
Nov. 15	A. Onderdonk	305	Constructing Seawall	18,054 27
Dec. 1	Mrs. M. A. McCabe	306	Claim allowed for repairs at Greenwich Wharf	1,799 14
Dec. 1	Geo. C. Bode	307	Claim allowed for repairs at Greenwich Wharf	1,147 04
Dec. 15	John H. Dickinson	308	Claim allowed for repairs at Greenwich Wharf	1,195 08

1882.							
Apr. 13	Hancock & Kelso	309	Macadamized roadway on Seawall	6,079 93			
Apr. 18	B. McMahon & Co.	310	Driving piles at Ferry Slips	1,278 75			
Apr. 18	McMullen & Finley	311	Fender piles at Seawall	3,202 50			
May 16	G. Raisch	312	Culvert through Section 3, Seawall	1,439 00			
June 8	John P. Sheldon	313	Pier south of Mission Street—on account	6,000 00			
June 8	McMullen & Finley	314	Reconstruction of Ferry Slips 1, 2, 4—on account	4,000 00			
June 8	Hancock & Kelso	315	Constructing Seawall	1,366 50			
June 29	John P. Sheldon	316	Pier south of Mission Street—on account	9,000 00			
June 29	McMullen & Finley	317	Widening Spear Street Wharf—on account	2,000 00			
			Balance in San Francisco Harbor Improvement Fund	\$658,627 86			
				104,785 20			
				\$763,413 06			

BALANCE SHEET.

From November 4, 1863, to June 30, 1882.

RECEIPTS.		
From dockage, tolls, wharfage, rent, etc-----		\$5,858,975 94
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorney, law fees, Wharfingers, Collectors, fuel, rent, printing, and stationery-----	\$1,246,453 81	
Construction of wharves, sheds, etc-----	2,037,825 79	
Seawall (construction of)-----	1,584,009 47	
Purchase of and constructing dredgers, tugs, and scows-----	140,340 58	
Dredging (cost of)-----	722,281 34	
Miscellaneous—Loss of merchandise by the breaking down of wharves-----	14,623 75	
Payroll—Crew of Fire Boat-----	8,655 99	
Cash in the treasury-----	104,785 20	
		\$5,858,975 94
Dr.	CASH.	
Amount remitted to the State Treasurer-----		\$3,726,449 73
Cr.	CASH.	
By amount drawn from State Treasurer-----	\$3,621,664 53	
Cash on hand in the treasury-----	104,785 20	
		\$3,726,449 73

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salary of Employees.	Repairs.	Coal.	Shin Chandlery and Water.	Miscellaneous, including Docking Dredgers, Tugs, and Scaws.	Total.	No. Yds. Dredged.	Worked No. Hours.	Cost per Cubic Yd. Cts.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	23,482	10.76-100
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2634	9.15-100
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	24782	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	3080	9.2-100
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4694	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	4323	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	38621	7.2-100
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,370	36391	7.62-100

REPORT

OF

W. W. MORROW, ATTORNEY OF THE BOARD.

To the Honorable Board of State Harbor Commissioners:

GENTLEMEN: As Attorney for the Board of Harbor Commissioners, I herewith present my biennial report concerning the state of the litigation of the Board for the two years ending June 30, 1882.

The following statement gives the status of each case now in the hands of the Attorney of the Board, and also shows the disposition made of the matters pending in Court at the end of the period embraced in the preceding report:

The People of the State of California v. The San Francisco Gaslight Company. No. 21695. Department Two.

Action brought by the People, on the relation of the Board of State Harbor Commissioners, to recover \$324 dockage at the Potrero Wharf.

The question involved in this case was the construction to be placed upon Sections 2524 and 2525 of the Political Code, with reference to the right of the Board to charge and collect dockage and wharfage upon wharves and docks constructed by private persons for private use, and not forming the outer half of an actual thoroughfare.

On April 22, 1878, an agreed statement of the case was filed. August twenty-third, cause submitted on briefs. December twenty-sixth, judgment for the plaintiffs. June 20, 1879, the defendants appealed to the Supreme Court. February 3, 1882, the cause was argued and submitted and briefs filed, before the Court in bank. March 30, 1882, the decision of the Court in bank was rendered, reversing the judgment, and remanding the case to the lower Court.

The opinion, declaring against the powers so claimed by the Board, was followed by the Supreme Court in a number of then pending cases involving the same proposition, and served as a basis upon which judgments were rendered in those actions adversely to the Board.

The cases with similar questions involved, and in which a judgment in one served as the predication of judgments in the others, were: *People, etc., v. The San Francisco Gaslight Company* (two cases); *People, etc., v. Pope & Talbot* (three cases); *Soule v. Pope*; and *People, etc. v. The Pacific Rolling Mills*.

The status of each is herein below enumerated.

The People of the State of California v. The San Francisco Gaslight Company. No. 4435. Department Two, Supreme Court.

Action similar to 21695, Department Two, above, to recover wharfage, dockage, etc., at the Potrero Wharf, from 1874 to 1875. October 30, 1876, complaint filed. June 16, 1879, judgment in favor of defendant, and plaintiff's appeal to Supreme Court. Number in Supreme Court, 6667. Argued and submitted in Department Two of Supreme Court, February 3, 1882, and on March 30, 1882, the judgment and order of the lower Court were affirmed.

The People of the State of California v. Pope & Talbot. No. 3324. Late Nineteenth District Court.

Action to recover \$392, wharfage, etc., on lumber landed by defendants, and for dockage on steamers at Second and Berry Street Wharf, in 1875.

March 17, 1875, complaint filed. January 25, 1878, judgment for defendants. July 24, 1878, plaintiffs appeal. January 20, 1881, cause argued and submitted. May 30, 1882, judgment and order affirmed.

The People of the State of California v. Pope & Talbot. No. 4642. Late Nineteenth District Court.

To recover \$2,793 11, wharfage. Same cause of action as 3324 above. January 27, 1877, complaint filed. April twenty-sixth, answer filed. January fourteenth, cause tried and submitted. January twenty-fifth, judgment for defendants. March twelfth, a stipulation was filed that the judgment abide decision in the Supreme Court in case No. 3324, *ante*. As the case just referred to, 3324, was decided by the Supreme Court for the defendants, it follows that the judgment in this case is final.

The People of the State of California v. Pope & Talbot. No. 36746, in the Justice's Court.

Action to recover \$57 50, dockage, etc. Same cause of action as 3350, *post*.

May 21, 1878, complaint filed and case continued indefinitely to abide decision in case No. 3324, *ante*, in which, as was subsequently shown, the judgment was adverse to the Board.

Samuel Soule v. Pope & Talbot. No. 3850. Late Nineteenth District Court.

To recover \$924 50, wharfage, etc. Same cause of action as 3324, *ante*.

December 8, 1875, complaint filed. February 29, 1876, answer filed. September 20, 1877, case tried and submitted. January 25, 1878, judgment for defendants. March 12, 1878, stipulation filed that judgment abide decision in Supreme Court of case No. 3324, *ante*. This case is therefore closed in favor of defendant.

The People of the State of California v. The Pacific Rolling Mills. No. 5954. Late Nineteenth District Court.

To recover wharfage on certain coal and iron, landed at defendant's wharf at the Potrero.

May 2, 1878, cause was submitted on agreed statement. December 29, 1879, judgment for defendants. December thirty-first, case appealed.

This case was argued before the Supreme Court, February twenty-third and twenty-fourth, 1882, and submitted, and on March twenty-ninth the judgment of the lower Court was affirmed.

The People of the State of California v. Henry F. Williams et al. No. 5174. Late Nineteenth District Court.

To recover \$114 25. This is an agreed case to determine the right of the Board to collect dockage, wharfage, and tolls in Channel Street, on the south side of Block 17. The case was argued October 12, 1877, and decided in favor of the defendant December 22, 1879.

The plaintiffs appealed, and the case is still pending on the calendar of the Supreme Court.

The People of the State of California v. C. L. Dingley. No. 28960. In Justice's Court.

The complaint was filed February 15, 1877, and further proceedings were suspended by consent of counsel, to abide by the decision of the Supreme Court in the case of *The People, etc. v. Henry F. Williams et al.*

The Pacific Transfer Company v. Wm. Blanding et al. No. 23366. Department Six. Late Fourth District Court.

To recover money paid under protest for wharfage by plaintiffs to defendants.

October 24, 1879, complaint filed, and cause placed at issue January 10, 1881. The case is still pending trial on the calendar of the Supreme Court.

The People of the State of California v. Turner, Kennedy & Shaw. No. 30557. Justice's Court.

To recover \$213 50, wharfage.

Complaint filed May 18, 1877, and issue joined June 9, 1877. April 8, 1879, papers transmitted to the late Twelfth District Court. This cause has never been disposed of.

The People of the State of California v. Turner, Kennedy & Shaw. No. 28969. In Justice's Court.

To recover \$149, wharfage.

Complaint filed February 15, 1877, and issue joined on the twenty-fourth. The cause was certified to the late Twelfth District Court, and is still pending.

The People of the State of California v. F. S. Malone and L. Quint. No. 36984. In Justice's Court.

To recover \$212 87 from defendants as sureties on bond of Nat. Boyce as Wharfinger.

Complaint filed June 3, 1878, and the case is still pending.

The People of the State of California v. Silas Caulkins et al. No. 22220. Late Fourth District Court.

Suit upon the bond of Caulkins as Wharfinger for money received and not paid over.

May 6, 1878, complaint filed, and on October eleventh, judgment for \$1,455 46 was entered in favor of plaintiffs and against defendants. May 7, 1881, the judgment was docketed against the defendants in the Counties of San Francisco, Sacramento, and Colusa. The judgment has never been satisfied.

William Blanding et al. v. The Barkentine "Victor." No. 2345. In United States District Court.

A libel for dockage in China Basin. Still pending and awaiting hearing.

Samuel Soule et al. v. Benjamin Holliday, Jr. No. 2631. In late Nineteenth District Court.

Complaint filed May 18, 1874. May 11, 1877, the defendants filed a demurrer, which is still undisposed of, in Department Seven of the Superior Court.

The People of the State of California v. Thomas R. Huson et al. No. 22221. Late Fourth District Court.

May 6, 1878, complaint was filed seeking recovery on defendant's bond as Wharfinger. August fifteenth, answer filed. September twenty-fourth, judgment for defendants. November tenth, plaintiffs move for a new trial. May 5, 1880, motion denied. May 21, 1880, plaintiffs appeal to the Supreme Court, where the case has not, as yet, been reached upon the calendar.

William Blanding et al. v. Smith & Smith et al. No. 22545. Department Seven. Late Fourth District Court.

To recover one thousand dollars upon a bond guaranteeing an asphaltum contract and its due performance.

Complaint filed September 28, 1878. Demurrer filed October 31, 1878, and overruled. Answer filed July 12, 1879. Caused assigned to Department Seven, of the Superior Court, and is now on the calendar awaiting trial.

C. A. Hooper et al. v. E. P. Swett. No. 6618. Department Four. Late Nineteenth District Court.

Action to restrain defendants from driving piles or building a wharf in Channel Street, under a contract from the Board.

Complaint filed December 28, 1878. January 14, 1879, the Board of State Harbor Commissioners filed intervention. August 9, 1880, case tried and submitted. September twenty-fourth, cause decided in favor of defendant, thereby establishing jurisdiction of the Board in Channel Street. Plaintiffs moved for a new trial, which was denied May 19, 1882. July 18, 1882, plaintiffs appeal to the Supreme Court. Appeal still pending.

The People of the State of California v. Thomas Boyce. No. 1389. In Justice's Court.

To recover the price of certain condemned hose, sold to the defendant.

July 22, 1880, complaint filed. August second, judgment for plaintiff for \$160 75. August 3, 1880, execution was issued, and levy made upon certain property of the defendant.

November 23, 1880, amount realized on execution was \$55 30, and the same turned over to the Board.

The People of the State of California v. Potrero and Bay View Railroad Company. No. 80. Department Three, Superior Court.

Action to declare certain piles and a bridge built by the defendant in and over Islais Creek a nuisance, and to have the same abated.

January 14, 1880, complaint filed. February third, demurrer filed. February twentieth, demurrer overruled. November 16, 1881, answer received. Cause tried before the Court December sixth, seventh, eighth, twelfth, and thirteenth, 1881, and submitted. January 30, 1882, decision for plaintiff.

February 10, 1882, notice of intention to move for a new trial served and filed.

The proposed statement on the motion has been received, and plaintiff's amendments have been offered thereto. The papers, statement, and amendments, have been submitted to the Judge of said Department for settlement, and the motion for new trial is, therefore, still undecided.

The People of the State of California v. Nicholas Luning et al. No. 2864. Department Eight.

Action to condemn, for seawall and thoroughfare, certain part of Block Number Thirteen, in the City and County of San Francisco.

Complaint filed November 30, 1880. January 10, 1881, demurrer filed. November 18, 1881, demurrer overruled. December 13, 1881, answer received. The cause is now on the calendar of Department Eight, awaiting trial.

The People of the State of California ex rel. John Hackett, v. William Blanding et al. No. 4087. Department Seven.

Action to restrain the Board of State Harbor Commissioners from carrying on certain dredging operations.

Complaint filed April 23, 1881. May 21, 1881, answer filed. A restraining order was granted upon the filing of the complaint, and on June seventh, defendants served and filed notice of motion to dissolve the injunction and restraining order. The motion was argued and submitted on the tenth, and on the fifteenth the restraining order was by order dissolved. July 12, 1881, plaintiffs appealed to the Supreme Court, where the cause is now pending.

The People of the State of California v. West Evans et al. No. 3150. Department Six.

Action to recover \$455 53 from defendant and his bondsmen for moneys received as Wharfinger, and not paid over.

September 13, 1881, complaint filed. November 16, 1881, demurrer filed. November twenty-first, demurrer overruled. December eighth, answer received. January 23, 1882, cause tried before a jury, and judgment of nonsuit rendered.

This case was then abandoned, and a new action commenced, in order to obviate the objections raised by the decision of nonsuit.

The People of the State of California v. Robert G. Bixbee et al. No. 6251. Department Eight.

Same cause of action as No. 5150, *ante*.

February 10, 1882, complaint filed. February twentieth, demurrer filed. March tenth, demurrer argued and overruled. March eighteenth, answer received. April tenth, defendants demand jury, and the cause is transferred from Department Three to Department Eight. The case is now on the calendar of Department Eight, awaiting trial.

Respectfully submitted.

WM. W. MORROW,

Attorney for the Board of State Harbor Commissioners.

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE TWO FISCAL YEARS

1882-83 & 1884

Commencing July 1, 1884, and Ending June 30, 1886.



SACRAMENTO, CAL.

STATE OFFICE.....JAMES J. AYERS, SUPT. STATE PRINTING.

1886.

REPORT.

To Hon. GEORGE STONEMAN, Governor of the State of California:

In compliance with Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners submits its report to you, for the two fiscal years ending June 30, 1886.

The details of the amount of money received and disbursements made by the Board appear in the tabular statements annexed hereto, and the following is a summary of them:

RECEIPTS.

From dockage.....	\$363,066 12
From tolls.....	343,108 72
From rents and special privileges (including all monthly charges).....	259,006 60
From sale of old material.....	995 80
From dredging.....	5,904 33
From miscellaneous sources (Oregon Improvement Company, in lieu of structures, fishermen's wharf, etc.).....	12,471 57
Total receipts.....	\$984,553 14
Amount drawn from San Francisco Harbor Improvement Fund.....	666,539 02
Total.....	\$1,651,092 16

DISBURSEMENTS.

Salaries of Commissioners, Secretaries, Engineers, Draughtsman, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office.....	\$196,902 33
Construction, including building of new wharves, sheds, sewers, and roadways; maintenance and repairs of outer half of waterfront streets, old wharves, buildings, roadways, and seawall, and furniture of wharf offices..	446,219 14
Wharf cleaning.....	20,998 15
Dredging.....	98,934 20
Seawall construction.....	276,863 72
Filling in and improving seawall lots.....	48,606 18
Condemnation of land for seawall.....	28,185 87
Fire account.....	8,790 00
Amount paid J. S. Wilkins, as directed by the Legislature.....	450 00
General expenses, including office rent, fuel, stationery, printing, legal expenses, lights at wharves, overpaid revenue returned, and other incidental expenses.....	16,004 38
Total disbursements.....	\$1,141,958 97
Amount remitted to State Treasurer.....	509,133 19
	\$1,651,092 16

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Amount in fund July 1, 1884*.....	\$201,968 32
Amount remitted to June 30, 1886.....	509,133 19
	\$711,101 51
Amount drawn out to June 30, 1886.....	\$666,539 02
Amount in fund July 1, 1886.....	44,562 49
	\$711,101 51

*The last report showed the amount in the fund, as appeared by the books, to be \$221,056 31, but this included \$19,087 99, which the books of John S. Gray, the late Secretary of the Board, erroneously showed to have been remitted to the State Treasury.

CONSTRUCTION ACCOUNT.

This account does not embrace the construction of the seawall. It is closed under two heads:

First—Work completed since last report:

Replanking portions of Pacific-Street wharf. Contract prices—furnishing and laying 6x6 inch planking, \$22 94 per M. feet, B. M.; furnishing and laying wedged planking, \$23 60 per M. feet, B. M.; furnishing and placing stringers (4x12 inch and 10x12 inch), \$22 80 per M. feet, B. M.

Work done:

97,575 feet, 6x6 inch planking	\$2,238 37
124,020 feet, wedged planking.....	2,926 87
18,099 feet, stringers.....	412 65
1,800 feet, old curbing relaid.....	8 10
Total	\$5,585 99

Section 1, of wharves and piers along Berry and Third Streets. Third-Street wharf, 311 feet by 66 feet, a connecting wharf 40 feet by 60 feet, and hay wharf, 540 feet by 132 feet.

Contract price.....\$28,369 00

Section 2, of wharves and piers along Berry and Third Streets. Berry-Street wharf, 458 feet by 59 feet; Berry-Street pier, 610 by 80 feet.

Contract price.....\$29,269 00

Box sewer under Kearny Street, near seawall. This contract was not fully completed, and there was paid thereon but \$320 55.

Two sheds and offices, near ferry slips Nos. 1 and 2. Dimensions 22 by 50 feet and 29 by 23 feet.

Contract price.....\$1,240 00

Oil wharf, foot of Center Street, 330 feet long by 50 feet wide, and 400 feet long by 60 feet wide.

Contract price.....\$20,855 00

Tearing up portion of and removing shed from Green-Street wharf. Area torn up, about 13,200 square feet. Shed removed to Section 4. seawall.

Contract price.....\$980 00

Wooden sewer through seawall, near Bay Street—190 feet long.

Contract price.....\$875 00

Embankment along Center Street—580 feet in length, 475 feet of which is 20 feet wide, and 105 feet an average of 35 feet wide.

Contract price.....\$6,000 00

Removing portions of old and new Vallejo-Street wharves, and constructing connecting wharves between new Vallejo and Green-Streets wharves. Area removed, about 17,825 square feet; connecting wharves, 290 feet long by 24 feet wide.

Contract price.....\$2,745 00

Section of Union-Street wharf and wharf between Union and Green-Streets wharves—Union-Street wharf, 140 feet by 80 feet; connecting wharf, 200 feet by 24 feet.

Contract price.....\$8,697 00

Fishermen's dock and breakwater—Two wharves, one 553 feet long by 24 feet wide; the other, 389 feet long by 24 feet wide, and breakwater 577 feet in length.

Contract price.....\$19,300 00

Extras.....2,682 77

\$21,982 77

Three sheds near ferry slip No. 2; dimensions, 74 feet by 32 feet, 60 feet by 55 feet, and 40 feet by 11½ feet.

Contract price.....\$1,340 00

Shed on Folsom-Street wharf, 400 feet long by 70 feet wide.

Contract price.....\$8,970 00

Extras.....141 22

\$9,111 22

Removal and rebuilding of portions of ferry slips Nos. 3 and 4.

Work consisted of furnishing, driving, and fastening 369 piles, furnishing, fitting, and fastening 40,000 feet of lumber, and remodeling the hoisting gear.

Contract price.....\$11,445 00

Connection of Green-Street wharf with Seawall wharf, and removal of temporary wharf between Green and Union-Streets wharves—Connection built, 80 feet by 30 feet; connection removed, 200 feet by 30 feet.

Contract price.....\$800 00

Two-story building on Third Street, near its junction with Berry-Street wharf—34 feet by 22 feet and 28½ feet high.

Contract price.....\$1,538 00

Pier between Folsom and Harrison-Streets piers, 614 feet long by 80 feet wide.

Contract price.....\$22,100 00

Extras.....742 44

\$22,842 44

Connection of Vallejo-Street wharf with Seawall wharf, and removal of temporary wharf between Vallejo and Green-Streets wharves. Structure built, 200 feet by 24 feet; structure removed, 30 feet by 80 feet.

Contract price.....\$962 00

Pier between Broadway and Vallejo-Street piers, 591 feet long by 100 feet wide.

Contract price.....\$22,947 00

Covering a space on the Seawall wharf, opposite fishermen's slip, with asphaltum pavement. Area covered, 8,101 square feet.

Contract price, 10 cents per square foot.....\$810 10

Bridge to connect Vallejo-Street wharf with Section 5 of seawall. Temporary structure of old material, 30 feet by 24 feet.

Contract price.....\$165 00

Repairing hoisting gear, etc., of ferry slip No. 4, redriving piles for foundation, and renewing gallows frame.

Contract price..... \$650 00

Less deduction of 15 00

Amount paid \$635 00

Box sewer through Section 5 of seawall, 275 feet long, 3 feet by 5 feet inside.

Contract price, \$4 10 per linear foot\$1,127 50

Removing two sheds from Broadway wharf; one 465 feet by 54½ feet, taken down and material stored; the other 160 feet by 40 feet, removed to Harrison-Street wharf.

Contract price\$1,200 00

Construction of temporary roadway between Pacific-Street and Broadway wharves; removal of same, and removal of portion of Broadway wharf.

Temporary roadway, 200 feet by 24 feet; portion of Broadway wharf removed, 520 feet by 110 feet.

In payment for said work the contractor had all the old material removed.

Car ferry slip at foot of Second Street.

Contract price\$27,341 00

Extras..... 1,593 67

Total \$28,934 67

Approach to car ferry slip, at foot of Second Street. Stone and earth embankment, 230 feet long, with an average width of 63 feet. Contract prices: Stone, 97 cents per ton of 2,240 pounds, and earth, 25 cents per cubic yard. Material used:

Stone, 6,845.93 tons \$6,640 55

Earth, 16,736.91 cubic yards..... 4,184 23

Total.....\$10,824 78

Repairing fishermen's market. Shingling, painting, and whitewashing and repairing woodwork.

Contract price\$514 00.

Removal of portion of Pacific-Street wharf, and construction of connecting roadway between Pacific and East-Streets wharves. Area of Pacific-Street wharf removed, about 10,590 square feet; connecting roadway built, 210 feet by 30 feet.

Contract price\$2,837 00

Shed on Broadway wharf No. 2, 577 feet long by 90 feet wide.

Contract price\$7,634 00

Gates at Third and Berry-Streets wharves, and oil works wharf.

Contract price.....\$325 00

Office and freight room under shed on Folsom-Street pier.

Contract price.....\$210 00

Cattle wharf at foot of Second Street, triangular in shape, 190 feet by 174 feet by 260 feet.

Contract price.....\$2,758 00

Connecting Broadway wharf No. 1 with the Seawall wharf, 100 feet by 110 feet.

Contract price.....\$3,187 00

Box sewer along Broadway through the Seawall thoroughfare, 446 feet 6 inches in length, 4 feet by 6 feet inside.

Contract price, \$3 98 per linear foot.....\$1,777 47

Second—Work contracted for but not completed June 30, 1886:

Connecting Pacific-Street wharf with wharf along Section 6 of seawall.

Contract price, \$850.....Nothing paid.

SEAWALL.

Section 5. This section was in process of construction at date of the Board's last report. It extends southerly from section four a distance of one thousand feet. It was brought to grade on March 13, 1885, and was there maintained by the contractor for a period of three months, when it was accepted and final payment made.

There was paid for this work as follows:

Stone, 119,025.86 tons, at 52 cents per ton of 2,240 pounds.....	\$61,893 44
Earth, 272,499.2 cubic yards, at 29 cents per cubic yard.....	79,024 77
Wharf.....	28,975 36
Total cost.....	\$169,893 57

Of this amount \$5,777 64 was paid prior to the last report, and the balance, \$164,118 19, was paid since.

The estimates for the stone and earth for this section were based upon the amounts used in the construction of sections one to four, and they were in excess of the actual amounts used: Stone, $44\frac{9}{10}$ per cent, and earth $4\frac{38}{100}$ per cent.

Section 6. On the sixth day of January, 1885, the Board, acting in conjunction with the Governor of the State and the Mayor of the City and County of San Francisco, awarded a contract for the construction of Section 6 to the San Francisco Bridge Company.

This section extends southerly from Section 5 a distance of 800 feet.

Seven bids were received, as follows:

NAME OF BIDDER.	Rock per Ton.	Earth per Cubic Yard.	Wharf.	Total.
San Francisco Bridge Company.....	\$0 63½	\$0 34½	\$15,000 00	\$123,506 50
David Finley.....	63	39	19,700 00	133,543 00
J. S. Tibbals.....	69	39	17,160 00	137,343 00
California Bridge Company.....	65	39	23,000 00	139,623 00
Jas. McCudden.....	80	35	22,000 00	145,945 00
John Kelso and John Hackett.....	78	41	24,000 00	155,207 00
B. McMahan.....	77	40	28,000 00	156,810 00

The structure was brought to grade April 3, 1886, and the contract specified that it shall be there maintained by the contractor for the period of three months.

There was used in the construction of this section:

Stone, 89,704.49 tons of 2,240 pounds	\$56,932 33
Earth, 159,277.7 cubic yards	54,950 80
Wharf	14,866 60
Total	\$126,779 73

The estimates for the stone and earth for this section were based upon the amounts used in the construction of Section 5, and they were substantially correct, the actual quantity of stone used being less than one per cent, and the actual amount of earth used but $5\frac{6}{100}$ per cent in excess of the estimated quantities.

There has been paid upon this contract to date \$95,064 63, and the balance thereof, \$31,715 10, falls due July 3, 1886.

COST OF SEAWALL.

The cost of constructing the several sections of the seawall and thoroughfare is as follows:

Section A, 561 feet long, \$152 61 per linear feet ..	\$85,614 53
Section 1, 1,000 feet long, \$165 63 per linear feet ..	165,631 40
Section 2, 1,000 feet long, \$167 50 per linear feet ..	167,504 09
Section 3, 1,000 feet long, \$235 50 per linear feet ..	235,049 51
Section 4, 1,000 feet long, \$240 87 per linear feet ..	240,872 01
Section 5, 1,000 feet long, \$169 89 per linear feet ..	169,893 57
Section 6, 800 feet long, \$158 47 per linear feet ..	126,779 73

Total cost of 6,361 feet (average cost per linear foot, \$187 28).... \$1,191,344 86

REPAIRS ON SECTIONS ONE AND TWO, SEAWALL.

The stone wall on the waterfront side of Sections 1 and 2 was badly damaged by the great storm of December, 1884. The Engineer was directed to prepare plans and specifications for and make estimates of the cost of refacing these sections with stone.

A contract was awarded in accordance with these plans and specifications at the following prices: For furnishing and laying large stone, 85 cents per ton; for furnishing and laying small stone, 80 cents per ton; and for laying stone furnished by the Board, 45 cents per ton.

There has been furnished and laid:

Large stone—3,799.31 tons	\$3,229 40
Small stone—5,097.76 tons	4,078 20
Total	\$7,307 60

The contract provides for payments of 75 per cent upon monthly estimates, and in accordance therewith there has been paid \$5,480 72, and retained \$1,826 88, to be paid upon final acceptance of the work.

The estimates for the material for this work were, large stone, 8,000 tons, which, at the contract price, would be \$6,800; small stone, 7,000 tons, which, at the contract price, would be \$5,600, making a total of \$13,600.

It is now evident that the slope of these sections was too steep and the rock used too small. The refacing is now being done with large stone. The work has been somewhat delayed, for the reason that these sections are in constant use, and the difficulty of procuring stone of sufficient size.

IMPROVING SEAWALL LOTS.

The construction of the seawall, and the extension of streets thereto, has formed blocks and parts of blocks, which embrace an area of 577,397 square feet, which is equal to 30½ 50-vara lots.

Since the last report the Board has expended \$48,606 18 in filling in, grading, sewerage, and otherwise improving this property and the streets adjacent thereto.

PAVING ROADWAY

On Sections 3 and 4, and part of Section 2 of the seawall.

On June 30, 1885, a contract was made for paving with basalt blocks a roadway on Sections 3 and 4, and part of Section 2 of the seawall, 2,250 feet in length and 40 feet in width.

The contract prices were as follows: Stone paving, 16½ cents per square foot; granite curbing, 70 cents per linear foot; wooden curbing, 15 cents per linear foot; and drains at \$30 each.

There was put down and paid for:

89,310 square feet stone paving.....	\$14,736 15
2,242.25 feet granite curbing	1,569 58
2,304.75 feet wooden curbing.....	345 71
10 drains.....	300 00
Total	\$16,951 44

PRIVATE PROPERTY TAKEN FOR PUBLIC USE.

In building the seawall and thoroughfare it became necessary to use for such purpose a portion of the block bounded by Jackson, Drumm, Pacific, and East Streets, which portion belonged to Robert Dunsmuir, George Leviston, John A. Rosenbohm, and Alice A. Donzel.

An action to condemn the same was brought, and judgments and final orders of condemnation were rendered against all the above named owners.

The Board paid, on account thereof, the value of the land taken....	\$26,750 00
And for certificate of title, expert testimony, reporter's fees, jury's fees, and other costs	1,435 87
Making a total of	\$28,185 87

DREDGING.

During the last two fiscal years the number of cubic yards of material dredged was 1,359,600, at a cost of \$98,934 20, or seven and fifty-five one hundredths cents per cubic yard.

The amount of material dredged was in excess of that for the two fiscal years immediately preceding, and the cost per cubic yard was less.

Each year it is found necessary to dredge to a greater depth in the various slips, for the reason of the increasing size and draft of the vessels coming to this port.

The details of the work performed by this department are found in the annexed tabular statements.

WATERFRONT STREETS.

The Board expressed its views on this subject at some length in its last report. The portion of these streets which it is the Board's duty to main-

tain has been kept and is in excellent condition, while that portion that it is the duty of the City and County of San Francisco and the owners of the property abutting thereon to maintain, has been and is out of repair, and a considerable portion thereof is utterly impassable.

EXPIRATION OF LEASES.

By Act of Legislature approved August 4, 1870, the Board was authorized to lease for a period of fifteen years a portion of the waterfront to the Western Pacific Railroad Company. No lease was ever executed, but the company went into possession according to the terms of said Act, and they and their successors, the Central Pacific Railroad Company and Southern Pacific Company, continued in and held possession of said property for the period prescribed therein. As provided in the Act, the railroad companies erected a wharf thereon, and paid to the Board the same rate of tolls upon the merchandise and live stock passing over it as was collected by the Board on the other wharves under its jurisdiction.

On August 5, 1885, the fifteen years expired, and the Board reentered into possession of the property. Since that time the Board has made improvements on the property, consisting of a car ferry-slip, at a cost of \$28,934 67, an approach to the same, of stone and earth, 230 feet long with an average width of 63 feet, at a cost of \$10,824 78, and a cattle wharf, triangular in shape, 190 feet by 174 feet by 260 feet, at a cost of \$2,758.

The Southern Pacific Company have the exclusive use of these improvements, and they pay therefor the sum of \$1,600 per month.

In addition to this, the railroad company, as heretofore, pays to the Board tolls upon all merchandise and live stock passing over this wharf at the regular rates, which amounts to about \$3,300 per month.

On November 17, 1865, the Board leased to A. W. McPherson and others a portion of the waterfront, for the term of twenty years. This lease was, by consent of the Board, assigned to the Union Lumber Association, and subsequently to the Oregon Improvement Company, which last named company was in possession of the property at the expiration of the lease, November 17, 1885. Under the terms of this lease the lessees were required to construct the outer half, or seventy-five feet in width, of the streets bordering on the waterfront, and embraced within the lease, by piling, capping, and planking the same in the customary way, and to surrender the same to the Board at the expiration of the term of the lease.

This covenant was not fully complied with, but instead thereof the lessees utilized the space by constructing piers thereon.

The property was in this condition at the expiration of the lease, and the Board, believing that this was the proper way to use this property, and that it would be disadvantageous to the State if these structures were completed as provided for in the lease, because it would materially reduce the space for berths, proposed to the lessees that they would accept from them, in coin, the amount that they would be required to expend to comply with this covenant. This proposition was believed by the Board to be for the best interests of the State, and was accepted by the lessees, and the amount fixed upon, \$6,716, was subsequently paid by them to the Board.

RATES OF DOCKAGE AND TOLLS.

During the two fiscal years the Board made a marked reduction in the rates of tolls and dockage, amounting to about 20 per cent in dockage, and in some instances to 50 per cent in tolls, and entirely removed tolls on

wheat and flour shipped from this port. It also reduced the dockage on river steamers, to place them upon as favorable a footing with respect to dockage as ocean steamers.

Notwithstanding these reductions, which went into effect July 1, 1885, there has been no substantial falling off in the revenue.

This arises partly from the fact that there has been a material increase in the amounts received for the exclusive use of berths and special privileges, and from the reversion to the Board of property which had long been held under leases, and which now yields a much larger income.

MODE OF COLLECTING CHARGES ON GOODS.

The system of collecting the revenue has frequently been referred to in former reports.

In its last report the Board said:

That it should be condemned on account of the expense that is inseparable from it, does not admit of question. But the expense of this mode of collecting revenue is not the only objection to which it is obnoxious. If collectors should be disposed to act dishonestly no effective checks can be employed to prevent their embezzling the public funds; nor, if they should be guilty of peculations, would it be easy to detect them. And even if we could secure satisfactory guarantees that all collectors would be scrupulously honest in the discharge of their official duties, still they would be liable to make grave mistakes, through want of judgment in estimating quantities, whether by weight or measure, which would cause the law for the collection of revenue to operate unequally and consequently unjustly.

Entertaining these views, the Board prepared a bill changing the system. It was introduced into the Senate, but no action was taken thereon. During the two fiscal years—

There was collected for tolls.....	\$343,108 72
Deduct amount paid by R. R. Co.....	79,070 70
	<hr/>
Amount collected by Collectors.....	\$264,038 02
The amount of salaries paid Collectors was.....	\$70,996 24

This shows that the cost of collecting the tolls, by Collectors, was $26\frac{8}{10}$ per cent of the amount collected.

GOVERNOR IRWIN.

On the sixteenth day of March, 1886, the honorable President of this Board, William Irwin, died. We bear witness to his indefatigable industry, his integrity, and his zeal in the discharge of his duties as President of the Board.

SECRETARY.

On the nineteenth day of April, 1886, J. C. L. Wadsworth resigned as Secretary of the Board, to take effect May first, and on the twenty-ninth day of April, 1886, George Tilghman was appointed his successor.

RECOMMENDATIONS.

The Board begs leave to respectfully submit the following recommendations:

The amount that the Board is allowed to expend monthly for urgent repairs upon the property and streets under its jurisdiction, without entering into contract, is but \$4,000. This amount is entirely inadequate.

Piles and planking need constant renewal, and the area of wharves and sheds is increasing. Since our former report we have added about 265,000 square feet to this area. The Board, therefore, recommend that the law be so changed that the amount which it can so expend be increased to not less than \$6,000 per month.

Under the Act of 1883, the Secretary is made "responsible for all moneys paid into the office." The amount so paid averages over \$40,000 per month, while the amount of his official bond is but \$20,000. The Board recommends the same be fixed at \$50,000, and that the official bond of the Assistant Secretary be increased from its present amount of \$10,000, to \$20,000.

The Board is now "authorized to assign berths and slips for the exclusive use of sea-going steamers, ferryboats, and steamboats," and charge for such exclusive use irrespective of their tonnage or the number of days the berth is occupied. It considers this a wise provision, but no reason exists why the power should be limited to sea-going steamers, ferryboats, and steamboats. It is therefore urged that the law be changed to confer like powers on the Board as respects sailing vessels and watercraft of every description.

It has already been stated that property equal in the aggregate to 30½ 50-vara lots has been created by the construction of the seawall on the line authorized by the Act of 1876. Under the existing law these lots are set apart and dedicated to public uses *as open spaces*, to be used in connection with the seawall and for the same purposes, and it is made the duty of the Board to put them in condition for such use.

It is difficult to maintain these lots as open spaces. Teams and people cross them in every direction, and they are made a dumping ground for the refuse matter of the city. The sand from those filled in is blown on to the seawall roadway, and this vast amount of valuable property thus becomes of no practical benefit to the people of the State.

The Board sees no good reason why they should remain as *open spaces*. It believes that it should have the power to inclose them, and to grant their use during the pleasure of the Board for the purpose of facilitating the commerce of the port.

Respectfully submitted.

FRANK McCOPPIN,
A. C. PAULSELL,
JOHN H. WISE,
Commissioners.

BOARD OF STATE HARBOR COMMISSIONERS' BIENNIAL REPORT.

Showing the Receipts and Disbursements for the Two Fiscal Years ending June 30, 1886.

RECEIPTS.	1884-5.	1885-6.	Totals.
Section 1, seawall wharf	\$8,684 98	\$9,020 42	\$17,705 40
Section 2, seawall wharf	8,596 30	9,308 19	17,904 49
Section 3, seawall wharf	9,964 77	4,191 80	14,156 57
Section 4, seawall wharf	14,282 46	9,838 85	24,121 31
Fishermen's wharf	2,661 75	3,512 85	6,174 60
Union-Street wharf	6,685 56	9,605 10	16,290 66
Green-Street wharf	12,855 38	11,329 45	24,184 83
Vallejo-Street wharf	14,436 46	10,924 40	25,360 86
Broadway wharves Nos. 1 and 2	23,755 77	17,367 45	41,123 22
Pacific-Street wharf	26,195 45	17,122 90	43,318 35
Jackson-Street wharf	24,113 35	19,331 40	43,444 75
Washington-Street wharf	19,876 72	17,565 30	37,442 02
Ferries (Slips 1 to 8, inclusive)	88,796 75	81,598 80	170,395 55
Mission-Street wharf	21,626 30	15,531 00	37,157 30
Mission-Street wharf No. 2	19,871 63	17,897 50	37,769 13
Howard-Street wharf	15,637 71	13,486 00	29,123 71
Howard-Street wharf No. 2	15,096 22	12,610 05	27,706 27
Howard-Street wharf No. 3	13,507 97	12,977 75	26,485 72
Folsom-Street wharves Nos. 1 and 2	15,815 82	21,820 80	37,636 62
Harrison and Spear-Streets wharves	31,870 44	26,009 40	57,879 84
Main-Street wharf	13,886 42	12,307 30	26,193 72
Beale-Street wharf		12,352 73	12,352 73
Third and Berry-Streets wharves	10,720 20	17,491 19	28,211 39
Channel-Street wharf	4,541 85	3,565 10	8,106 95
Center-Street wharf	3,000 00	4,800 00	7,800 00
Pacific Mail Steamship Company	15,000 00	15,000 00	30,000 00
Merchants' Dry Dock	4,500 00	4,500 00	9,000 00
Southern Pacific Company (rent)	1,433 35	13,700 00	15,133 35
Southern Pacific Company (tolls)	38,692 94	40,377 76	79,070 70
Oregon Improvement Company	7,200 00	2,740 00	9,940 00
Oregon Improvement Company (in lieu of structures)		6,716 00	6,716 00
United States Barge Office	280 00	240 00	520 00
Second Street (Whitelaw)	70 00	155 00	225 00
Space for scales	861 00	936 00	1,827 00
Space for lumber	3,036 00	3,036 00	6,072 00
Seawall property account	35 00	770 00	805 00
Dredger No. 1 (received for dredging)	1,200 00	594 17	1,794 17
Dredger No. 1 (sale of old material)	43 05	20 00	63 05
Dredger No. 2 (received for dredging)	1,596 00	2,514 16	4,110 16
Tug "Gov. Irwin" (sale of old material)	22 00		22 00
Urgent repairs (sale of old material)	165 00	680 75	845 75
Urgent repairs (received from vessels—damages to wharves)	22 50	189 47	211 97
Expense account (sale of old horse)	25 00		25 00
Expense account (amount expended removing goods, returned)		26 00	26 00
Construction account (sale of old anchor)	40 00		40 00
Profit and loss (excess of cash over balance)		60 00	60 00
	\$500,702 10	\$483,851 04	\$984,553 14
San Francisco Harbor Improvement Fund—amount drawn	376,700 41	289,838 61	666,539 02
			\$1,651,092 16

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1884-5.	1885-6.	Totals.
Salaries of Commissioners and Secretaries	\$13,200 00	\$13,075 00	\$26,275 00
Salaries of Wharfingers, Collectors, and Watchmen.....	68,449 52	70,223 25	138,672 77
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Chief Engineer, Assistant, and Draughts- man.....	6,667 46	6,600 00	13,267 46
Salaries of Chief Wharfinger and Assistant.....	4,800 00	4,800 00	9,600 00
Expense account (rent, printing, stationery, clerks in Secretary's office, keeping horses, etc.).....	8,822 28	8,110 45	16,932 73
Urgent repairs	57,694 22	91,915 56	149,609 78
Construction account	190,082 53	103,972 35	294,054 88
Dredger No. 1	14,087 41	13,043 41	27,130 82
Dredger No. 2	14,716 10	14,290 15	29,006 25
Tug "Anasha"	9,346 01	8,235 35	17,581 36
Tug "Gov. Irwin".....	14,109 28	11,106 49	25,215 77
Fire account	4,470 00	4,320 00	8,790 00
Cleaning wharves	10,049 50	10,948 65	20,998 15
Legal expense.....	13 00	99 30	112 30
Seawall account.....	187,231 89	89,636 83	276,868 72
Wharf offices and furniture	830 36	1,032 15	1,862 51
Harbormasters' expense account (notices to remove vessels in the stream)	165 50	123 50	289 00
Overpaid dockage returned.....	296 74	120 60	417 34
Overpaid tolls returned	44 45	30 00	74 45
Overpaid rent returned.....	62 50	13 80	76 30
Moving vessels.....	170 65	-----	170 65
Profit and loss (damages to vessels).....	13 50	4 00	17 50
Lights at wharves.....	1,052 54	1,148 67	2,201 21
Profit and loss (amount paid J. S. Wilkins for dam- ages to horse, as per Act of Legislature).....	450 00	-----	450 00
Pile driving	-----	691 97	691 97
Seawall property account.....	8,400 06	40,206 12	48,606 18
Seawall account (condemnation of land and expense relating thereto).....	75 00	28,110 87	28,185 87
San Francisco Harbor Improvement Fund—amount remitted	\$617,700 50	\$524,258 47	\$1,141,958 97
	259,702 01	249,431 18	509,133 19
			\$1,651,092 16

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION, FOR
THE TWO FISCAL YEARS ENDING JUNE 30, 1886.

Date.	To WHOM PAID.	On Account of.	Amount.
1884.			
July 3.	E. O. Johnson	Services assisting Engineer	\$37 50
July 9.	Thos. Ryan	Services as laborer	75 00
July 11.	Chas. G. Shaefer	Paint	40 24
July 11.	P. J. Thomas	Printing specifications	22 50
July 14.	San Francisco Gaslight Co.	Coal tar	7 60
July 16.	Examiner Publishing Co.	Advertising for proposals	36 00
July 18.	Alta California Pub. Co.	Advertising for proposals	36 00
Aug. 13.	Geo. H. Rogers	Locating crossing	20 00
Aug. 13.	E. H. Kittredge & Co.	Windows	2 60
Aug. 21.	Alta California Pub. Co.	Advertising for proposals	116 50
Aug. 22.	P. J. Thomas	Printing specifications	55 00
Aug. 22.	Examiner Publishing Co.	Advertising for proposals	87 00
Aug. 25.	Daily Report	Advertising for proposals	48 00
Aug. 27.	E. O. Johnson	Services assisting Engineer	42 00
Aug. 27.	P. R. Thomson	Services assisting Engineer	48 00
Aug. 27.	James Gafney	Box sewer under Kearny Street, near seawall	320 55
Aug. 29.	Thos. Thomson	Moving fence	175 00
Aug. 30.	B. Donnelly	Services supervising construction	120 00
Sept. 4.	Thos. Ryan	Services as laborer	81 00
Sept. 5.	B. McMahan	Third and Berry-Streets wharves	13,052 63
Sept. 5.	B. McMahan	Third and Berry-Streets wharves	2,164 79
Sept. 12.	Thos. Thomson	Foot blocks for shed	60 00
Sept. 12.	Jas. D. Schuyler	Tearing up portion of Green-Street wharf	980 00
Sept. 15.	San Francisco Gaslight Co.	Coal tar	23 20
Sept. 15.	Examiner Publishing Co.	Advertising for proposals	33 00
Sept. 19.	V. P. Bovee	Services supervising construction	51 97
Sept. 19.	B. McMahan	Use of pile driver	30 00
Sept. 19.	David Finley	Slip at Section 4 seawall	60 00
Sept. 22.	P. J. Thomas	Printing specifications	10 00
Sept. 24.	A. E. Buckman	Sewer at foot of Powell Street	1,327 81
Sept. 25.	Thos. H. Day	Sheds near ferry slips 1 and 2	1,240 00
Sept. 25.	E. O. Johnson	Services assisting Engineer	37 50
Sept. 26.	B. Donnelly	Services supervising construction	120 00
Sept. 30.	P. J. Tannian	Services supervising construction	80 00
Sept. 30.	P. R. Thompson	Services assisting Engineer	66 00
Sept. 30.	Thos. Ryan	Services as laborer	121 50
Oct. 6.	Alta California Pub. Co.	Advertising for proposals	171 50
Oct. 6.	Examiner Publishing Co.	Advertising for proposals	122 50
Oct. 8.	Daily Report	Advertising for proposals	65 00
Oct. 9.	David Finley	Center-Street wharf	5,089 50
Oct. 10.	John Kelso	Embankment along Center Street	2,475 00
Oct. 10.	John Pierce	Hauling coal tar	2 00
Oct. 11.	C. L. Crisman	Sewer through seawall	875 00
Oct. 13.	Holbrook, Merrill & Stetson	Dipper	4 50
Oct. 15.	San Francisco Gaslight Co.	Coal tar	88 00
Oct. 23.	Alta California Pub. Co.	Advertising for proposals	93 00
Oct. 23.	Examiner Publishing Co.	Advertising for proposals	92 75
Oct. 23.	E. O. Johnson	Services assisting Engineer	43 50
Oct. 24.	B. McMahan	Third and Berry-Streets wharves	15,316 37
Oct. 28.	P. J. Thomas	Printing specifications	71 00
Oct. 28.	Jas. Gallup & Co.	Hardware	75
Oct. 29.	Thos. Ryan	Services as laborer	105 00
Oct. 30.	Payroll	Supervisors of construction	204 00
Oct. 31.	P. R. Thompson	Services assisting Engineer	63 00
Nov. 6.	John P. Sheldon	Connecting wharves along seawall	2,745 00
Nov. 12.	P. J. Thomas	Printing specifications	27 00
Nov. 12.	David Finley	Center-Street wharf	15,765 50
Nov. 12.	David Finley	Connecting Union Street and sea- wall wharves, etc.	8,697 00
Nov. 19.	P. J. Tannian	Services supervising construction	64 00
Nov. 25.	P. R. Thompson	Services assisting Engineer	67 50
		Amount carried forward	\$73,077 26

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To WHOM PAID.	On Account of.	Amount.
1884.		Amount brought forward	\$73,077 26
Nov. 26.	W. L. Farrell	Mast for fender	26 00
Nov. 26.	P. H. Farnham & Co.	Two spars for fenders	45 00
Nov. 26.	John Kelso	Embankment along Center Street	3,525 00
Nov. 26.	Thos. Ryan	Services as laborer	105 00
Nov. 26.	B. McMahan	Third and Berry-Streets wharves	27,104 21
Nov. 26.	Thos. H. Day	Sheds near ferry slip No. 2	1,340 00
Nov. 28.	D. R. Coleman	Smithwork	4 35
Nov. 28.	T. P. H. Whitelaw	Chain for buoy	38 24
Nov. 28.	Dunham, Carrigan & Co.	Hardware	1 37
Nov. 28.	H. C. Tickner	Services supervising construction	128 00
Nov. 29.	Chas. H. Kungle	Services supervising construction	60 00
Nov. 29.	B. Donnelly	Services supervising construction	108 00
Nov. 29.	Renton, Holmes & Co.	Lumber	16 60
Dec. 10.	B. McMahan	Connecting Third Street and brick wharves	1,094 87
Dec. 11.	Thos. H. Day	Skylights, etc., at ferry slips	65 00
Dec. 13.	Casner & McLellan	Buoy	22 00
Dec. 13.	Geo. W. Watson	Reconstruction of ferry slips Nos. 3 and 4	5,150 25
Dec. 15.	Wm. Deacon	Fitting sounding pipe	75
Dec. 17.	S. F. Gaslight Co.	Coal tar	81 00
Dec. 26.	Renton, Holmes & Co.	Lumber	79 63
Dec. 29.	Wm. Deacon	Smithwork	72 75
Dec. 29.	Thompson Bros.	Cast-iron sinker	50 75
Dec. 29.	Holbrook, M. & Stetson	Tar boiler	87 00
Dec. 31.	H. C. Tickner	Services supervising construction	88 00
Dec. 31.	C. H. Kungle	Services supervising construction	40 00
Dec. 31.	Dunham, Carrigan & Co.	Hardware	2 10
1885.			
Jan. 6.	P. R. Thompson	Services assisting Engineer	84 00
Jan. 7.	Thos. Ryan	Services as laborer	90 00
Jan. 13.	Paraffine Paint Co.	Paraffine paint	4 50
Jan. 16.	David Finley	Connecting Green-Street wharf with seawall, etc.	800 00
Jan. 20.	Daily Report	Advertising for proposals	12 50
Jan. 21.	Alta California Pub. Co.	Advertising for proposals	17 50
Jan. 21.	Examiner Publishing Co.	Advertising for proposals	17 50
Jan. 23.	Sullivan & Ravekes	Stucco brush	1 50
Jan. 24.	W. L. Richardson	Connecting old Green-Street wharf and seawall	420 00
Jan. 29.	P. R. Thompson	Services assisting Engineer	24 00
Jan. 30.	Examiner Publishing Co.	Advertising for proposals	49 00
Jan. 30.	E. O. Johnson	Services assisting Engineer	30 00
Jan. 31.	F. H. Kellogg	Asphaltum pavement, ferry landing	378 35
Jan. 31.	Alta California Pub. Co.	Advertising for proposals	49 00
Jan. 31.	Chas. H. Kungle	Services supervising construction	60 00
Jan. 31.	H. Weber	Hauling	2 50
Jan. 31.	Thos. Ryan	Services as laborer	93 00
Feb. 6.	H. C. Tickner	Services supervising construction	96 00
Feb. 7.	Thos. H. Day	Two-story building	1,538 00
Feb. 10.	Thos. Thomson	Shed on Folsom-Street pier	3,702 60
Feb. 11.	Etna Iron Works	Iron work	335 35
Feb. 11.	Geo. W. Watson	Reconstructing ferry slips 3 and 4	6,294 75
Feb. 14.	P. J. Thomas	Printing specifications	27 50
Feb. 14.	Thos. H. Day	Moving Wharfinger's office	30 00
Feb. 20.	Alta California Pub. Co.	Advertising for proposals	14 00
Feb. 25.	E. O. Johnson	Services assisting Engineer	29 00
Feb. 25.	Examiner Publishing Co.	Advertising for proposals	14 00
Mar. 4.	Thos. Ryan	Services as laborer	78 00
Mar. 5.	H. C. Tickner	Services supervising construction	108 00
Mar. 5.	C. H. Kungle	Services supervising construction	108 00
Mar. 6.	W. L. Richardson	Use of pile-driver	30 00
Mar. 6.	Jas. Alexander	Fuel for tar pot	11 00
Mar. 11.	S. Browell	Patent chimney	40 00
Mar. 11.	San Francisco Gaslight Co.	Coal tar	80 00
		Amount carried forward	\$127,082 68

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To WHOM PAID.	On Account of.	Amount.
1885.		Amount brought forward	\$127,082 68
Mar. 11.	P. R. Thompson	Services assisting Engineer	69 00
Mar. 14.	H. Weber	Hauling	10 50
Mar. 11.	Thos. Thomson	Shed on Folsom-Street pier	2,823 08
Mar. 11.	W. L. Richardson	Extension of work on contract for reconstructing ferry slips 3 and 4	1,123 12
Mar. 13.	Ætna Iron Works	Iron work	77 10
Mar. 14.	B. McMahon	Fishermen's wharf and breakwater	19,300 00
Mar. 14.	P. J. Thomas	Printing specifications	27 50
Mar. 18.	Alta California Pub. Co.	Advertising for proposals	35 75
Mar. 23.	Examiner Publishing Co.	Advertising for proposals	35 75
Mar. 25.	E. O. Johnson	Services assisting Engineer	37 50
Mar. 25.	Thos. Thomson	Shed on Folsom-Street pier	2,444 32
Mar. 25.	M. Hodge	Hauling	3 00
Mar. 28.	P. R. Thompson	Services assisting Engineer	37 50
Mar. 31.	Alta California Pub. Co.	Advertising for proposals	10 00
Mar. 31.	Thomas Thomson	Shed on Folsom-Street pier	141 22
Mar. 31.	Thomas Thomson	Pier between Folsom and Harrison- Streets piers	5,635 50
Mar. 31.	F. H. Kellogg	Asphaltum pavement on seawall wharf	607 58
April 4.	G. B. De Ferrari	Lettering signs	15 00
April 4.	C. H. Kungle	Services supervising construction	8 00
April 6.	H. C. Tickner	Services supervising construction	68 00
April 6.	Thomas Ryan	Services as laborer	75 00
April 8.	C. L. Crisman	Bridge between Vallejo-Street wharf and seawall	165 00
April 13.	P. J. Thomas	Printing specifications	23 50
April 17.	Alta California Pub. Co.	Advertising for proposals	17 50
April 17.	S. F. Bridge Co.	Connecting Vallejo-Street wharf with seawall, etc.	962 00
April 18.	Examiner Publishing Co.	Advertising for proposals	27 50
April 25.	H. Weber	Hauling	9 00
April 27.	B. McMahon	Fishermen's dock and breakwater	2,682 77
April 27.	James Gallup & Co.	Hardware	8 71
April 28.	Thompson Brothers	Cast-iron sinker	49 00
April 28.	S. F. Gaslight Co.	Coal tar	40 00
April 29.	P. R. Thompson	Services assisting Engineer	30 00
April 30.	E. O. Johnson	Services assisting Engineer	30 00
April 30.	Thomas Ryan	Services as laborer	78 00
April 30.	Alta California Pub. Co.	Advertising for proposals	40 25
May 6.	Thomas Thomson	Pier between Folsom and Harrison- Streets piers	9,282 00
May 7.	H. C. Tickner	Services supervising construction	88 00
May 13.	C. L. Crisman	Steps off Section 4 seawall, etc.	319 56
May 15.	J. S. Tibbals	Sewer through Section 5 seawall	538 13
May 20.	Thomas Thomson	Sounding with pile-driver	60 00
May 22.	James Alexander	Fuel for tar pot	11 00
May 27.	P. R. Thomson	Services assisting Engineer	52 50
May 28.	Renton Coal Co.	Fuel for tar pot	10 50
May 28.	S. F. Gaslight Co.	Coal tar	40 00
May 28.	E. O. Johnson	Services assisting Engineer	28 50
May 29.	Thomas Thomson	Pier between Folsom and Harrison- Streets piers	7,182 50
May 29.	Charles H. Kungle	Services supervising construction	16 00
May 29.	M. J. Crowley	Services supervising construction	120 00
May 29.	H. C. Tickner	Services supervising construction	116 00
May 29.	Thomas Ryan	Services as laborer	75 00
May 29.	J. S. Tibbals	Sewer through Section 5 seawall	589 37
June 3.	C. L. Crisman	Office on Washington-Street wharf	130 00
June 3.	S. F. Bridge Co.	Removing sheds from Broadway wharf	1,200 00
June 3.	J. W. Donohue	Enlarging office on Jackson-Street wharf	71 00
June 13.	P. J. Thomas	Printing specifications	17 50
June 15.	Enterprise M. and B. Co.	Millwork	25 35
		Amount carried forward	\$183,803 24

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To WHOM PAID.	On Account of.	Amount.
1885.		Amount brought forward	\$183,803 24
June 15.	Alta California Pub. Co.	Advertising for proposals	37 50
June 17.	J. L. Zeigler	Moving fishermen's market	190 00
June 24.	David Finley	Pier between Broadway and Vallejo- Streets piers	5,679 36
June 24.	Thomas Thomson	Pier between Folsom and Harrison- Streets piers	692 44
June 26.	E. O. Johnson	Services assisting Engineer	34 50
June 26.	P. R. Thompson	Services assisting Engineer	42 00
June 27.	W. S. Phelps & Co.	Smithwork	70 62
June 29.	Renton Coal Company	Fuel for tar pot	9 50
June 29.	San Francisco Gaslight Co.	Coal tar	40 00
June 30.	Examiner Publishing Co.	Advertising for proposals	65 00
June 30.	Thomas Ryan	Services as laborer	87 00
June 30.	Payroll	Supervisors of construction	54 16
June 30.	F. H. Kellogg	Asphaltum pavement on seawall wharf	202 52
June 30.	H. C. Tickner	Services supervising construction	108 00
July 3.	San Francisco Bridge Co.	Approach to car ferry slip	553 98
July 6.	P. J. Thomas	Printing specifications	27 00
July 6.	Alta California Pub. Co.	Advertising for proposals	30 00
July 10.	Southern Pacific Company	Draughting for car ferry slip	109 38
July 16.	James Alexander	Fuel for tar pot	11 00
July 17.	Alta California Pub. Co.	Advertising for proposals	59 00
July 22.	Thomas Thomson	Towing piles	50 00
July 24.	David Finley	Pier between Broadway and Vallejo- Street piers	5,249 13
July 24.	A. G. Martin	Services assisting Engineer	30 75
July 25.	H. Weber	Hauling	3 00
July 25.	P. R. Thompson	Services assisting Engineer	48 75
July 28.	James Gallup & Co.	Hardware	20 80
July 28.	San Francisco Gaslight Co.	Coal tar	80 00
July 31.	E. O. Johnson	Services assisting Engineer	10 50
July 31.	T. E. Hoin	Services assisting Engineer	28 50
July 31.	Examiner Publishing Co.	Advertising for proposals	76 50
July 31.	J. W. Donohue	Apron, etc., at Washington-Street wharf	82 50
July 31.	P. J. Thomas	Printing specifications	17 50
July 31.	Payroll	Labor	75 00
July 31.	Payroll	Supervisors of construction	410 00
Aug. 5.	San Francisco Bridge Co.	Approach to car ferry slip	1,589 71
Aug. 13.	Alta California Pub. Co.	Advertising for proposals	17 50
Aug. 14.	Thomas M. Manning	Gas fixtures, etc., at fishermen's market	35 00
Aug. 14.	San Francisco Bridge Co.	Connecting wharves along seawall, etc.	1,808 60
Aug. 21.	San Francisco Bridge Co.	Connecting wharves along seawall, etc.	1,028 40
Aug. 21.	David Finley	Car ferry slip at foot of Second Street.	5,536 56
Aug. 22.	James Gallup & Co.	Hardware	5 69
Aug. 27.	David Finley	Pier between Broadway and Vallejo- Street piers	5,163 08
Aug. 28.	Thomas Ryan	Services as laborer	78 00
Aug. 28.	San Francisco Gaslight Co.	Coal tar	83 00
Aug. 28.	P. F. Dundon	Smithwork	405 86
Aug. 28.	Renton Coal Company	Fuel for tar pot	21 00
Aug. 28.	A. G. Martin	Services assisting Engineer	60 00
Aug. 28.	P. R. Thompson	Services assisting Engineer	63 00
Aug. 28.	E. O. Johnson	Services assisting Engineer	35 25
Aug. 31.	Payroll	Supervisors of construction	426 00
Sept. 4.	San Francisco Bridge Co.	Approach to car ferry slip	1,766 49
Sept. 7.	J. W. McDonald	Paving seawall roadway	1,138 95
Sept. 11.	H. Weber	Hauling	11 50
Sept. 18.	California Wire Works	Steel rope	45 58
Sept. 25.	E. O. Johnson	Services assisting Engineer	31 50
Sept. 25.	A. G. Martin	Services assisting Engineer	60 00
		Amount carried forward	\$217,499 80

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To WHOM PAID.	On Account of.	Amount.
1885.		Amount brought forward	\$217,499 80
Sept. 26.	Philip Thompson	Services assisting Engineer	66 00
Sept. 26.	H. Weber	Hauling	10 50
Sept. 28.	David Finley	Car ferry slip, foot of Second Street ..	11,278 16
Sept. 28.	San Francisco Gaslight Co.	Coal tar	187 40
Sept. 28.	Alta California Pub. Co.	Advertising for proposals	17 50
Sept. 29.	Haslett & Bailey	Weighing rock	4 50
Sept. 30.	Payroll	Supervisors of construction	283 00
Oct. 3.	John Phillips	Services supervising construction	37 00
Oct. 3.	Payroll	Supervisors of construction	125 00
Oct. 7.	J. W. McDonald	Paving seawall roadway	5,643 00
Oct. 8.	San Francisco Bridge Co.	Approach to car ferry slip	942 62
Oct. 9.	David Finley	Pier between Broadway and Vallejo- Street piers	6,855 43
Oct. 9.	Thos. Thomson	Office and freight room on Folsom- Street pier	210 00
Oct. 14.	B. McMahon	Gates at wharves	325 00
Oct. 14.	J. W. McDonald	Sewer in Sansome Street	1,100 00
Oct. 21.	Examiner Publishing Co.	Advertising for proposals	17 50
Oct. 28.	San Francisco Gaslight Co.	Coal tar	8 00
Oct. 29.	H. Weber	Hauling	5 00
Oct. 30.	P. R. Thompson	Services assisting Engineer	64 50
Oct. 31.	E. O. Johnson	Services assisting Engineer	16 50
Oct. 31.	Payroll	Supervisors of construction	557 00
Nov. 5.	San Francisco Bridge Co.	Approach to car ferry slip	1,511 51
Nov. 5.	C. C. Myall	Services supervising construction	133 33
Nov. 5.	J. W. McDonald	Paving seawall roadway	10,169 49
Nov. 5.	C. L. Crisman	Shed on Broadway wharf No. 2	1,145 10
Nov. 10.	J. W. McDonald	Paving seawall roadway	24 00
Nov. 13.	Sullivan & Ravekes	Paint	30 00
Nov. 27.	E. O. Johnson	Services assisting Engineer	24 00
Nov. 27.	C. S. Tilton	Locating corner of Second and King Streets	15 00
Nov. 30.	San Francisco Gaslight Co.	Coal tar	40 00
Nov. 30.	Jas. Alexander	Fuel for tar pot	9 00
Nov. 30.	Payroll	Supervisors of construction	543 00
Dec. 2.	C. L. Crisman	Shed on Broadway wharf No. 2	3,721 58
Dec. 3.	P. R. Thompson	Services assisting Engineer	24 00
Dec. 14.	Alta California Pub. Co.	Advertising for proposals	33 00
Dec. 16.	San Francisco Bridge Co.	Approach to car ferry slip	4,460 47
Dec. 18.	David Finley	Car ferry slip at foot of Second Street ..	10,526 28
Dec. 23.	E. O. Johnson	Services assisting Engineer	9 75
Dec. 26.	P. J. Thomas	Printing specifications	31 50
Dec. 28.	Alta California Pub. Co.	Advertising for proposals	33 00
Dec. 28.	San Francisco Gaslight Co.	Coal tar	40 00
Dec. 29.	A. E. Butler	Services assisting Engineer	1 50
Dec. 30.	Jas. Alexander	Fuel for tar pot	10 00
Dec. 30.	P. R. Thompson	Services assisting Engineer	25 50
Dec. 31.	Payroll	Supervisors of construction	350 00
1886.			
Jan. 8.	Spring Valley Waterworks ..	Service connection	18 00
Jan. 13.	Pacific Rolling Mill Co.	Iron work	54 00
Jan. 13.	Examiner Publishing Co.	Advertising for proposals	78 00
Jan. 19.	Southern Pacific Co.	Labor and material at car ferry slip ..	4,678 37
Jan. 20.	San Francisco Bridge Co.	Cattle wharf, foot of Second Street	2,758 00
Jan. 28.	E. O. Johnson	Services assisting Engineer	30 00
Jan. 29.	David Finley	Car ferry slip, at foot of Second Street ..	933 55
Jan. 29.	David Finley	Car ferry slip, at foot of Second Street ..	600 12
Jan. 29.	P. R. Thompson	Services assisting Engineer	43 50
Jan. 30.	Payroll	Supervisors of construction	214 00
Feb. 15.	J. Wigmore	Lumber	12 25
Feb. 17.	San Francisco Bridge Co.	Connecting Broadway wharf and seawall	1,792 69
Feb. 27.	P. R. Thompson	Services assisting Engineer	30 00
Feb. 27.	Payroll	Supervisors of construction	91 00
Feb. 27.	C. L. Crisman	Shed on Broadway wharf No. 2	2,767 32
		Amount carried forward	\$292,325 22

STATEMENT OF THE AMOUNT PAID ON ACCOUNT OF CONSTRUCTION—Continued.

Date.	To WHOM PAID.	On Account of.	Amount.
1886.		Amount brought forward	\$292,325 22
Mar. 5.	E. O. Johnson	Services assisting Engineer	21 00
Mar. 6.	P. J. Thomas	Printing specifications	10 00
Mar. 10.	Alta California Pub. Co.	Advertising for proposals	33 00
Mar. 10.	Examiner Publishing Co.	Advertising for proposals	39 00
Mar. 26.	E. O. Johnson	Services assisting Engineer	35 25
Mar. 26.	P. R. Thompson	Services assisting Engineer	51 00
Mar. 29.	A. Leitz & Co.	Repairs to surveying instruments	20 25
Mar. 29.	San Francisco Gaslight Co.	Coal tar	80 00
Mar. 31.	Payroll	Supervisors of construction	182 00
April 2.	San Francisco Bridge Co.	Connecting Broadway wharf and seawall	1,394 31
April 20.	Thos. Ryan	Services as laborer	30 00
April 26.	P. R. Thompson	Services assisting Engineer	9 00
April 28.	E. O. Johnson	Services assisting Engineer	20 00
April 29.	A. E. Butler	Services assisting Engineer	6 00
April 30.	Payroll	Supervisors of construction	125 00
May 13.	Alta California Pub. Co.	Advertising for proposals	18 00
May 15.	Examiner Publishing Co.	Advertising for proposals	18 00
May 19.	J. W. McDonald	Sewer in Broadway	1,777 47
May 26.	A. E. Butler	Services assisting Engineer	16 50
May 26.	Jason Springer & Co.	Lumber	234 43
May 27.	Elder & Dobbie	Plumbing	31 75
May 28.	C. G. Schaefer	Painting	60 00
June 4.	P. T. Gaffey	Services supervising construction	125 00
June 7.	J. W. McDonald	Opening trench through seawall	150 00
June 11.	G. & E. Snook	Plumbing	26 16
June 16.	Spring Valley Waterworks	Service connection	5 00
June 25.	W. H. Elliott	Inclosing lot	178 60
June 25.	E. O. Johnson	Services assisting Engineer	27 00
June 26.	A. E. Butler	Services assisting Engineer	18 75
June 29.	B. McMahon	Slips at Folsom-Street wharf	226 00
June 30.	T. Palmer	Boat hire	2 50
June 30.	Payroll	Supervisors of construction	185 00
			\$297,481 19
		Deduct amount included in this statement expended for improv- ing seawall lots	3,426 31
			\$294,054 88

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR
THE TWO FISCAL YEARS ENDING JUNE 30, 1886.

Dr.

1884.			
July 18.	To amount remitted by Commissioners for July -----	\$8,000 00	
Aug. 4.	To amount remitted by Commissioners for July -----	11,505 27	\$19,505 27
Aug. 18.	To amount remitted by Commissioners for August ...	\$10,000 00	
Sept. 3.	To amount remitted by Commissioners for August ...	11,793 81	21,793 81
Sept. 18.	To amount remitted by Commissioners for September.	\$10,000 00	
Oct. 3.	To amount remitted by Commissioners for September.	11,513 30	21,513 30
Oct. 20.	To amount remitted by Commissioners for October ...	\$10,000 00	
Nov. 5.	To amount remitted by Commissioners for October ...	11,168 91	21,168 91
Dec. 3.	To amount remitted by Commissioners for November.	-----	24,630 29
1885.			
Jan. 5.	To amount remitted by Commissioners for December.	-----	26,312 87
Feb. 4.	To amount remitted by Commissioners for January ..	-----	21,993 08
Mar. 4.	To amount remitted by Commissioners for February ..	-----	23,079 71
April 3.	To amount remitted by Commissioners for March	-----	18,416 22
May 4.	To amount remitted by Commissioners for April	-----	22,380 01
June 3.	To amount remitted by Commissioners for May	-----	19,078 13
July 3.	To amount remitted by Commissioners for June	-----	19,830 41
Aug. 4.	To amount remitted by Commissioners for July	-----	17,154 09
Sept. 3.	To amount remitted by Commissioners for August	-----	18,188 30
Oct. 3.	To amount remitted by Commissioners for September.	-----	22,311 91
Nov. 4.	To amount remitted by Commissioners for October ...	-----	20,849 86
Dec. 3.	To amount remitted by Commissioners for November.	-----	17,875 71
1886.			
Jan. 4.	To amount remitted by Commissioners for December.	-----	26,412 25
Feb. 3.	To amount remitted by Commissioners for January ..	-----	19,858 23
Mar. 3.	To amount remitted by Commissioners for February ..	-----	27,630 15
April 3.	To amount remitted by Commissioners for March	-----	15,984 06
May 4.	To amount remitted by Commissioners for April	-----	19,131 89
June 3.	To amount remitted by Commissioners for May	-----	22,029 74
July 3.	To amount remitted by Commissioners for June	-----	22,004 99
	Total amount remitted	-----	\$509,133 19
	Balance in San Francisco Harbor Improvement Fund, July 1, 1884	-----	201,968 32
			\$711,101 51

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Cr.

Date.	Order.	No.	On Account of.	Amount.
1884.				
July 3.	Wm. D. English	377	Constructing seawall	\$6,700 90
Aug. 7.	Wm. D. English	378	Constructing seawall	13,128 44
Aug. 7.	John Kelso	379	Filling seawall lots	2,221 88
Aug. 21.	Moore & Smith	380	Furnishing lumber	714 91
Aug. 26.	C. L. Crisman	381	Planking Pacific-Street wharf	5,585 99
Sept. 4.	David Finley	382	Driving and pulling piles	600 00
Sept. 4.	B. McMahan	383	Third and Berry-Streets wharves	13,052 63
Sept. 4.	B. McMahan	384	Third and Berry-Streets wharves	2,164 79
Sept. 5.	Wm. D. English	385	Constructing seawall	14,469 08
Sept. 11.	Jas. D. Schuyler	386	Tearing up portion of Green-St. wharf	980 00
Sept. 23.	Thos. H. Day	387	Additional sheds nr. ferry slips 1 and 2	1,240 00
Sept. 23.	A. E. Buckman	388	Sewer in Powell Street	1,327 81
Oct. 4.	Wm. D. English	389	Constructing seawall	18,877 27
Oct. 7.	John Kelso	390	Filling seawall lots	1,036 88
Oct. 7.	John Kelso	391	Embankment along Center Street	2,475 00
Oct. 7.	David Finley	392	Center-Street wharf	5,089 50
Oct. 10.	David Finley	393	Driving and pulling piles	810 00
Oct. 10.	C. L. Crisman	394	Sewer	875 00
Oct. 23.	B. McMahan	395	Third and Berry-Streets wharves	15,316 37
Nov. 6.	John P. Sheldon	396	Connecting wharves along seawall, etc.	2,745 00
Nov. 11.	Wm. D. English	397	Constructing seawall	16,580 43
Nov. 11.	David Finley	398	Center-Street wharf	15,765 50
Nov. 11.	David Finley	399	Connecting wharves along seawall, etc.	8,697 00
Nov. 18.	Jas. D. Schuyler	400	Filling seawall lots	840 13
Nov. 25.	Thos. H. Day	401	Sheds near ferry slip No. 2	1,340 00
Nov. 25.	John Kelso	402	Embankment along Center Street	3,525 00
Nov. 25.	B. McMahan	403	Third and Berry-Streets wharves	27,104 21
Dec. 4.	Wm. D. English	404	Constructing seawall	19,410 56
Dec. 11.	John Kelso	405	Filling seawall lots	1,123 12
Dec. 11.	Geo. W. Watson	406	Reconstructing ferry slips 3 and 4	5,150 25
1885.				
Jan. 3.	Wm. D. English	407	Constructing seawall	9,893 68
Jan. 15.	David Finley	408	Connecting Green-Street wharf with seawall	800 00
Feb. 3.	Wm. D. English	409	Constructing seawall	9,457 15
Feb. 3.	Thos. H. Day	410	House at Third and Berry-Sts. wharves	1,538 00
Feb. 10.	Thos. Thomson	411	Shed on Folsom-Street pier	3,702 60
Feb. 10.	Geo. W. Watson	412	Reconstructing ferry slips 3 and 4	6,294 75
Feb. 24.	David Finley	413	Driving and pulling piles	3,392 75
Mar. 10.	Wm. D. English	414	Constructing seawall	9,661 18
Mar. 10.	W. L. Richardson	415	Reconstructing ferry slips 3 and 4	1,123 12
Mar. 10.	Thos. Thomson	416	Shed on Folsom-Street pier	2,823 08
Mar. 12.	John Kelso	417	Filling seawall lots	1,000 00
Mar. 12.	B. McMahan	418	Fishermen's wharf and breakwater	19,300 00
Mar. 17.	Wm. D. English	419	Constructing seawall	3,259 49
Mar. 24.	Thos. Thomson	420	Shed on Folsom-Street pier	2,444 32
Mar. 24.	F. H. Kellogg	421	Asphaltum on Sec. 5, seawall wharf	607 58
Mar. 26.	Thos. Thomson	422	Shed on Folsom-Street pier	141 22
Mar. 31.	Thos. Thomson	423	Folsom-Street pier No. 2	5,635 50
April 16.	S. F. Bridge Co.	424	Connecting wharves along seawall, etc.	962 00
April 23.	B. McMahan	425	Fishermen's wharf and breakwater	2,682 77
April 28.	B. McMahan	426	Driving piles	728 00
May 5.	Thos. Thomson	427	Folsom-Street pier No. 2	9,282 00
May 5.	S. F. Bridge Co.	428	Constructing seawall	5,103 02
May 7.	Knowlton Barrett	429	Repairing hoisting gear, etc., ferry slip No. 4	438 75
May 12.	Knowlton Barrett	430	Repairing hoisting gear, etc., ferry slip No. 4	196 25
May 12.	C. L. Crisman	431	Steps off Sec. 4, seawall, etc.	319 56
May 14.	J. S. Tibbals	432	Sewer through Sec. 5, seawall	538 13
May 29.	Thos. Thomson	433	Folsom-Street pier No. 2	7,182 50
May 29.	J. S. Tibbals	434	Sewer through Sec. 5, seawall	589 37
Amount carried forward				\$318,044 42

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Cr.

Date.	Order.	N ^o .	On Account of.	Amount.
1885.			Amount brought forward.....	\$318,044 42
June 2.	S. F. Bridge Co.	435	Constructing seawall.....	6,293 74
June 2.	S. F. Bridge Co.	436	Removing sheds from Broadway whf.	1,200 00
June 16.	J. L. Zeigler.....	437	Moving fishermen's market.....	190 00
June 16.	Wm. D. English.....	438	Constructing seawall.....	25,514 87
June 16.	Wm. D. English.....	439	Constructing seawall.....	5,828 60
June 16.	Wm. D. English.....	440	Constructing seawall.....	7,856 70
June 16.	Wm. D. English.....	441	Constructing seawall.....	3,480 58
June 23.	David Finley.....	442	Broadway pier No. 2.....	5,679 36
June 23.	B. McMahan.....	443	Driving and pulling piles.....	1,717 18
June 23.	Thos. Thomson.....	444	Folsom-Street pier No. 2.....	692 44
June 30.	F. H. Kellogg.....	445	Asphaltum on Sec. 5, seawall wharf...	202 52
July 2.	C. L. Crisman.....	446	Repairing Harrison-Street shed.....	594 00
July 2.	S. F. Bridge Co.	447	Constructing seawall.....	7,348 31
July 2.	S. F. Bridge Co.	448	Approach to freight ferry slip.....	553 98
July 23.	David Finley.....	449	Broadway pier No. 2.....	5,249 13
July 30.	C. L. Crisman.....	450	Repairing fishermen's market.....	514 00
July 30.	B. McMahan.....	451	Driving piles.....	3,940 05
Aug. 4.	David Finley.....	452	Repairing slope of Secs. 1 and 2, sea- wall.....	516 00
Aug. 4.	S. F. Bridge Co.	453	Constructing seawall.....	7,843 34
Aug. 4.	S. F. Bridge Co.	454	Approach to freight ferry slip.....	1,589 71
Aug. 13.	S. F. Bridge Co.	455	Removing portion of Pacific-Street wharf, etc.	1,808 60
Aug. 20.	David Finley.....	456	Freight ferry slip.....	5,536 56
Aug. 20.	S. F. Bridge Co.	457	Removing portion of Pacific-Street wharf, etc.	1,028 40
Aug. 27.	David Finley.....	458	Broadway pier No. 2.....	5,163 08
Sept. 4.	S. F. Bridge Co.	459	Constructing seawall.....	13,614 47
Sept. 4.	S. F. Bridge Co.	460	Approach to freight ferry slip.....	1,766 49
Sept. 4.	J. W. McDonald.....	461	Paving seawall roadway.....	1,138 95
Sept. 4.	David Finley.....	462	Repairing slope of Secs. 1 and 2, sea- wall.....	659 32
Sept. 4.	David Finley.....	463	Filling seawall lots.....	137 36
Sept. 10.	J. J. Cummings.....	464	Filling seawall lots.....	841 80
Sept. 24.	David Finley.....	465	Freight ferry slip.....	11,278 16
Oct. 1.	S. F. Bridge Co.	466	Constructing seawall.....	8,104 80
Oct. 1.	David Finley.....	467	Repairing slope of Secs. 1 and 2, sea- wall.....	1,117 99
Oct. 6.	S. F. Bridge Co.	468	Approach to freight ferry slip.....	942 62
Oct. 6.	David Finley.....	469	Filling seawall lots.....	480 34
Oct. 6.	J. W. McDonald.....	470	Paving seawall roadway.....	5,643 00
Oct. 8.	David Finley.....	471	Broadway pier No. 2.....	6,855 43
Oct. 8.	Thos. Thomson.....	472	Office, etc., under Folsom-Street shed	210 00
Oct. 13.	B. McMahan.....	473	Gates at oil wharf and Third and Berry-Streets wharves.....	325 00
Oct. 13.	J. W. McDonald.....	474	Brick sewer in Sansome Street.....	1,100 00
Oct. 15.	S. F. Bridge Co.	475	Constructing seawall.....	3,051 29
Oct. 27.	B. McMahan.....	476	Driving piles.....	5,654 34
Oct. 29.	Connors & Winters.....	477	Filling seawall lots.....	160 00
Nov. 4.	S. F. Bridge Co.	478	Constructing seawall.....	8,913 36
Nov. 4.	S. F. Bridge Co.	479	Approach to freight ferry slip.....	1,511 51
Nov. 4.	C. L. Crisman.....	480	Shed on Broadway wharf No. 2.....	1,145 10
Nov. 4.	J. W. McDonald.....	481	Paving seawall roadway.....	10,169 49
Nov. 4.	C. A. Warren.....	482	Filling seawall lots.....	2,486 80
Nov. 4.	David Finley.....	483	Repairing slope of Secs. 1 and 2, seawall.	1,057 66
Nov. 4.	David Finley.....	484	Filling seawall lot.....	803 25
Nov. 17.	David Finley.....	485	Driving piles.....	2,015 80
Dec. 1.	S. F. Bridge Co.	486	Constructing seawall.....	9,615 08
Dec. 1.	C. L. Crisman.....	487	Shed on Broadway wharf No. 2.....	3,721 58
Dec. 8.	David Finley.....	488	Driving piles.....	2,852 19
Dec. 15.	David Finley.....	489	Repairing slope of Secs. 1 and 2, seawall.	75 53
Dec. 15.	Moore & Smith.....	490	Furnishing lumber.....	513 14
Dec. 15.	S. F. Bridge Co.	491	Approach to freight ferry slip.....	4,460 47
			Amount carried forward.....	\$530,807 89

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Cr.

Date.	Order.	No.	On Account of.	Amount.
1885.			Amount brought forward.....	\$530,807 89
Dec. 17.	David Finley	492	Freight ferry slip	10,526 28
Dec. 29.	Renton, Holmes & Co.	493	Furnishing lumber	1,672 39
1886.				
Jan. 5.	S. F. Bridge Co.	494	Constructing seawall.....	9,053 79
Jan. 5.	David Finley	495	Driving piles.....	2,491 70
Jan. 5.	W. L. Richardson	496	Repairing wharf between ferry slips 4 and 5.....	998 80
Jan. 7.	C. A. Warren	497	Filling seawall lots.....	2,161 15
Jan. 12.	S. M. Hills	498	Filling seawall lots.....	139 37
Jan. 14.	Southern Pacific Co.	499	Materials and labor keeping up tracks and slip at Second Street.....	4,678 37
Jan. 19.	Kearny & Brady.....	500	Filling seawall lots.....	84 30
Jan. 19.	Kearny & Gray.....	1	Filling seawall lots.....	62 40
Jan. 19.	S. F. Bridge Co.	2	Cattle wharf, foot of Second Street.....	2,758 00
Jan. 21.	Renton, Holmes & Co.	3	Furnishing lumber	1,023 06
Jan. 28.	David Finley	4	Freight ferry slip	933 55
Jan. 28.	David Finley	5	Freight ferry slip	660 12
Feb. 2.	S. F. Bridge Co.	6	Constructing seawall.....	7,684 74
Feb. 2.	C. A. Warren	7	Filling seawall lots.....	1,658 65
Feb. 2.	Kearny & Brady.....	8	Filling seawall lots.....	672 15
Feb. 2.	David Finley	9	Driving piles.....	4,366 95
Feb. 4.	David Finley	10	Filling seawall lots.....	511 95
Feb. 4.	David Finley	11	Repairing slope of Secs. 1 and 2, seawall.....	235 48
Feb. 11.	S. F. Bridge Co.	12	Filling seawall lots.....	2,999 81
Feb. 16.	S. F. Bridge Co.	13	Connecting Broadway wharf No. 1 with seawall wharf.....	1,792 69
Feb. 27.	C. L. Crisman.....	14	Shed on Broadway wharf No. 2	2,767 32
Feb. 27.	T. C. Coogan.....	15	Condemnation of land of Geo. Levis- ton for seawall.....	4,537 00
Mar. 2.	S. F. Bridge Co.	16	Constructing seawall.....	3,567 78
Mar. 2.	David Finley	17	Driving piles.....	4,485 41
Mar. 2.	David Finley	18	Repairing slope of Sections 1 and 2, seawall	473 71
Mar. 2.	C. A. Warren	19	Filling seawall lots.....	1,304 00
Mar. 2.	Kearny and Brady	20	Filling seawall lots.....	545 50
Mar. 5.	S. F. Bridge Co.	21	Filling seawall lots.....	4,431 30
Mar. 9.	John H. Rosenbohm.....	22	Condemnation of land for seawall.....	14,532 00
Mar. 9.	Robert Dunsmuir.....	23	Condemnation of land for seawall.....	7,434 00
Mar. 9.	Alice A. Donzel.....	24	Condemnation of land for seawall.....	357 00
April 1.	S. F. Bridge Co.	25	Connecting Broadway wharf No. 1 with seawall wharf.....	1,394 31
April 13.	S. F. Bridge Co.	26	Construction of seawall.....	4,870 91
April 13.	S. F. Bridge Co.	27	Filling seawall lots.....	7,561 95
April 20.	David Finley	28	Repairing slope of Sections 1 and 2, seawall	435 49
April 22.	David Finley	29	Driving piles.....	7,818 34
May 4.	S. F. Bridge Co.	30	Filling seawall lots.....	1,871 66
May 6.	S. F. Bridge Co.	31	Filling seawall lots.....	5,358 98
May 6.	S. F. Bridge Co.	32	Filling seawall lots.....	200 00
May 6.	David Finley	33	Repairing slope of Sections 1 and 2, seawall	327 25
May 18.	J. W. McDonald	34	Broadway sewer	1,777 47
June 1.	David Finley	35	Repairing slope of Sections 1 and 2, seawall	582 29
June 3.	David Finley	36	Filling seawall lots.....	153 30
June 10.	S. F. Bridge Co.	37	Driving piles.....	1,778 46
				\$666,539 02
			Balance in San Francisco Harbor Im- provement Fund.....	44,562 49
				\$711,101 51

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS.

FISCAL YEAR.	RECEIPTS.		EXPENSES.		CONSTRUCTION AND REPAIRS.		Seawall.	DREDGING.		Purchase of Dredgers, Scaws, and Repairs.	Miscellaneous.	Remitted to State Treasurer.	Drawn from State Treasurer.
	From Dockage, Tolls, Wharfage, Rents, etc.	From the Organization of the Commission.	Salaries Commissioners, Secretary, Clerk (and Law Fees), Wharfing, Collectors, Fuel, Rent, Printing, Stationery, etc.	Percentage per Year.	Building Wharves, Bulkheads, Sheds, etc., and Repairs on the same.	All Dredging up to 1874 was done under Contract. Since by Commissioners.							
1863-4	\$117,848 28		\$25,354 84	21.50	\$67,509 82						\$676 25	\$71,807 39	\$47,680 02
1864-5	171,393 06		32,439 10	18.28	80,875 15			\$44,106 50				123,365 23	62,334 82
1865-6	183,716 80		35,531 42	19.02	139,065 42		\$3,607 00	10,300 00				132,023 96	47,568 50
1866-7	336,409 36		41,233 93	11.95	85,529 78		266 50	41,021 00			330 62	268,573 45	64,345 94
1867-8	294,304 28		55,531 92	18.87	82,791 27		250,993 17	32,338 00			561 18	217,528 06	354,131 12
1868-9	287,890 53		52,130 77	18.11	38,779 83		165,892 68	80,100 00				212,532 07	310,213 27
1869-70	252,649 56		54,684 40	21.65	35,545 40			35,258 00				180,623 37	272,670 93
1870-1	148,917 03		37,782 65	25.37	53,693 31			53,944 40				156,877 82	75,914 13
1871-2	195,031 14		61,006 70	31.28	28,146 62			32,293 20				105,877 82	53,944 40
1872-3	100,330 47		69,858 63	36.50	78,776 28		2,321 85	42,478 50			6,344 01	166,521 50	89,640 23
1873-4	265,709 06		77,938 05	29.33	104,175 98		1,078 25	33,835 71			924 99	246,569 00	168,769 62
1874-5	372,978 74		68,617 14	18.37	205,540 80			40,802 70			3,725 00	189,549 17	146,716 69
1875-6	448,087 25		65,976 57	17.73	162,000 25			25,252 94				249,450 44	146,716 69
1876-7	446,516 82		79,200 72	17.68	284,023 05		4,803 38	38,214 40				310,909 33	268,661 37
1877-8	466,320 55		84,326 72	18.88	112,928 95		107,091 87	60,454 68			1,665 88	285,521 50	162,712 80
1878-9	427,687 56		100,687 57	20.83	164,500 55		309,652 90	51,675 28			2,510 53	274,370 87	241,764 39
1879-80	410,437 49		102,746 75	23.53	141,022 14		383,174 96	47,852 62			1,173 50	419,429 27	419,429 27
1880-1	455,006 64		104,255 15	22.91	199,972 97		92,804 98	48,743 45				204,782 41	527,487 44
1881-2	450,030 54		107,883 69	24.74	179,089 82		34,949 22	51,157 50			5,247 00	219,919 90	131,140 42
1882-3	501,245 25		115,231 30	22.98	173,397 19		76,461 63	60,780 40			6,863 55	254,407 78	165,588 90
1884-5	500,702 10		116,194 14	23.20	248,607 11		137,006 95	52,226 80			4,833 50	259,702 01	376,700 41
1885-6	483,851 04		117,693 22	24.32	197,612 03		195,953 82	46,675 40			4,324 00	249,431 18	289,838 61
Totals	\$7,780,802 87		\$1,703,456 16		\$2,837,131 94		\$2,049,081 09	\$933,453 44			\$67,530 17	\$4,084,941 54	\$4,040,379 05
Balance in Treasury													44,562 49
													\$4,684,941 54

NOTE.—May 1, 1872. Rates of dockage, tolls, wharfage, and rents, were reduced 50 per cent by Act of Legislature. On December 30, 1879, the rates on merchandise were reduced as follows, viz: 12½ to 10 cents, 6½ to 5 cents; on lumber, from 10 to 5 cents per 1,000 feet; on coal, from 10 to 5 cents per cord. On June 4, 1880, the dockage rates were changed so that instead of the day of departure being charged for as full days, the day was reckoned from the hour of arrival to the same hour on succeeding days. Salaries of Wharfingers and Collectors were increased 25 per cent by Act of Legislature, approved March 19, 1878. On July 1, 1885, the rates of tolls were very materially reduced, in some cases 50 per cent, and a reduction in dockage rates was made of about 20 per cent.

* This amount is less than that entered in the last report, \$19,687 99, which amount was erroneously entered in the books of John S. Gray, late Secretary, as remitted; in this table it is placed under the head of "Miscellaneous."

STATEMENT OF COST OF DREDGING.

FISCAL YEAR ENDING—	Salary of Employés.	Repairs.	Coal.	Ship Chan- dery and Water.	Miscellaneous, including Docking Dredges, Tugs, and Scows.	Total.	No. Yards Dredged.	Worked No. Hours.	Cost per Cubic Yard. Cents.
June 30, 1875.....	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ²	10.76-100
June 30, 1876.....	11,932 98	7,639 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	1,582 10	1,676 79	25,253 03	280,197	2,478 ²	9.1-100
June 30, 1878.....	17,188 80	7,372 48	7,754 86	2,666 37	3,632 55	38,214 40	423,654	3,080	9.2-100
June 30, 1879.....	26,201 70	14,963 90	11,755 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	732,919	732,919	3,932 ¹	7.2-100
June 30, 1882.....	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ²	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	3,776 ²	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	3,663 ²	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	3,652 ¹	7.68-100
June 30, 1886.....	26,634 65	6,233 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ²	6.87-100

BALANCE SHEET.

From November 4, 1863, to June 30, 1886.

RECEIPTS.			
From dockage, tolls, wharfage, rents, etc.-----			\$7,780,802 87
DISBURSEMENTS.			
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, rent, stationery, etc.-----	\$1,703,456 16		
Constructing and repairing wharves, sheds, etc.-----	2,837,131 94		
Seawall (construction of)-----	2,049,081 09		
Purchase of and constructing dredgers, tugs, and scows-----	145,587 58		
Dredging (cost of)-----	933,453 44		
Payroll (crew of fireboat)-----	26,195 99		
Suspense account (defalcations of John S. Gray)-----	23,308 10		
Miscellaneous (loss of merchandise by breaking down of wharves, and damages to vessels and other property)-----	18,026 08		
Cash in the treasury-----	44,562 49		
			<u>7,780,802 87</u>
Dr.	CASH.		
To amount remitted to the State Treasurer-----			\$4,684,941 54
Cr.	CASH.		
By amount drawn from State Treasurer-----	\$4,640,379 05		
By cash on hand in the treasury-----	44,562 49		
			<u>4,684,941 54</u>

REPORT OF T. C. COOGAN, ATTORNEY.

To the Honorable Board of State Harbor Commissioners of the State of California:

GENTLEMEN: I herewith present my report as Attorney of your honorable Board, showing what has transpired in relation to litigation in my charge during the two fiscal years ending June 30, 1886:

ACTIONS PENDING AT THE DATE OF LAST REPORT.

The Pacific Transfer Company v. William Blanding et al. In Superior Court, Department No. 6, No. 23360.

Action to recover money paid under protest by plaintiffs to defendants for wharfage. 1879, October 24, complaint filed. 1883, December 23, answer of William Blanding and A. M. Burns filed. 1881, January 10, answer of Bruce Lee filed. Ready for trial on behalf of defendants.

The People of the State of California v. Turner, Kennedy & Shaw. No. 28969, in Justice's Court.

Action to recover tolls and wharfage on Channel Street. 1877, February 15, complaint filed and issue joined. February 24, defendants moved that cause be transferred to the late Twelfth District Court. Motion granted, but defendants have not yet paid costs, and papers have not been filed in said District Court, or in its successor, the Superior Court.

The People of the State of California v. Turner, Kennedy & Shaw. No. 30557, in Justice's Court.

Action to recover tolls and wharfage on Channel Street. This action is in the same condition as the one last above named, and is against the same defendants.

William Blanding et al. v. The Barkentine Victor. No. 2345, in United States District Court.

A libel for dockage in China Basin. Pending and awaiting hearing.

Samuel Soule et al. v. Benjamin Holliday, Jr.

Action to recover \$395 87 for dockage and tolls. On January 16, 1884, judgment was rendered in favor of plaintiffs for \$395 87, with interest thereon from April 11, 1874, and costs, \$11 50. This judgment remains unsatisfied.

The People of the State of California v. Thomas R. Huson et al. No. 7207, in Supreme Court.

Action to recover \$1,045 10 for deficiency in account of Huson as Wharfinger. 1878, May 6, complaint filed. August 15, answer filed. September 24, judgment for defendants. November 10, plaintiffs moved for a new trial, which was on May 5, 1880, denied, and on May 21, 1880, plaintiffs appealed to the Supreme Court. Pending the appeal one of the defendants, E. J. Lewis, died in Tehama County. No administration has ever been taken out on his estate.

William Blanding v. Smith & Smith et al. In Superior Court, Department No. 4, No. 22545.

Action to recover \$1,000, for breach of a bond guaranteeing a performance of an asphaltum contract.

1878, September 28, complaint filed. Since the date of last report, the following proceedings have been had: 1884, November 20, action tried as to the defendant, Ira P. Rankin, and submitted on briefs. December 11, defendant's brief received. December 20, plaintiffs' brief served. 1885, January 3, defendant's reply brief received. February 27, decision in favor of defendant, Ira P. Rankin. March 23, notice of decision received. The defendants, Smith & Smith, are fictitious persons, and the action is now ready for trial as to the defendant, R. H. Savory.

C. A. Hooper et al. v. F. P. Swett. In Superior Court, Department No. 4, No. 6618.

Action to restrain defendant from building a wharf on Channel Street, under a contract with the Board.

Since the date of the last report, this action was restored to the calendar, for trial. On the day fixed for the trial, it was dismissed on motion of plaintiffs, made in open Court.

The People of the State of California v. Potrero and Bay View Railroad Company. No. 8950, in Supreme Court.

Action to declare certain piles and a bridge, built by the defendant, in and over Islais Creek, a nuisance, and to have the same abated.

Action commenced January 14, 1880, and tried in December, 1881, and decided in favor of the plaintiffs. On January 20, 1882, a motion for a new trial was made therein and denied, and on April 10, 1883, the defend-

ant appealed to the Supreme Court, and the action was there pending at the date of the last report. Since which, the following proceedings were had: 1885, February 13, defendant's points and authorities received. February 21, plaintiffs' points and authorities served and filed. February 26, argued orally. March 13, plaintiffs' brief served and filed. June 24, judgment and order reversed, and cause remanded.

The People ex rel. John Hackett v. William Blanding et al. In Supreme Court.

Action to restrain the Board from carrying on certain dredging operations.

1881, April 23, complaint filed and restraining order issued. A motion was made to set aside this order, which was granted, and from the order granting the same an appeal was taken to the Supreme Court by plaintiffs, and the appeal was dismissed by the Supreme Court on February 15, 1885.

The People of the State of California v. Robert G. Byrbee et al. No. 6251, in Superior Court, Department No. 8.

Action to recover \$460 78, for deficiency in accounts of West Evans as Wharfinger.

1882, February 10, complaint filed. This action is now at issue, and is ready for trial on the part of plaintiffs.

Thomas Curtin v. William Irwin, John H. Wise, and A. C. Paulsell, constituting the Board of State Harbor Commissioners. No. 1675, in Superior Court, Department No. 7.

1884, March 10, complaint filed in Justice's Court and decision in favor of plaintiff. Defendants appealed to the Superior Court, and judgment was there rendered in favor of defendants. The case stood in this condition at the date of last report. Since then the following proceedings were had: 1884, July 19, notice of intention to move for a new trial received. October 10, motion argued orally and submitted on briefs. November 14, plaintiff's brief received. November 18, defendant's brief served and filed. December 5, plaintiff's brief in reply received. December 19, motion for new trial denied.

The People ex rel. The Board of State Harbor Commissioners v. Louis Cohn, M. Esberg, Joseph Naphthaly, William Bryan, and G. Raisch. No. 10860, in Superior Court, Department No. 4.

Action to recover upon the official bond of Louis Cohn for deficiency in his accounts as Wharfinger, to the amount of \$4,344 75.

1883, October 10, complaint filed. Since the date of the last report the following proceedings were had: 1884, August 1, demurrer to defendant Bryan's answer and motion to strike out parts of the same argued and sub-

mitted. August 12, brief of defendant Bryan on his motion received. August 22, demurrer overruled and motion to strike out granted. 1885, September 10, action transferred to Department No. 7 for trial, and action was there tried on October 14, 19, and 20. October 30, judgment ordered in favor of defendants. November 20, Findings filed. November 25, notice of decision and cost bill received.

John S. Wilkins v. John H. Wise, A. C. Paulsell, and William Irwin, as the Board of State Harbor Commissioners. No. 23935, Justice's Court. In Superior Court, Department No. 8.

Action to recover damages to plaintiff's horse, alleged to have been injured by falling through a wharf on waterfront in November, 1881.

The action was brought in the Justice's Court November 12, 1883, and after trial had, judgment was in favor of the defendants. Plaintiff appealed to the Superior Court, and the action was there pending at date of last report, and on March 4, 1885, the action was dismissed in open Court.

The People ex rel. Board of State Harbor Commissioners v. Thomas F. Quirk, J. C. Green, and Donald McLennan. No. 10491, in Superior Court, Department No. 3.

Action to recover from Thomas F. Quirk \$14,149 81, for deficiency in his accounts as Wharfinger, and \$5,000 each from J. C. Green and Donald McLennan as sureties on his official bond.

1883, August 22, complaint filed. This action is at issue as to the defendant J. C. Green. The defendant Donald McLennan died since issue was joined as to him, and no administration has as yet been taken out upon his estate.

The People ex rel. Board of State Harbor Commissioners v. Josiah F. Fairfield, Charles J. Hendry, and W. S. Ray. No. 10938, in Superior Court, Department No. 2.

Action to recover \$12,672 25 from Josiah F. Fairfield for deficiencies in his accounts as Wharfinger, and \$5,000 each from C. J. Hendry and W. S. Ray, as sureties on his official bond.

1883, October 19, complaint filed. Since date of last report the following proceedings were had: September 5, 1884, motion to strike out portions of answer of Hendry and Ray granted, and demurrer to same sustained. September tenth, notice given. October 30, 1885, answer of defendant Fairfield received. Action now ready for trial on part of plaintiffs.

The People ex rel. Board of State Harbor Commissioners v. H. M. La Rue and A. S. Greenlaw. No. 10996, in Superior Court, Department No. 4.

Action to recover \$5,000 each from H. M. La Rue and A. S. Greenlaw, as sureties upon official bond of William Haynie, late Wharfinger, for deficiency in his accounts.

1883, October 26, complaint filed. Since date of the last report the appeal of the defendants to the Supreme Court from the order of the Superior Court, refusing to grant their motion for a change of place of trial to Sacramento County, has been argued and decided in favor of the Board.

The three actions last above named are on the official bonds of the former Wharfingers—Quirk, Fairfield, and Haynie; and an action is now pending in the Superior Court, brought by Hon. E. C. Marshall, Attorney-General of the State, against the late Harbor Commissioners, William Blanding and W. A. Phillips, and the administrator of the estate of George S. Evans, deceased, and the sureties upon their official bonds, to recover for the same deficiencies as are referred to in the complaints in the three actions last above named.

CONDITION AND DISPOSITION OF ACTIONS COMMENCED SINCE THE DATE OF
LAST REPORT.

The People of the State of California ex rel. William Irwin et al. v. J. S. Reno. No. 30469, in Justice's Court.

Action to recover \$6 95 for tolls on the Folsom-Street wharf.

1885, April 28, complaint filed; summons issued. April 29, summons served. May 4, defendant paid claim in full, and on the same day I paid the money over to the Secretary of the Board and dismissed the action.

The People of the State of California ex rel. William Irwin et al. v. Robert Dunsmuir et al. No. 14984, Superior Court, Departments Nos. 8 and 2.

Action brought to condemn certain lands for purposes of the seawall and thoroughfare.

1885, May 1, complaint filed, and the proceedings as to each defendant was on their motion carried on separately.

George Leviston.

1885, May 16, defendant appeared. May 31, motion to strike out parts of complaint received. August 3, demurrer received. August 7, motion to strike out denied; demurrer submitted. August 10, brief on demurrer served. August 31, demurrer overruled. September 1, notice of overruling demurrer and denial of motion to strike out served and filed. September 16, answer received. September 19, motion to strike out parts of answer served. September 21, demurrer to first defense served. September 25, motion to strike out granted in part; demurrer overruled. October 2, amended answer received; jury trial demanded; action transferred to Department No. 2. November 2, 3, 4, action tried before jury upon special issues; verdict for plaintiffs upon all the special issues, and the value of the land condemned determined to be \$4,500; no damages or benefits to be assessed. October 13, notice of intention to move for a new trial received.

December 4, findings filed and notice given. December 10, order to show cause why judgment should not be entered received. December 14, order extending time to prepare and serve bill of exceptions and statement received. December 18, order as to entering judgment discharged. December 21, bill of exceptions received.

1886, January 7, first bill of exceptions served; proposed amendments served. January 14, notice of non-acceptance of amendments, and fixing time of settlement received. February 12, judgment for the plaintiffs, condemning defendant's land, and that plaintiffs pay to defendant the value thereof, adjudged to be \$4,500, and his costs, amounting to \$37, and that no damages or benefits be assessed. February 19, judgment entered. February 20, notice of appeal to the Supreme Court received, and undertaking filed. March 2, paid \$4,537 into Court for defendant, and the Court ordered the same to be deposited in the State Treasury at Sacramento. March 4, money deposited in State Treasury. March 11, order that State Treasurer pay money deposited to County Clerk of San Francisco; final order of condemnation made. March 13, certified copy of final order of condemnation recorded in County Recorder's office. March 16, order that State Treasurer pay moneys deposited to T. C. Coogan, he to deposit the same with County Clerk of San Francisco, and order of March 11 set aside. March 18, money, \$4,537, deposited by T. C. Coogan with County Clerk. March 20, notice of final order of condemnation served. March 23, money deposited with Clerk paid to defendant, he having filed abandonment of defenses, as provided in Section 1254 of the Code of Civil Procedure of the State of California, and filed stipulation, giving plaintiffs possession. April 5, motion for new trial and appeal dismissed.

Robert Dunsmuir.

1885, May 16, defendant appeared. July 21, demurrer received. July 31, demurrer submitted. August 31, demurrer overruled. September 7, answer received. October 2, jury trial waived; action transferred to Department No. 2. December 17, trial commenced. Continued on December 21, 22, 23, and submitted. 1886, January 13, judgment ordered for plaintiffs condemning defendant's land, and that plaintiffs pay to defendant the value thereof, adjudged to be \$7,400, and his costs, amounting to \$34, and that no damages or benefits be assessed. February 9, findings filed. February 10, notice of decision served and filed. February 15, judgment signed. February 19, judgment entered and notice given. March 11, final order of condemnation made. March 13, certified copy recorded in County Recorder's office. March 20, notice of final order served and possession taken by plaintiffs.

John H. Rosenbohm.

1885, May 5, summons served. May 14, appearance of Jarboe, Harrison & Goodfellow, as attorneys. August 13, answer received. October 2, jury waived; action transferred to Department No. 2. December 17, trial commenced and continued on December 21, 22, 23, and submitted. 1886, January 13, judgment ordered for plaintiffs condemning defendant's land, and that plaintiffs pay to defendant the value thereof, adjudged to be \$14,500,

and his costs, amounting to \$32, and that no damages or benefits be assessed. February 9, findings filed. February 10, notice of decision served and filed. February 15, judgment signed. February 20, notice of entry of judgment served and filed. March 24, final order of condemnation made, certified copy recorded with County Recorder, and notice thereof served, and possession given to plaintiffs.

Alice A. Donzel and Henry Vollmer.

1885, May 16, appearance of Stanley, Stoney, and Hayes as attorneys received. August 12, answer received. October 2, jury waived and action transferred to Department No. 2. 1886, January 4, action partially tried, and continued to January 7. January 7, trial finished and action submitted. January 13, judgment ordered for plaintiffs against Alice A. Donzel, condemning defendant's land, and that plaintiff pay to defendant the value thereof, adjudged to be \$350, and her costs, amounting to \$7, and that no damages or benefits be assessed. February 9, findings filed. February 10, notice of decision served and filed. February 15, judgment signed. February 20, notice of entry of judgment served and filed. March 11, final order of condemnation made. March 13, certified copy thereof recorded in County Recorder's office and possession given to plaintiffs. And it was further adjudged that the defendants, Alice A. Donzell as executrix, Henry Vollmer, and C. G. Kenerleber had no interest whatever in the land condemned.

The People of the State of California v. John Phillips. In Police Court. Charge of battery.

1885, March 9, defendant arrested. March 10, continued to March 17. March 17, defendant demanded jury trial, and case continued to June 25. June 25, case dismissed.

People of the State of California ex rel. William Irwin et al. v. George W. Prescott et al. No. 15603, in Superior Court, Department No. 3.

Action of ejectment brought to recover possession of lot of land bounded by Francisco, Kearny, Bay, and Montgomery Streets, if produced.

1885, July 27, complaint filed and summons issued. There are a large number of defendants, part of whom are non-residents. Personal service has been had upon the resident defendants, and J. P. Hoge, Esq., has been appointed guardian ad litem of the minor defendants. October 20, affidavits of William Irwin and Ben. T. Rawlins for order of publication of summons filed and order made. October 21, first publication of summons occurred and summons mailed to each non-resident defendant.

1886, January 11, proof of publication and mailing summons filed. January 21, answer of certain defendants received. February 1, answer of certain defendants received. April 10, summons served upon William A. Plunkett, as administrator, and admission of service and appearance received. April 16, answer of administrator received. Action is now at issue.

The People of the State of California ex rel. William Irwin et al. v. John C. Merrill, as Executor of the last will of Martha B. Harris, deceased. No. 15708, in Superior Court, Department No. 4.

Action brought to recover \$312, dockage due from bark D. C. Murray, and penalties.

1885, August 10, complaint filed and summons issued. August 13, summons served. August 27, answer received. August 28, notice of motion, to strike out certain parts of answer, served. September 4, motion to strike out granted. September 14, amended answer received. October 23, motion for judgment on the pleadings submitted. October 27, brief of defendants received. November 7, brief of plaintiffs in reply served. November 13, judgment for plaintiffs, for \$321, legal interest and costs. November 14, notice of judgment served. November 18, notice of entry of judgment given and cost bill served. 1886, February 17, transcript of judgment filed in the matter of the estate of Martha B. Harris, deceased.

Antone Starr v. J. J. Cummings. No. 32287, in Justice's Court.

1885, September 19, writ of attachment served upon Board.

James Brady v. Joseph Docking, and James Cummings, partners under the firm name and style of Docking & Cummings. No. 32312, in Justice's Court.

1885, September 22, writ of attachment served upon Board. 1886, May 18, order to show cause served upon Board, under Section 717, of the Code of Civil Procedure, and the Board filed an answer thereto. June 11, hearing had and submitted. June 26, brief on behalf of Board filed.

R. Leishman v. J. Docking and J. J. Cummings, partners doing business under the firm name and style of Docking & Cummings. No. 16030, in Superior Court, Department No. 6.

1885, writ of attachment served upon Board.

John Rowen v. C. L. Crisman. No. 34557, in Justice's Court.

1886, March 24, writ of attachment served upon Board. April 6, writ dismissed.

A. D. Moore v. David Finley. In Superior Court.

1886, April 2, writ of attachment served upon Board. April 6, writ dismissed.

The People of the State of California ex rel. William Irwin et al. v. Carl Hansen. No. 35259, in Justice's Court.

Action to recover for tolls for use of Third and Berry-Streets Wharf.

1886, May 15, complaint filed, summons issued and served, claim paid in full. On same day I paid the money over to the Secretary of the Board and dismissed the action.

RECAPITULATION.

Number of actions pending in which the Board is plaintiff.....	13
Number of actions pending in which the Board is defendant.....	5
Total number of actions pending.....	18

Respectfully submitted.

T. C. COOGAN,

Attorney for the Board of State Harbor Commissioners of the State of California.

386-88

REPORT.

To Hon. R. W. WATERMAN, Governor of the State of California:

Pursuant to the provisions of Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners having control of the waterfront of the City and County of San Francisco, submits this report of its transactions from the thirtieth day of June, 1886, to the first day of July, 1888, showing a full report of all moneys by it received and disbursed, and stating specifically the sources of such receipts and the purposes for which the disbursements were made, accompanied with a description of the improvements made and a statement of the condition of the property under its charge.

The details of the receipts and disbursements appear in the tabular statements annexed hereto—the following is a summary of them:

RECEIPTS.

From dockage.....	\$372,540 30
From tolls	413,988 44
From rents and special privileges (including all monthly charges)	306,709 66
From sale of old material.....	5,750 49
From dredging.....	1,514 00
From Fishermen's Wharf.....	7,023 25
From miscellaneous (damages to property, etc.).....	517 33
Total receipts	\$1,108,043 47
Amount drawn from San Francisco Harbor Improvement Fund.....	381,378 61
Total	\$1,489,422 08

DISBURSEMENTS.

Salaries of Commissioners, Secretaries, Engineers, Draughtsman, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office	\$204,743 50
Construction, including building of new wharves, sheds, sewers, and roadways, maintenance and repairs of outer half of waterfront streets, old wharves, buildings, roadways, and seawall.....	446,193 39
Wharf cleaning	30,025 30
Dredging.....	132,129 60
Seawall construction	42,991 73
Filling in and improving seawall lots.....	46,772 75
Fire account	10,529 12
Wharf offices and furniture.....	2,191 51
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses	33,473 60
Total disbursements.....	\$949,050 59
Amount remitted to State Treasurer	540,371 49
Total	\$1,489,422 08

From which summary it appears that there was received during the last two fiscal years the sum of \$1,108,043 47, and expended, \$949,050 59, showing an increase in the amount in the San Francisco Harbor Improvement Fund from \$44,562 49, the amount therein at the close of the last report, to \$203,555 37, a gain of \$158,992 88.

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

Amount in fund July 1, 1886	\$44,562 49
Amount remitted to June 30, 1888	540,371 49
	<u>\$584,933 98</u>
Amount drawn out to June 30, 1888	\$381,378 61
Amount in fund July 1, 1888	203,555 37
	<u>\$584,933 98</u>

Construction account has been segregated under two heads:

First—Seawall, and the structures appertaining thereto, and the roadway connected therewith.

Second—All other contract work.

SEAWALL.

Section 6. This section had been completed at the date of the last report, and a balance of \$31,715 10 remained due thereon at that date. Since then this amount has been paid.

The completion of this section brought the seawall to the south side of Pacific Street.

While constructing this section a portion of Pacific-Street wharf was removed, the reconnecting of which cost \$850, the work being done by contract.

Section 7. On the twelfth day of May, 1887, the Board, in conjunction with the Governor of the State, the late Washington Bartlett, and the Mayor of the City and County of San Francisco, Honorable E. B. Pond, met to award a contract for the construction of Section 7 of the seawall.

Eight bids were received as follows:

NAME OF BIDDER.	Rock per Ton.	Earth per Cubic Yard.	Wharf.	Total.
Thos. Thomson	\$0 90	\$0 40	\$24,000 00	\$160,720 00
Henry H. Burrell	78½	49½	21,600 00	153,839 50
C. A. Warren	87	32	27,000 00	153,558 00
Kelso & Baldwin	83	34	27,500 00	151,018 00
San Francisco Bridge Co.	79	36	28,000 00	148,800 00
Pacific Bridge Co.	69	39	28,900 00	141,127 00
M. J. Kelly	75	30	24,000 00	134,970 00
J. S. Tibbals	68	33½	22,500 00	128,565 3¾

The contract was thereupon awarded to J. S. Tibbals, he being the lowest bidder. He did not commence the work promptly, and failed to prosecute it as vigorously as he should, and so but little progress was made when his death occurred in February, 1888. The contract did not provide how much work should be done each month, the only limitation being that it should be completed within one year, but the Board in making payments for what work was done, retained twenty-five per cent of the estimated value of the material used and work performed.

Owing to the death of Mr. Tibbals work was stopped until May 19, 1888, when a sale of the contract was made by his estate to J. S. Antonelle and George D. Nagle, with the approval of the Superior Court.

Antonelle and Nagle undertook the completion of the contract, and at the date of this report but a small proportion of the whole work has been performed.

The construction of this section made necessary the removal of a portion of the Jackson and Washington Streets wharves and the construction of

temporary roadways. A contract was awarded for this work for the sum of \$2,500, no part of which has as yet been paid.

REPAIRS ON SECTIONS ONE AND TWO OF THE SEAWALL.

No contracts for repairs on the seawall have been let since the date of the last report. A contract was then being performed for refacing the slopes of Sections 1 and 2, and it was completed about February 1, 1887.

During the last two fiscal years there has been furnished and laid under this contract :

Large stone	2,491.63 tons.	\$2,117 86
Small stone	4,346.01 tons.	3,476 81
Making a total of	6,837.64 tons.	\$5,594 67

This amount added to the amount performed prior to July 1, 1886, shows that there were used 6,290.94 tons of large and 9,443.77 tons of small stone, a total of 15,734.71 tons, which, at contract prices, amounts to \$12,902 27. By a provision of the contract, twenty-five per cent of this amount, viz., \$3,225 54, was retained by the Board until the completion of the contract. During the progress of the work the contractor, David Finley, died, and his administrator completed the contract, and at its completion the above named amount, \$3,225 54, was claimed by the administrator of his estate and by W. H. Norton. Shortly after, in an action brought by Norton against the Board and the administrator, the Board was enjoined from drawing its warrant until the hearing of the cause. The action is still pending and the injunction still in force.

IMPROVING SEAWALL LOTS.

All the reclaimed seawall lots are now brought to grade, and the same are in proper condition to be utilized. The amount expended for this purpose, including sewerage, and otherwise improving these lots during the last two fiscal years, was \$46,772 75. These lots have been numbered from 1 to 16, inclusive, and embrace an area of 577,397 square feet, which is equal to thirty and one half fifty-vara lots.

What to do with these lots is a problem that has been given a great deal of serious consideration by the Board. These lots were formed by the change in the waterfront line. They are irregular in shape and of different dimensions, and are located between Powell and Pacific Streets.

The Board repeats what it said in its last report, viz.:

Under the existing laws these lots are set apart and dedicated to public uses as *open spaces*, to be used in connection with the seawall and for the same purposes, and it is made the duty of the Board to put them in condition for such use. It is difficult to maintain these lots as open spaces. Teams and people cross them in every direction, and they are made a dumping ground for the refuse matter of the city. The sand from those filled in is blown on to the seawall roadway, and this vast amount of valuable property thus becomes of no practical benefit to the people of the State. The Board sees no good reason why they should remain as *open spaces*. It believes that it should have the power to inclose them and to grant their use during the pleasure of the Board for the purpose of facilitating the commerce of the port.

PAVING SEAWALL ROADWAY.

A contract was let on the thirtieth of August, 1886, to pave with basalt blocks the roadway of Section 5. The roadway thus paved is 1,000 feet long and 40 feet wide. The contract price for said work was \$7,700.

A contract was let for paving the roadway of Section 6 with basalt blocks on August 22, 1887. This roadway is 789 feet long and 40 feet wide. The contract price for this work was \$7,589, but owing to the fact that a slight change was made in the plan, a less number of square feet was paved than was called for in the contract, and the contract price was thereby reduced to \$7,477.

REPIILING SEAWALL WHARF.

Experience shows that the wharves located at the northern part of the city suffer most from the ravages of the teredo. This necessitated the repiling of the wharf along Sections 1, 2, 3, and 4 of the seawall, and early in the present year a contract was let for that work. The contract price for furnishing, driving, and fastening these piles was \$12 87 per pile, and for furnishing, fitting, and fastening chocks, \$32 50 per M. feet. The estimate for this work is about 1,000 piles and about 20 M. feet of lumber, which, at contract prices, will amount to \$15,520.

CONSTRUCTION ACCOUNT.

This account embraces all contract work not relating directly to the seawall.

It is classed under two heads:

First—Work contracted for and completed since June 30, 1886.

Second—Work contracted for but not completed June 30, 1888.

First.

Fencing seawall lots Nos. 11, 12, and 14; 2,890 feet of fencing, 8 feet high.

Contract price.....	\$847 00
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Two story building at foot of Clay Street, for Chief Wharfinger's office, 28 feet by 19 feet by 28½ feet high.

Contract price.....	\$1,369 00
Extras—casing flues.....	15 00
	<hr/>
	\$1,384 00

Tubular steam boiler for dredger No. 1, 16 feet long with a diameter of 52 inches.

Contract price.....	\$1,443 00
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Driving piles in Folsom-Street pier No. 1.

Furnishing, driving, and fastening 59 piles, at contract price of \$20 61 per pile.....	\$1,215 99
Extras—splicing, bolting, putting in chocks, etc.....	69 65
	<hr/>
	\$1,285 64

Repairing Fishermen's wharf and breakwater.

Furnishing, driving, and fastening 80 piles, at contract price of \$17 16 per pile.....	\$1,372 80
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Addition to shed on Folsom-Street pier No. 1, 386 feet by 19 feet.

Contract price.....	\$1,600 00
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Replanking a section of East Street, extending southerly from Market Street 1,560 feet, with an average width of 40 feet.

Furnishing, fitting, and fastening 418,728 feet (B. M.) planking and stringers, at the contract price of \$17 30 per M. feet.....	\$7,243 99
Extras—replacing chocks, etc.	11 60
	<hr/>
	\$7,255 59

Paving a portion of East Street, between Pacific and Market Streets, with basalt blocks.

Furnishing 1,680.44 tons rock for facing wall, at contract price of 95 cents per ton	\$1,596 42
2,511.66 cubic yards filling, at contract price of 29 cents.....	728 38
1,921.20 feet wooden curbing, at contract price of 30 cents.....	576 36
32,458.05 square feet paving, at contract price of 16 $\frac{3}{4}$ cents.....	5,436 72
	<hr/>
	\$8,337 88

Removing a shed, 140 feet by 40 feet, from Section 4, seawall, to Vallejo-Street pier; repairing the same, and constructing a new freight shed, 500 feet by 45 feet, on Section 4, seawall.

Contract price.....	\$5,960 00
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Driving piles under Bryant-Street wharf, and around the Merchants' dry dock.

Furnishing, driving, and fastening 180 piles, at contract price of \$10 25 per pile	\$1,845 00
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Renewing the spring line of ferry slip No. 7.

Contract price.....	\$8,987 00
Extras—joining old with new work.....	137 51
	<hr/>
	\$9,124 51

Repiling Mission-Street pier No. 1.

Furnishing, driving, and fastening 297 piles, at contract price of \$21 per pile	\$6,237 00
Fitting and fastening 3,000 feet (B. M.) chocks, at contract price of \$17 per M. feet	51 00
	<hr/>
	\$6,288 00

Shed on Mission-Street pier No. 1, 540 feet by 70 feet.

Contract price.....	\$8,500 00
Extras—trap door in roof.....	10 00
	<hr/>
	\$8,510 00

Repiling Spear-Street wharf.

Furnishing, driving, and fastening 927 piles, at contract price of \$33 per pile	\$30,591 00
Fitting and fastening 16,488 feet (B. M.) lumber, at contract price of \$18 per M. feet.....	296 78
	<hr/>
	\$30,887 78

Repiling Folsom-Street pier No. 1.

Furnishing, driving, and fastening 286 piles, at contract price of \$37 per pile	\$10,582 00
Fitting and fastening 7,000 feet (B. M.) chocks and stringers, at contract price of \$18 per M. feet.....	126 00
Extras—furnishing, driving, and fastening 50 piles, at \$25 per pile...	1,250 00
	<hr/>
	\$11,958 00

Repiling Main-Street pier and part of Brannan-Street wharf.

Furnishing, driving, and fastening 561 piles, at contract price of \$20 85 per pile.....	\$11,696 85
Furnishing, fitting, and fastening 23,853 feet (B. M.) chocks, etc., at contract price of \$41 50 per M. feet.....	989 90
Extras—fitting and fastening 16,994 feet (B. M.) lumber, at \$17 per M. feet.....	288 90
Removing and replacing lumber.....	236 34
	<hr/>
	\$13,211 99

Rebuilding north side of Vallejo-Street pier.

Furnishing, driving, and fastening 238 piles, at contract price of \$24 87 per pile.....	\$5,919 06
Furnishing, fitting, and fastening 34,584 feet (B. M.) lumber, at contract price of \$33 20 per M. feet.....	1,148 19
Extras—bolting together 29 piles, at \$1 25.....	36 25
	<hr/>
	\$7,103 50

Freight shed on Section 4 of the seawall, 180 feet by 45 feet.

Contract price.....	\$2,390 00
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Repiling Beale-Street pier.

Furnishing, driving, and fastening 453 piles, at contract price of \$17 85 per pile.....	\$8,621 55
Furnishing, fitting, and fastening 11,522 feet (B. M.) lumber, at contract price of \$32 50 per M. feet.....	374 47
Extras—furnishing, fitting, and fastening 322 feet (B. M.) lumber, at \$27 50 per M. feet.....	9 13
Removing and replacing old lumber, etc.....	204 92
	<hr/>
	\$9,210 07

Repiling Jackson-Street pier.

Furnishing, driving, and fastening 354 piles, at contract price of \$21 per pile.....	\$7,434 00
Furnishing, fitting, and fastening 30,744 feet (B. M.) lumber, at contract price of \$35 per M. feet.....	1,076 04
	<hr/>
	\$8,510 04

Second.

Pier to project from Steuart Street at foot of Harrison Street. Average length, 548½ feet, with a width of 80 feet.

Contract price.....	\$32,833 00
Amount paid on account.....	19,699 80

Pier and shed thereon near the foot of Lombard Street. Size of pier, 545 feet by 100 feet; size of shed, 520 feet by 90 feet.

This contract fixed the location of said pier near the foot of Greenwich Street, but owing to greater convenience in docking vessels at Lombard Street, the Board changed the location of the pier to that point. This caused the erection of a longer pier, to conform to the system heretofore adopted, and necessitated the use of longer piles. The result will be an additional cost, estimated to be about \$2,000, which added to the contract price of \$36,750, will amount to \$38,750.

There has been paid on account \$25,193 25.

Repiling Washington-Street pier. Contract prices: For furnishing, driving, and fastening piles, \$21 25 per pile; for furnishing, fitting, and fastening lumber, \$37 50 per M. feet (B. M.). It is estimated that in this work there will be used about 332 piles and 19 M. feet lumber, which, at the contract prices, will amount to \$7,767 50.

Repiling Berry-Street pier. Contract prices: For furnishing, driving, and fastening piles, \$13 45 per pile; for furnishing, fitting, and fastening chocks, \$34 25 per M. feet (B. M.). It is estimated that about 280 piles and 1,000 feet lumber will be needed under this contract, at a cost of \$3,800 25.

DREDGING.

For the details of the work done and the expenditures made in this important branch, we refer to the tabulated statement.

During the fiscal year ending June 30, 1887, the total expenditures of this department were large, amounting to \$78,046 99. This was owing to extensive repairs on the plant, especially the tug "Gov. Irwin." She had been in continuous service, both day and night, for eight years—towing during the day, and in service as the fire boat during the night. The result was that her hull, boiler, and machinery, generally, had to be thoroughly overhauled. This was done at an expense of about \$15,000. The time lost while the plant was undergoing repairs was so great that the cubic yards dredged was less than in the year preceding.

During the fiscal year ending June 30, 1888, the expenses of this department were \$54,082 20, which is about the average amount.

The increasing commerce of the port, and the constant and crowded occupancy of the slips by large ships, make this branch more important each year. The plant is worked to its greatest capacity, and the result is that the expense of keeping it in proper repair is large, and much time is lost while it is undergoing repair.

The plant consists of two tugs—the "Gov. Irwin" and the "Anasha"—two dredgers, four scows, two water tanks, etc.

In the near future it will be necessary to replace and add to much of the present plant.

PILE DRIVING.

The Board now owns two pile drivers (one scow and one top driver), which have been operated to their full capacity since their construction.

OUTSTANDING LEASES.

The only unexpired lease of waterfront property is that of the Pacific Mail Steamship Company, which yields a monthly rental of \$1,250, and which will expire January 6, 1891.

INCREASE OF BUSINESS.

Notwithstanding the great reduction in rates of tolls and dockage made by this Board July 1, 1885, there has been a marked increase in the revenue of the Board over the two fiscal years immediately preceding; dockage and tolls showing an increase of \$80,353 90, and the amount derived from rents and special privileges being in excess \$47,703 06; the amount, however, received from other miscellaneous sources was less by \$4,566 63, leaving a net increase of \$123,490 33.

WATERFRONT STREETS.

A great deal of complaint has been made about the condition of the waterfront streets, and it has not been without cause. These streets are 150 feet wide, and under the law the duty of maintaining the outer half is

upon this Board, and the duty of maintaining the inner half upon the City and County of San Francisco and the owners of the property abutting thereon.

The travel has been almost wholly upon that portion within the Board's jurisdiction, for the reason that the inner half has been out of repair and absolutely unfit for use as a thoroughfare. This diversion of the travel has greatly added to the cost of maintaining the outer half. The Board repeats what it has said in its former reports, that that portion within the Board's jurisdiction has been kept and is in good condition.

CREOSOTE WORKS.

The Board has given much attention to the various methods for the preservation of piles and timber from the ravages of the teredo and limoria. The engineer of the Board is emphatic in his opinion that thorough creosoting is the best remedy that has so far been used for this purpose, and reports that this has been demonstrated both in Europe and this country.

IMPROVEMENTS AT FERRY LANDING.

The time has come when the necessities of the traveling public demand better facilities for passing in and out of the City of San Francisco at the foot of Market Street. The buildings now in use are without systematic arrangement, having been built in part by the State and in part by the railroad companies, from time to time as the traffic demanded, and are totally inadequate for the accommodation of the public.

The public require that there should be erected at this point a commodious building of iron, wood, and glass, and arranged for the rapid and convenient handling of passengers, baggage, mail, express, and freight. It should be so constructed as to allow passengers to pass from the upper decks of the ferries, through the second story, and by a bridge over the crowded and dangerous portion of East Street.

Provision could be made for the offices of this Board and other State officers located in the City and County of San Francisco.

RECOMMENDATIONS.

First—That the Act relating to the reclaimed seawall lots be amended so that they will not be maintained as *open spaces*, and that power be given the Board to assign their use for commercial purposes during the pleasure of the Board.

Second—That a system of collecting the revenue directly from the owner, master, agent, or consignee of vessels and cars be established. These persons could readily deliver a statement showing the merchandise discharged from or received by any vessel or car, and the wharfage could be based upon this statement. By this system tolls could be entirely abolished, and an immense saving in the expense of the collection of the revenue of the waterfront effected.

The Board in this but urges the same recommendation as was made in its last report, as well as in those of former years.

Respectfully submitted.

WM. D. ENGLISH,
A. C. PAULSELL,
JOHN H. WISE,
State Harbor Commissioners.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1888.

RECEIPTS.	1886-7.	1887-8.	Total.
Section 1, seawall wharf.....	\$9,111 83	\$9,728 38	\$18,840 21
Section 2, seawall wharf.....	8,942 14	9,037 08	17,979 22
Section 3, seawall wharf.....	6,750 75	9,989 40	16,740 15
Section 4, seawall wharf.....	12,078 10	13,198 11	25,276 21
Fishermen's wharf.....	3,648 45	3,374 80	7,023 25
Union-Street wharf.....	10,421 05	13,104 50	23,525 55
Green-Street wharf.....	11,259 60	15,481 65	26,741 25
Vallejo-Street wharf.....	9,401 95	8,609 79	18,011 74
Broadway wharves Nos. 1 and 2.....	24,918 15	30,445 00	55,363 75
Pacific-Street wharf.....	22,940 40	22,329 90	45,270 30
Jackson-Street wharf.....	18,908 40	19,983 60	38,892 00
Washington-Street wharf.....	18,361 20	19,284 55	37,645 75
Ferries (slips 1 to 8, inclusive).....	84,379 25	90,232 30	174,611 55
Mission-Street wharf.....	17,120 30	12,550 55	29,670 85
Mission-Street wharf No. 2.....	17,277 15	16,361 55	33,638 70
Howard-Street wharf.....	13,762 85	15,321 65	29,084 50
Howard-Street wharf No. 2.....	12,502 65	14,376 10	26,878 75
Howard-Street wharf No. 3.....	11,947 30	11,975 25	23,922 55
Folsom-Street wharves Nos. 1 and 2.....	24,547 90	27,137 68	51,685 58
Harrison and Spear-Streets wharves.....	27,501 60	28,080 35	55,581 95
Main-Street wharf.....	13,426 55	21,361 20	34,787 75
Beale-Street wharf.....	27,161 05	33,076 73	60,237 78
Third and Berry-Streets wharves.....	18,511 04	25,350 55	43,861 59
Channel-Street wharf.....	4,003 70	4,695 95	8,699 65
Center-Street wharf.....	3,675 00	3,000 00	6,675 00
Merchants Dry Dock.....	5,187 50	6,000 00	11,187 50
Pacific Mail Steamship Company.....	15,000 00	15,000 00	30,000 00
Southern Pacific Company (rent).....	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls).....	43,703 92	47,611 85	91,315 77
United States Barge Office.....	240 00	240 00	480 00
Space for scales.....	1,256 00	1,260 00	2,516 00
Space for lumber.....	2,973 00	956 00	3,929 00
Seawall property account.....	4,505 00	7,270 00	11,775 00
Pacific Mail Steamship Company (tolls).....		12 80	12 80
Dredger No. 1 (received for dredging).....	468 00	486 00	954 00
Dredger No. 1 (sale of old material).....	365 30	3 75	369 05
Dredger No. 2 (received for dredging).....		560 00	560 00
Dredger No. 2 (sale of old material).....		25 10	25 10
Dredger No. 2 (received for damages to bucket).....	69 23		69 23
Tug "Anasha" (sale of old material).....	4 75	16 33	21 08
Tug "Gov. Irwin" (sale of old material).....	212 30		212 30
Urgent repairs (received from vessels—damages to wharves).....		438 10	438 10
Urgent repairs (sale of old material).....	2,107 30	2,438 76	4,546 06
Expense account (sale of old horse).....		70 00	70 00
Pile driving (sale of old material).....	37 00	466 60	503 60
Construction account (sale of old material).....	3 30		3 30
Legal expenses (costs recovered).....		10 00	10 00
San Francisco Harbor Improvement Fund—amount drawn.....	\$527,890 96	\$580,152 51	\$1,108,043 47
	136,926 50	244,452 11	381,378 61
	\$664,817 46	\$824,604 62	\$1,489,422 08

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1886-7.	1887-8.	Total.
Salaries of Commissioners and Secretaries	\$13,170 95	\$13,896 80	\$27,067 75
Salaries of Wharfingers, Collectors, and Watchmen	71,062 10	74,788 65	145,850 75
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Chief Engineer, Assistant, and Draughts- man	6,600 00	6,600 00	13,200 00
Salaries of Chief Wharfinger and Assistant	4,800 00	4,800 00	9,600 00
Expense account (rent, printing, stationery, clerks in Secretary's office, keeping horses, lighting wharves, sprinkling roadways, etc.)	15,526 60	16,933 85	32,460 45
Urgent repairs	30,511 29	31,442 47	72,296 62
Repairs, including lumber (by contract)	41,785 33	117,637 99	149,080 46
Pile driving	37,987 96	67,486 74	105,474 70
Construction account	51,932 29	67,409 32	119,341 61
Dredger No. 1	27,237 32	13,199 62	40,436 94
Dredger No. 2	17,157 69	18,200 03	35,357 72
Tug "Anasha"	10,206 61	10,788 46	20,995 07
Tug "Gov. Irwin"	23,445 37	11,894 59	35,339 96
Fire account	5,727 95	4,801 17	10,529 12
Cleaning wharves	14,059 85	15,965 45	30,025 30
Seawall account	33,353 88	9,637 85	42,991 73
Wharf offices and furniture	1,655 28	536 23	2,191 51
Harbormaster's expense account (notices to remove vessels in the stream)	105 00	27 50	132 50
Legal expenses (costs of Court, reporter's fees, tran- scribing testimony, etc.)	11 25	261 00	272 25
Seawall property account	20,049 62	26,723 13	46,772 75
Overpaid dockage returned	510 20	926 00	1,436 20
Overpaid tolls returned	285 25	1,484 47	1,769 72
Overpaid wharfage returned		504 38	504 38
Overpaid rent returned	15 00	31 25	46 25
Moving vessels and goods	33 00	33 50	66 50
Fishermen's wharf (gas, water, cleaning market, etc.)		340 20	340 20
Ticket redemption	5 70		5 70
Profit and loss (salvage on scow)		300 00	300 00
Profit and loss (damages to vessels)	15 00	349 45	364 45
San Francisco Harbor Improvement Fund—amount remitted	\$419,307 63	\$529,742 96	\$949,050 59
	245,509 83	294,861 66	540,371 49
	\$664,817 46	\$824,604 62	\$1,489,422 08

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR
THE TWO FISCAL YEARS ENDING JUNE 30, 1888.

		<i>Dr.</i>		
1886.				
Aug. 5	To amount remitted by Commissioners for July	-----		\$20,888 58
Sept. 4	To amount remitted by Commissioners for August	-----		18,956 71
Oct. 5	To amount remitted by Commissioners for September	-----		24,652 42
Nov. 5	To amount remitted by Commissioners for October	-----		22,554 03
Dec. 4	To amount remitted by Commissioners for November	-----		22,588 07
1887.				
Jan. 5	To amount remitted by Commissioners for December	-----		28,554 69
Feb. 3	To amount remitted by Commissioners for January	-----		20,702 48
March 5	To amount remitted by Commissioners for February	-----		3,981 20
April 4	To amount remitted by Commissioners for March	-----		27,538 57
May 4	To amount remitted by Commissioners for April	-----		23,570 19
June 4	To amount remitted by Commissioners for May	-----		22,635 25
June 18	To amount remitted by Commissioners for June	-----	\$8,000 00	
July 2	To amount remitted by Commissioners for June	-----	987 64	
				8,987 64
July 16	To amount remitted by Commissioners for July	-----	\$10,000 00	
Aug. 4	To amount remitted by Commissioners for July	-----	4,087 73	
				14,087 73
Aug. 16	To amount remitted by Commissioners for August	-----	\$10,000 00	
Aug. 18	To amount remitted by Commissioners for August	-----	8,000 00	
Sept. 3	To amount remitted by Commissioners for August	-----	4,480 88	
				22,480 88
Sept. 20	To amount remitted by Commissioners for September	-----	\$9,000 00	
Oct. 3	To amount remitted by Commissioners for September	-----	5,102 39	
				14,102 39
Oct. 14	To amount remitted by Commissioners for October	-----	\$6,000 00	
Oct. 18	To amount remitted by Commissioners for October	-----	6,000 00	
Oct. 28	To amount remitted by Commissioners for October	-----	5,000 00	
Nov. 4	To amount remitted by Commissioners for October	-----	7,692 42	
				24,692 42
Nov. 15	To amount remitted by Commissioners for November	-----	\$10,000 00	
Nov. 18	To amount remitted by Commissioners for November	-----	7,000 00	
Nov. 30	To amount remitted by Commissioners for November	-----	12,000 00	
Dec. 3	To amount remitted by Commissioners for November	-----	740 71	
				29,740 71
Dec. 20	To amount remitted by Commissioners for December	-----	\$12,000 00	
Dec. 24	To amount remitted by Commissioners for December	-----	3,000 00	
1888.				
Jan. 4	To amount remitted by Commissioners for December	-----	9,000 00	
Jan. 5	To amount remitted by Commissioners for December	-----	4,873 38	
				28,873 38
Jan. 10	To amount remitted by Commissioners for January	-----	\$4,200 00	
Jan. 18	To amount remitted by Commissioners for January	-----	5,000 00	
Feb. 2	To amount remitted by Commissioners for January	-----	14,000 00	
Feb. 3	To amount remitted by Commissioners for January	-----	971 29	
				24,171 29
Feb. 14	To amount remitted by Commissioners for February	-----	\$8,000 00	
Feb. 17	To amount remitted by Commissioners for February	-----	5,000 00	
Feb. 29	To amount remitted by Commissioners for February	-----	10,000 00	
Feb. 29	To amount remitted by Commissioners for February	-----	6,000 00	
Mar. 5	To amount remitted by Commissioners for February	-----	133 46	
				29,133 46
Mar. 17	To amount remitted by Commissioners for March	-----	\$5,500 00	
Mar. 31	To amount remitted by Commissioners for March	-----	11,000 00	
April 5	To amount remitted by Commissioners for March	-----	8,293 10	
				24,793 10
April 12	To amount remitted by Commissioners for April	-----	\$5,000 00	
April 18	To amount remitted by Commissioners for April	-----	6,000 00	
April 25	To amount remitted by Commissioners for April	-----	5,000 00	
April 30	To amount remitted by Commissioners for April	-----	7,000 00	
May 4	To amount remitted by Commissioners for April	-----	1,021 78	
				24,021 78
May 12	To amount remitted by Commissioners for May	-----	\$7,000 00	
May 22	To amount remitted by Commissioners for May	-----	7,000 00	
June 5	To amount remitted by Commissioners for May	-----	15,735 13	
				29,735 13
Amount carried forward			-----	\$511,342 10

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

		Amount brought forward		\$511,342 10
June 5.	To amount remitted by Commissioners for June	\$8,000 00		
July 3.	To amount remitted by Commissioners for June	21,029 39		29,029 39
	Total amount remitted			\$540,371 49
	Balance in San Francisco Harbor Improvement Fund, July 1, 1886			44,562 49
				\$584,933 98

Cr.

Date.	Order.	No.	On Account of.	Amount.
1886.				
July 10.	S. F. Bridge Co.	38	Constructing seawall	\$22,000 00
July 10.	S. F. Bridge Co.	39	Constructing seawall	9,715 10
July 10.	B. McMahon	40	Connecting Pacific-Street wharf with Section 6, seawall	850 00
July 10.	Ira Bishop	41	Purchase of pile driver and outfit	2,000 00
July 10.	David Finley	42	Repairing slope of Secs. 1 and 2, seawall	390 98
July 10.	David Finley	43	Filling seawall lots	496 05
July 10.	David Finley	44	Grading and macadamizing lot corner of Pacific and East Streets	135 68
July 15.	J. W. McDonald	45	Sewers in Davis and Pacific Streets	916 52
July 20.	H. C. Patridge and N. De Greayer	46	Sewer in Davis and Vallejo Streets	923 90
Aug. 5.	David Finley	47	Repairing slope of Secs. 1 and 2, seawall	508 64
Aug. 5.	David Finley	48	Filling seawall lots	494 55
Aug. 24.	Renton, Holmes & Co.	49	Furnishing lumber	1,928 48
Aug. 24.	S. F. Bridge Co.	50	Furnishing lumber	202 91
Sept. 30.	David Finley	51	Filling seawall lots	409 50
Sept. 30.	David Finley	52	Repairing slopes of Secs. 1 and 2, sea- wall	682 09
Sept. 30.	Thos. Thomson	53	Furnishing piles	1,169 42
Sept. 30.	Renton, Holmes & Co.	54	Furnishing lumber	5,807 75
Oct. 5.	David Finley	55	Driving piles at Fishermen's wharf	1,372 80
Oct. 5.	David Finley	56	Filling seawall lots	246 15
Oct. 5.	David Finley	57	Repairing slope of Secs. 1 and 2, seawall	858 34
Oct. 12.	Renton, Holmes & Co.	58	Furnishing lumber	2,461 46
Oct. 12.	W. Woods	59	Rebuilding apron of ferry slip No. 8	228 75
Oct. 23.	C. L. Crisman	60	Two-story building, foot of Clay Street	1,384 00
Oct. 28.	Thos. Thomson	61	Furnishing piles	397 32
Oct. 28.	David Finley	62	Repiling Folsom-Street pier No. 1	1,285 64
Nov. 4.	J. W. McDonald	63	Paving seawall roadway	2,268 00
Nov. 4.	David Finley	64	Repairing slope of Secs. 1 and 2, seawall	914 30
Nov. 4.	David Finley	65	Filling seawall lots	214 95
Nov. 11.	C. L. Crisman	66	Fencing seawall lots	847 00
Nov. 11.	Renton, Holmes & Co.	67	Furnishing lumber	3,163 28
Nov. 16.	Pope & Talbot	68	Furnishing piles	475 51
Nov. 30.	B. McMahon	69	Addition to shed on Folsom-Street pier No. 1	1,600 00
Nov. 30.	J. W. McDonald	70	Paving seawall roadway	5,432 00
Nov. 30.	P. F. Dundon	71	Boiler for dredger No. 1	1,443 00
Dec. 2.	W. C. Whitehead	72	Repairing slopes of Secs. 1 and 2, sea- wall	525 80
Dec. 2.	W. C. Whitehead	73	Filling seawall lots	196 50
Dec. 9.	S. F. Bridge Co.	74	Paving East Street	1,311 52
Dec. 14.	Renton, Holmes & Co.	75	Lumber furnished	1,735 67
Dec. 14.	Pope & Talbot	76	Piles furnished	464 23
Dec. 16.	J. W. McDonald	77	Paving Sansome Street	2,590 60
1887.				
Jan. 4.	W. C. Whitehead	78	Repairing slope of Secs. 1 and 2, seawall	210 13
Jan. 4.	W. C. Whitehead	79	Filling seawall lots	176 70
Jan. 11.	W. C. Whitehead	80	Driving piles at Merchants Dry Dock	523 39
Jan. 11.	W. C. Whitehead	81	Driving piles at Merchants Dry Dock	540 00
			Amount carried forward	\$81,388 64

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
			Amount brought forward.....	\$81,388 64
Jan. 11.	B. McMahon.....	82	Driving piles under Bryant-Street wharf and around Merchants Dry Dock.....	1,845 00
Jan. 11.	Pope & Talbot.....	83	Furnishing piles.....	1,000 47
Jan. 20.	S. F. Bridge Co.....	84	Paving East Street.....	7,026 36
Feb. 3.	W. C. Whitehead.....	85	Filling seawall lots.....	334 80
Feb. 3.	W. C. Whitehead.....	86	Repairing slope of Secs. 1 and 2, seawall.....	105 73
Feb. 3.	B. McMahon.....	87	Moving shed from Sec. 4, seawall, repairing same, and constructing freight shed.....	3,576 00
Feb. 24.	J. W. McDonald.....	88	Replanking East Street.....	7,255 59
Mar. 3.	C. A. Warren.....	89	Filling seawall lots.....	390 30
Mar. 3.	W. H. Norton.....	90	Filling seawall lots.....	141 90
Mar. 15.	Pope & Talbot.....	91	Furnishing piles.....	1,059 80
Mar. 24.	S. F. Bridge Co.....	92	Furnishing lumber.....	1,334 84
Mar. 31.	J. W. McDonald.....	93	Paving Pacific and Davis Streets.....	2,678 60
April 5.	W. H. Norton.....	94	Filling seawall lots.....	688 35
April 5.	C. A. Warren.....	95	Filling seawall lots.....	905 89
April 21.	Thos. Thomson.....	96	Driving piles.....	615 00
April 26.	B. McMahon.....	97	Moving shed from Sec. 4, seawall, repairing same, and constructing freight shed.....	2,384 00
April 26.	S. F. Bridge Co.....	98	Furnishing lumber.....	1,038 48
May 5.	John Kelso.....	99	Filling seawall lots.....	140 40
May 5.	W. H. Norton.....	100	Filling seawall lots.....	1,383 75
May 5.	C. A. Warren.....	101	Filling seawall lots.....	1,278 45
May 5.	S. F. Bridge Co.....	102	Renewing spring line of ferry slip No. 7.....	2,359 09
June 2.	Owen McCue.....	103	Filling seawall lots.....	33 30
June 2.	C. A. Warren.....	104	Filling seawall lots.....	1,034 70
June 2.	W. H. Norton.....	105	Filling seawall lots.....	2,553 60
June 2.	John Kelso.....	106	Filling seawall lots.....	249 60
June 2.	L. B. Sibley.....	107	Filling seawall lots.....	489 60
June 2.	S. F. Bridge Co.....	108	Furnishing lumber.....	3,445 75
June 7.	J. F. Eaton.....	109	Filling seawall lots.....	143 33
June 9.	S. F. Bridge Co.....	110	Renewing spring line of ferry slip No. 7.....	3,370 12
June 9.	Renton, Holmes & Co.....	111	Furnishing lumber.....	564 74
June 23.	S. F. Bridge Co.....	112	Furnishing lumber.....	2,585 02
June 28.	S. F. Bridge Co.....	113	Renewing spring line of ferry slip No. 7.....	3,395 30
July 26.	Bibb & McMullen.....	114	Filling seawall lots.....	70 20
July 26.	W. H. Norton.....	115	Filling seawall lots.....	2,022 60
July 26.	L. B. Sibley.....	116	Filling seawall lots.....	92 10
July 26.	J. F. Eaton.....	117	Filling seawall lots.....	171 00
July 26.	C. A. Warren.....	118	Filling seawall lots.....	496 50
July 26.	S. F. Bridge Co.....	119	Furnishing lumber.....	2,675 11
July 26.	H. C. Patridge.....	120	Paving Davis and Vallejo Streets.....	4,804 27
Aug. 2.	R. Smith.....	121	Filling seawall lots.....	250 80
Aug. 2.	C. D. Vincent.....	122	Filling seawall lots.....	412 80
Aug. 2.	W. H. Norton.....	123	Filling seawall lots.....	1,399 20
Aug. 2.	J. S. Tibbals.....	124	Filling seawall lots.....	1,116 00
Aug. 9.	B. McMahon & Co.....	125	Repairing Bryant and Spear-Street wharves.....	710 00
Aug. 25.	S. F. Bridge Co.....	126	Furnishing lumber.....	2,528 98
Sept. 1.	J. S. Tibbals.....	127	Constructing seawall.....	1,208 23
Sept. 1.	J. S. Tibbals.....	128	Filling seawall lots.....	1,728 30
Sept. 1.	C. D. Vincent.....	129	Filling seawall lots.....	450 60
Sept. 1.	W. H. Norton.....	130	Filling seawall lots.....	1,814 25
Sept. 27.	J. C. Smith.....	131	Furnishing lumber.....	2,167 86
Sept. 27.	Amos A. Irons.....	132	Furnishing piles.....	836 38
Sept. 27.	S. F. Bridge Co.....	133	Furnishing lumber.....	1,024 10
Oct. 4.	W. H. Norton.....	134	Filling seawall lots.....	1,249 80
Oct. 4.	J. S. Tibbals.....	135	Constructing seawall.....	2,056 78
Oct. 4.	H. C. Patridge.....	136	Paving, etc., Davis and Broadway Sts.....	1,003 35
Oct. 4.	C. A. Warren.....	137	Filling material on East Street.....	217 80
Oct. 4.	J. S. Tibbals.....	138	Filling seawall lots.....	2,925 45
Oct. 25.	American B. & B. Co.....	139	Repairing Vallejo-Street wharf.....	1,080 00
Oct. 25.	S. F. Bridge Co.....	140	Furnishing lumber.....	1,442 01
			Amount carried forward.....	\$172,870 77

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
			Amount brought forward.....	\$172,870 77
Oct. 25.	Amos A. Irons.....	141	Furnishing piles.....	1,757 81
Oct. 25.	J. C. Smith.....	142	Furnishing lumber.....	4,103 89
Nov. 3.	J. W. McDonald.....	143	Paving seawall roadway.....	5,122 58
Nov. 3.	S. F. Bridge Co.....	144	Repiling Mission-Street pier.....	6,288 00
Nov. 3.	J. S. Tibbals.....	145	Constructing seawall.....	1,640 06
Nov. 3.	J. S. Tibbals.....	146	Filling seawall lots.....	2,276 55
Nov. 10.	W. H. Norton.....	147	Filling seawall lots.....	351 15
Nov. 23.	J. W. McDonald.....	148	Paving seawall roadway.....	2,354 42
Nov. 25.	S. F. Bridge Co.....	149	Furnishing lumber.....	279 86
Nov. 25.	N. Bichard.....	150	Furnishing piles.....	2,764 98
Nov. 25.	J. C. Smith.....	151	Furnishing lumber.....	2,278 33
Dec. 2.	C. A. Warren.....	152	Filling seawall lots.....	213 75
Dec. 2.	J. S. Tibbals.....	153	Filling seawall lots.....	221 85
Dec. 2.	J. S. Tibbals.....	154	Constructing seawall.....	1,250 42
Dec. 2.	J. S. Tibbals.....	155	Broken rock on roadbed of seawall.....	246 67
Dec. 13.	American B. & B. Co.....	156	Rebuilding north side of Vallejo-St. pier.....	7,103 50
Dec. 24.	Amos A. Irons.....	157	Furnishing piles.....	119 73
Dec. 27.	N. Bichard.....	158	Furnishing piles.....	3,249 45
Dec. 29.	J. C. Smith.....	159	Furnishing lumber.....	3,012 35
1888.				
Jan. 4.	J. S. Tibbals.....	160	Constructing seawall.....	400 77
Jan. 4.	C. A. Warren.....	161	Filling seawall lots.....	439 50
Jan. 4.	J. F. Eaton.....	162	Filling seawall lots.....	173 40
Jan. 24.	J. C. Smith.....	163	Furnishing lumber.....	3,658 74
Jan. 24.	N. Bichard.....	164	Furnishing piles.....	2,312 59
Jan. 24.	American B. & B. Co.....	165	Repiling Spear-Street wharf.....	15,345 00
Jan. 26.	B. McMahon & Son.....	166	Repiling Main-Street pier and part of Brannan-Street wharf.....	13,211 99
Feb. 2.	J. S. Tibbals.....	167	Constructing seawall.....	362 02
Feb. 2.	J. F. Eaton.....	168	Filling seawall lots.....	330 90
Feb. 2.	C. A. Warren.....	169	Filling seawall lots.....	96 00
Feb. 14.	B. McMahon & Son.....	170	Shed on Mission-Street pier.....	5,100 00
Feb. 21.	B. McMahon & Son.....	171	Repairs to Vallejo-Street wharf.....	1,969 99
Feb. 28.	C. L. Crisman.....	172	Freight shed on Section 4, seawall.....	2,390 00
Mar. 2.	American B. & B. Co.....	173	Repiling Folsom-Street pier No. 1.....	11,958 00
Mar. 2.	J. C. Smith.....	174	Furnishing lumber.....	2,932 85
Mar. 13.	N. Bichard.....	175	Furnishing piles.....	2,130 85
Mar. 15.	B. McMahon & Son.....	176	Shed on Mission-Street pier.....	3,410 00
Mar. 22.	J. C. Smith.....	177	Furnishing lumber.....	1,955 77
Mar. 22.	N. Bichard.....	178	Furnishing piles.....	2,771 45
April 3.	B. McMahon & Son.....	179	Pier and shed thereon at foot of Lombard Street.....	13,110 00
April 17.	American B. & B. Co.....	180	Pier at foot of Harrison Street.....	16,006 09
April 24.	N. Bichard.....	181	Furnishing piles.....	2,451 72
April 24.	American B. & B. Co.....	182	Repiling Spear-Street wharf.....	15,542 78
April 26.	B. McMahon & Son.....	183	Repiling Beale-Street pier.....	9,210 07
April 26.	J. C. Smith.....	184	Furnishing lumber.....	2,553 53
May 10.	American B. & B. Co.....	185	Pier at foot of Harrison Street.....	3,693 71
May 22.	N. Bichard.....	186	Furnishing piles.....	3,401 94
May 24.	B. McMahon & Son.....	187	Pier and shed thereon at foot of Lombard Street.....	12,083 25
June 5.	J. C. Smith.....	188	Furnishing lumber.....	2,332 94
June 18.	B. McMahon & Son.....	189	Repiling Jackson-Street pier.....	8,510 04
June 21.	N. Bichard.....	190	Furnishing piles.....	3,966 40
				\$381,378 61
			Balance in San Francisco Harbor Improvement Fund.....	203,555 37
				\$584,933 98

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS.

FISCAL YEAR.	RECEIPTS.		EXPENSES.		Percentage per Year.	CONSTRUCTION AND REPAIRS.		Seawall.	DREDGING.	Miscellaneous.	Remitted State Treasurer.	Drawn from State Treasurer.
	From Dockage, Tolls, Wharfage, Rents, etc.	Salaries Commissioners, Secretaries, Clerks (and Law Fees), Wharfinger, Collectors, Fuel, Rent, Printing, Stationery, etc.	Building Wharves, Sheds, Bulkheads, etc., and Repairs on the same.	Up to 1874 done under Contract Since by Commissioners.		Purchase of Dredgers, Scoops, and Repairs.						
1863-4	\$117,848 28	\$25,354 84	\$67,599 82	\$4,106 50	21.50					\$976 25	\$71,897 39	\$47,680 02
1864-5	177,398 66	32,439 10	80,875 15		18.28						123,865 23	62,334 82
1865-6	183,716 80	35,581 42	19,065 42		19.02	\$3,607 00					132,023 96	47,508 50
1866-7	336,409 36	41,233 95	88,525 78		11.95	206 50				330 62	268,573 35	64,345 94
1867-8	294,304 28	55,531 92	82,791 27		18.87	250,991 97				561 18	217,528 06	354,121 12
1868-9	287,890 53	52,130 77	38,779 83		18.11	262,323 13					310,213 27	310,213 27
1869-70	259,649 56	54,684 40	35,545 04		21.65	165,892 68					180,623 37	272,670 93
1870-1	148,917 03	37,782 65	53,693 31		25.37						96,097 20	73,914 13
1871-2	155,031 14	61,006 70	28,146 62		31.28						105,877 82	83,944 40
1872-3	190,330 47	69,858 63	78,776 28		36.50						91,042 59	50,640 23
1873-4	265,709 06	77,938 05	104,175 98		29.33	2,321 85			\$3,107 00	6,344 01	163,150 23	108,769 62
1874-5	373,541 72	68,617 14	209,540 80		18.37	1,078 25			3,725 00		245,369 00	189,549 17
1875-6	372,078 74	65,976 57	162,000 25		17.73					505 47	249,450 44	146,716 69
1876-7	448,087 25	79,208 85	284,023 05		17.68						210,909 33	266,961 37
1877-8	446,516 82	84,326 72	112,628 55		18.88	4,803 38					285,521 50	162,714 30
1878-9	466,420 55	97,162 63	164,360 35		20.83	107,091 87					370,370 87	241,764 39
1879-80	427,687 56	100,667 57	141,022 14		23.53	309,652 90					240,414 91	419,429 27
1880-1	419,437 49	102,746 75	199,972 97		24.49	383,174 96					204,782 41	527,487 44
1881-2	455,005 64	104,255 15	86,102 58		22.91	92,804 98					249,919 90	131,140 42
1882-3	436,030 54	107,883 69	179,099 12		24.74	34,949 22					194,860 84	166,586 90
1883-4	501,243 25	115,231 30	173,997 19		22.98	76,461 63					254,497 78	186,588 60
1884-5	500,702 10	116,194 14	248,607 11		23.20	195,706 95					259,702 01	376,700 41
1885-6	483,851 04	117,693 22	197,612 03		24.32	157,953 82					249,431 18	289,888 61
1886-7	527,890 95	128,384 90	153,529 29		24.35	53,408 50					245,509 83	136,926 50
1887-8	580,152 51	138,993 05	294,855 61		23.95	36,360 98					294,861 66	244,452 11
Totals	\$8,888,846 34	\$1,971,034 11	\$3,285,516 84			\$2,138,845 57		\$1,065,583 13	\$145,587 58	\$78,723 74	\$5,225,313 03	\$5,021,757 66
Bal. in Treasury												203,555 37
Total												\$5,225,313 03

NOTE.—May 1, 1872. Rates of dockage, tolls, wharfage, and rents were reduced 50 per cent by Act of Legislature. On December 30, 1879, the rates on merchandise were reduced as follows, viz.: 12½ to 10 cents, 6½ to 5 cents; on lumber, from 10 to 5 cents per ton; on coal, from 10 to 5 cents per cart. On June 4, 1880, the dockage rates were changed so that instead of the day of arrival and day of departure being charged for as full days, the day was reckoned from the hour of arrival to the same hour on succeeding days. Salaries of Wharfingers and Collectors were increased 25 per cent by Act of Legislature, approved March 19, 1878. On July 1, 1885, the rates of tolls were very materially reduced, in some cases 50 per cent, and a reduction in dockage rates was made of about 20 per cent.

STATEMENT OF COST OF DREDGING.

FISCAL YEAR ENDING—	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Dredges, Tugs, and Scaws.	Total.	No. Yards Dredged.	Worked. No. Hours.	Cost, per Cubic Yard. Cents.
June 30, 1875.	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³	10.76-100
June 30, 1876.	11,932 98	7,639 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	1,582 10	1,676 79	25,253 03	280,197	2,478 ¹	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	11,755 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	3,962 ¹	7.2-100
June 30, 1882.	25,800 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ¹	7.62-100
June 30, 1883.	25,800 01	12,152 05	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ³	8.13-100
June 30, 1884.	26,358 00	20,905 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,653 ¹	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	3,652 ¹	7.68-100
June 30, 1886.	23,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹	6.87-100
June 30, 1887.	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ³	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	3,797 ³	7.52-100

BALANCE SHEET.

From November 4, 1863, to June 30, 1888.

RECEIPTS. .		
From dockage, tolls, wharfage, rents, etc. -----		\$8,888,846 34
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, rent, stationery, etc. -----	\$2,017,806 86	
Constructing and repairing wharves, sheds, etc. -----	3,285,516 84	
Seawall (construction of) -----	2,092,072 82	
Purchase of and constructing dredgers, tugs, and scows -----	145,587 58	
Dredging (cost of) -----	1,065,583 13	
Payroll (crew of fireboat) -----	36,725 11	
Suspense account (defalcations of John S. Gray) -----	23,308 10	
Miscellaneous (loss of merchandise by breaking down of wharves, and damages to vessels and other property) -----	18,690 53	
Cash in the treasury -----	203,555 37	
<i>Dr.</i> CASH.		8,888,846 34
To amount remitted to the State Treasurer -----		\$5,225,313 03
<i>Cr.</i> CASH.		
By amount drawn from State Treasurer -----	\$5,021,757 66	
By cash on hand in the treasury -----	203,555 37	
		5,225,313 03

REPORT OF T. C. COOGAN, ATTORNEY.

To the honorable Board of State Harbor Commissioners of the State of California:

GENTLEMEN: I herewith present my report as attorney of your honorable Board, showing what has transpired in relation to litigation in my charge during the two fiscal years ending June 30, 1888.

ACTIONS PENDING AT THE DATE OF LAST REPORT.

The Pacific Transfer Company vs. Wm. Blanding et al. In Superior Court, Department No. 6, No. 23360.

J. E. McElrath, Esq., attorney for plaintiff.

Action to recover money paid under protest by plaintiff to defendants for wharfage.

1879, October 24, complaint filed. 1880, December 23, answer of William Blanding and A. M. Burns filed. 1881, January 10, answer of Bruce B. Lee filed. 1887, August 29, supplemental answer of William Blanding filed. August 29, action tried before Hon. Wm. T. Wallace, who, on January 4, 1888, ordered judgment to be entered in favor of defendants. 1888, June 6, findings filed. June 7, notice of decision served and filed. June 12, cost bill served and filed. June 13, judgment entered for defendants; notice of same served and filed. June 19, notice that plaintiff intends to move for a new trial received.

The People of the State of California vs. Turner, Kennedy & Shaw. In Justice's Court, No. 28969.

Messrs. William and George Leviston, attorneys for defendants.

Action to recover tolls and wharfage on Channel Street.

1887, February 15, complaint filed and issue joined. February 24, defendants moved that cause be transferred to the late Twelfth District Court. Motion granted, but defendants never paid costs, and papers were never filed in said District Court, or in its successor, the Superior Court. 1888, January 12, action dismissed by order of the Board, defendants paying costs.

The question in this and the action between the same parties, in the same Court, No. 30557, was as to the jurisdiction of the Board over the wharves located in Channel Street, between Fourth and Fifth Streets. While these actions were pending, the Supreme Court held that the Board's jurisdiction extended over these wharves. (See *People vs. Williams*, 64 Cal. 498.)

The People of the State of California vs. Turner, Kennedy & Shaw. In Justice's Court, No. 30557.

Messrs. William and George Leviston, attorneys for defendants.

Action to recover tolls and wharfage on Channel Street. This action was in the same condition as the one last above mentioned, and was against the same defendants.

1888, January 12, action dismissed by order of the Board, defendants paying costs.

William Blanding et al. vs. The Barkentine Victor. In United States District Court, No. 2345.

Messrs. McAllister & Bergin, attorneys for respondent.

A libel for dockage in China Basin. 1888, March 22, dismissed by order of the Board.

Samuel Soulé et al. vs. Benjamin Holliday, Jr. In Superior Court, Department No. 4, No. 2631.

W. H. L. Barnes, Esq., attorney for defendant.

Action to recover \$395 87, for dockage and tolls.

On January 16, 1884, judgment was rendered in favor of plaintiffs for \$395 87, with interest thereon from April 11, 1874, and for costs amounting to \$11 50. This judgment remains unsatisfied.

The People of the State of California vs. Thomas Huson et al. In Supreme Court, No. 7207.

William M. Pierson, Esq., attorney for defendants.

Action to recover \$1,045 10 for deficiency in accounts of Huson as Wharfinger.

1878, May 6, complaint filed. August 15, answer filed. September 24, judgment for defendants. November 10, plaintiffs moved for a new trial, which was on May 5, 1880, denied, and on May 21, plaintiffs appealed to the Supreme Court. Pending the appeal, one of the defendants, E. J. Lewis, died in Tehama County. No administration has ever been taken out on his estate. Action is ready to be argued on behalf of the plaintiffs.

William Blanding et al. vs. Smith & Smith et al. In Superior Court, Department No. 4, No. 22545.

Louis H. Sharp, Esq., attorney for defendants.

Action to recover \$1,000 for breach of a bond guaranteeing a performance of an asphaltum contract.

1878, September 28, complaint filed, and after the overruling of defendants' demurrer, their answer was filed on January 12, 1879. 1884, November 20, action tried as to defendant Ira P. Rankin, and submitted on briefs. December 11, defendant's brief received. December 20, plaintiffs' brief served. 1885, January 3, defendants' brief in reply received. February 27, decision in favor of defendant Ira P. Rankin. March 23, notice of

decision received, and on January 5, 1888, the action was dismissed as to the other defendants by the Court.

The People of the State of California vs. Potrero and Bay View Railroad Company. In Supreme Court, No. 8950.

Messrs. McAllister & Bergin, attorneys for defendant.

Action to declare certain piles, and a bridge built by defendant in and over Islais Creek, a nuisance, and to have the same abated.

Action commenced January 14, 1880, and tried December, 1881, and decided in favor of the plaintiffs. On January 20, 1882, a motion for a new trial was made therein and denied, and on April 10, 1883, the defendant appealed to the Supreme Court. 1885, February 13, defendant's points and authorities received. February 21, plaintiffs' points and authorities served and filed. February 26, argued orally. March 13, plaintiffs' brief served and filed. June 24, judgment and order reversed, and cause remanded. 1886, remittitur from Supreme Court ordered filed, and filed in the Superior Court.

The People of the State of California vs. Robert G. Byxbee et al. In Superior Court, Department No. 8, No. 6251.

J. B. Lamar, Esq., attorney for defendants.

Action to recover \$460 78, for deficiency in accounts of West Evans as Wharfinger.

1882, February 10, complaint filed. Since the date of last report the following proceedings were had: 1887, December 26, motion to dismiss received. 1888, January 6, motion to dismiss denied. February 27, answer of H. N. Morse received; February 27, action tried before the Court, and judgment ordered in favor of the defendants Robert G. Byxbee, Austin D. Moore, Elisha Higgins, Henry Wetherbee, Elisha B. Dean, Henry N. Morse, Charles J. Hendry, and Lewis G. McMullen.

The People ex rel. The Board of State Harbor Commissioners vs. Thomas Quirk, J. C. Green, and Donald McLennan. In Superior Court, Department No. 3, No. 10491.

Messrs. W. H. L. Barnes and Ed. S. Salomon, attorneys for defendants.

Action brought to recover from Thomas F. Quirk \$14,149 81, for deficiency in his accounts as Wharfinger, and \$5,000 each from J. C. Green and Donald McLennan, as sureties on his official bond.

1883, August 22, complaint filed. This action was at issue as to defendants Green and McLennan. Since the issue was joined as to these defendants, both have died. No administration has yet been taken out upon the estate of J. C. Green. Special letters of administration have been issued to F. P. McLennan upon the estate of Donald McLennan.

The People ex rel. The Board of State Harbor Commissioners vs. Josiah F. Fairfield, Charles J. Hendry, and W. S. Ray. In Superior Court, Department No. 2, No. 10938.

Messrs. Walter H. Levy and W. H. H. Hart, attorneys for defendants.

Action to recover \$12,672 25 from Josiah F. Fairfield for deficiencies in his accounts as Wharfinger, and \$5,000 each from C. J. Hendry and W. S. Ray, as sureties on his official bond.

1883, October 19, complaint filed. Since the date of the last report, the defendant, Josiah F. Fairfield, has died, and the following proceedings have been had as to the defendants, C. J. Hendry and W. S. Ray: The action has been reassigned to Department No. 3, Hon. J. F. Finn; jury waived, and partially tried before the Court, and further hearing continued until August 27, 1888, when the trial will be concluded.

The two actions last above named are on the official bonds of former Wharfingers—Quirk, and Fairfield—and an action is now pending in the Superior Court, brought by Hon. E. C. Marshall, late Attorney-General of the State, against the late Harbor Commissioners, William Blanding and W. A. Phillips, and the administrator of the estate of George S. Evans, deceased, and the sureties upon their official bonds, to recover for the same deficiencies as are referred to in the complaints in these two actions.

The People ex rel. The Board of State Harbor Commissioners vs. H. M. LaRue and A. S. Greenlaw. In Superior Court, Department No. 4, No. 10996.

Joseph F. Wendell, Esq., attorney for defendants.

Action to recover \$5,000 each from H. M. LaRue and A. S. Greenlaw, as sureties upon the official bond of William M. Haynie, late Wharfinger, for deficiencies in his accounts.

1883, October 26, complaint filed. Since the date of the last report, the following proceedings were had: 1888, March 19, demand for a bill of particulars received. April 14, bill of particulars served. April 18, notice of motion for a further bill of particulars received. May 3, further bill of particulars served, and motion therefor dismissed. July 16, 17, and 18, action tried before the Court and jury, and verdict for plaintiffs for \$800 30 and costs. July 23, cost bill served and filed. July 27, notice that defendants intend to move for a new trial, and also notice of motion to retax plaintiff's costs received.

The People of the State of California ex rel. William Irwin et al. vs. George W. Prescott et al. In Superior Court, Department No. 3, No. 15603.

Messrs. J. P. Hoge, Sawyer & Burnett, and W. A. Plunkett, attorneys for defendants.

Action of ejectment to recover possession of a lot of land bounded by Francisco, Kearny, Bay, and Montgomery Streets.

1885, July 27, complaint filed and summons issued. Since the date of last report the following proceedings were had: 1886, September 6, action dismissed as to executors, and Richard Roe, John Smith, John A. Smith, John B. Smith, John C. Smith, Jane Smith, Jane A. Smith, and Jane B. Smith. September 7, amendment to complaint, making William A. Plunkett, administrator, a party defendant, he having been appointed

since the commencement of the action; stipulation waiving a jury trial filed. September 13, Court orders judgment for plaintiffs to be entered. September 17, judgment recorded. September 21, notice of entry and recordation of judgment served and filed.

The People of the State of California ex rel. William Irwin et al. vs. John C. Merrill, as executor of the last will of Martha B. Harris, deceased. In Superior Court, Department No. 4, No. 15708.

C. K. Bonestell, Esq., attorney for defendant.

Action to recover \$312 dockage due from bark "D. C. Murray," and penalties.

1885, August 10, complaint filed and summons issued. August 27, answer received. November 13, judgment for plaintiffs for \$321, legal interest, and costs. November 14, notice of judgment served and filed. 1886, February 17, transcript of judgment filed in the matter of the estate of Martha B. Harris, deceased. Since the date of last report the following proceedings in the matter of the said estate have been had: 1887, August 18, petition of the Board of State Harbor Commissioners filed for a citation to John C. Merrill, as executor of the last will of Martha B. Harris, deceased, to appear and show cause why he should not pay the judgment above referred to. Order for citation made, and citation issued as prayed for. August 18, alias citation issued. August 30, alias citation served. September 7, order to show cause heard. September 8, order made directing said John C. Merrill to pay said judgment, and a certified copy thereof served upon him, which he refused to obey. September 19, petition of Board for order upon John C. Merrill to show cause why he should not be punished for contempt in not paying said judgment. Order made and citation issued. September 28, alias citation issued and served. December 15, partially heard, and hearing concluded on December 16, and executor found guilty. December 19, order punishing executor for contempt made and entered.

Since the date last mentioned, said executor has paid on account of said judgment the sum of \$200, which I have paid to the Secretary of the Board.

Antone Starr vs. J. J. Cummings. In Justice's Court, No. 32287.

1885, September 19, writ of attachment served upon Board.

The following proceedings were had since last report: 1886, July 23, order to show cause why the Board should not pay the money mentioned in the writ received. July 27, hearing had and order dismissed. 1887, copy of execution and affidavit for order, and order for Board to show cause served. March 1, order granted.

James Brady vs. Joseph Docking and James Cummings, partners, under the firm name and style of Docking & Cummings. In Justice's Court, No. 32312.

J. E. McElrath, Esq., attorney for plaintiff.

This was an action to recover a judgment against Docking & Cummings, and a writ of attachment was issued therein and served upon the Board.

After this an order to show cause was served under Section 717 of the Code of Civil Procedure, and the Board filed an answer thereto. A hearing was had and the matter was submitted upon briefs. Since the last report, namely, on September 11, 1886, the order to show cause was dismissed by the Court.

R. Leishman vs. J. Docking and J. J. Cummings, partners, under the firm name and style of Docking & Cummings. In Superior Court, Department No. 6, No. 16030.

1885, September 30, writ of attachment served upon Board. November 23, affidavit and order that Board appear and show cause why they should not pay over funds in their hands claimed by plaintiff to belong to defendants. November 30, answer of Board served and filed. December 17, order heard and dismissed.

CONDITION AND DISPOSITION OF ACTIONS COMMENCED SINCE THE DATE OF
LAST REPORT.

The People ex rel Frank McCoppin et al. vs. Louisa Berryman, H. B. Berryman, K. Winter, and John Doe. In Superior Court, Department No. 2, No. 18290.

William M. Pierson, Esq., attorney for defendants.

Action to compel defendants to remove an unlawful obstruction alleged to have been placed by them on the inner half of East Street, near Jackson Street.

1886, August 17, complaint filed. October 16, demurrer received. December 3, demurrer overruled. December 30, answer received. Action now at issue and ready for trial on behalf of plaintiffs.

The People of the State of California ex rel. Frank McCoppin et al. vs. Robert Dunsmuir. In Superior Court, Department No. 2, No. 18978.

Messrs. Wilson & Wilson, attorneys for defendant.

Action to compel defendant to remove an unlawful obstruction alleged to have been placed by him on the inner half of East Street, between Pacific and Jackson Streets.

1886, October 30, complaint filed and summons issued. 1887, April 20, demurrer received. April 22, demurrer argued and submitted. July 1, demurrer overruled. September 23, answer received. This action is now at issue and ready for trial on behalf of plaintiffs.

Louis Winter vs. Docking & Cummings, partners in business. In Superior Court, Department No. 6, No. 16022.

E. B. Cutler, Esq., attorney for plaintiff.

1886, affidavit and order that Board show cause received. November 30, answer of Board served and filed. December 17, order to show cause dismissed.

The People ex rel. Frank McCoppin vs. George J. Theobald, doing business under the firm name and style of George J. Theobald & Co. In Justice's Court, No. 38154.

Action to recover tolls for use of wharves.

1887, January 22, complaint filed, summons issued and served. February 2, claim paid in full. On the same day I paid the money over to the Secretary of the Board and dismissed the action.

W. H. Norton vs. W. C. Whitehead, administrator of the estate of David Finley, deceased, A. C. Paulsell, John H. Wise, and William D. English, constituting the Board of State Harbor Commissioners. In Superior Court No. 1, No. 19873.

Messrs. H. M. McGill and Whittemore & Sears, attorneys for plaintiff, and W. C. Burnett and W. H. H. Hart, attorneys for defendant, W. C. Whitehead, administrator.

Action to recover judgment against the estate of David Finley, deceased, for money loaned deceased, and to restrain the Board from drawing its warrant in favor of the administrator for work done in the performance of a contract entered into between the Board and David Finley.

1887, March 15, complaint filed and temporary injunction issued and served upon the Board. April 28, demurrer overruled. May 13, amended complaint filed. May 20, answer of Board served and filed. May 30 and 31, action tried and submitted on briefs. November 28, judgment ordered in favor of the plaintiff. December 30, notice of decision and findings received. 1888, January 9, notice that Board intends to move for a new trial served and filed. May 31, statement on motion for a new trial settled and filed.

Nancy Payne and Squire P. Dewey vs. William D. English, John H. Wise, and A. C. Paulsell, members of and constituting the Board of State Harbor Commissioners. In Superior Court, Department No. 6, No. 20614.

Messrs. Cope & Boyd, attorneys for plaintiffs.

Action to restrain the Board from erecting a wharf in front of plaintiffs' property on the northerly line of Channel Street, between Third and Fourth Streets.

1887, July 1, complaint filed, and temporary injunction issued and served. July 19, demurrer served and filed. August 12, demurrer overruled. August 18, answer filed. October 18, action partially tried. October 25 and 26, trial continued and taking evidence concluded. Action dropped from the calendar temporarily for the reason that the trial Judge, Hon. W. T. Wallace, considered himself disqualified. Thereupon the action was transferred to Department No. 1, Hon. T. K. Wilson presiding. 1888, March 14 to April 4, action tried. May 9, 10, and 11, argued and submitted. July 20, judgment for defendant for costs, and injunction dissolved.

The People of the State of California vs. Frank Selner, John Harrigan, and John Merker. In Police Judge's Court, No. 2.

W. H. Mott, Esq., Prosecuting Attorney, for the People, and T. C. Coogan and A. D. Splivalo, attorneys for the defendants.

These defendants were arrested on the charge of battery, and I defended them by order of the Board.

July 22, defendants arrested; trial continued to August 5. August 5, action dismissed and defendants discharged.

The People of the State of California ex rel. William D. English et al. vs. James Kerwin, Martin Kruse, et al. In Superior Court, Department No. 6, No. 21614.

L. Quint, Esq., attorney for defendants.

Action to compel defendants to remove an unlawful obstruction alleged to have been placed by them in Montgomery Street, near the southeast corner of Montgomery and Chestnut Streets, and also from seawall lot No. 7.

1887, November 8, complaint filed, summons issued. November 9, summons served upon Kerwin and Kruse. December 5, demurrer received. December 23, demurrer overruled. 1888, January 18, answer received. January 25, demurrer to answer served and filed. February 17, demurrer sustained. March 5, amended answer received. March 8, demurrer to amended answer served and filed. March 24, demurrer to amended answer overruled.

This action is now at issue and ready for trial on behalf of plaintiffs.

The People ex rel. W. D. English et al. vs. M. R. Roberts. In Superior Court, Department No. 4, No. 21668.

Messrs. Rosenbaum & Sheeline, attorneys for defendant.

Action to recover \$305 from defendant for dockage of the lighter *Contra Costa* and barge *Edison*. The defendant claimed that the rule of the Board imposing these charges for dockage was in conflict with Sections 8 and 10 of Article I of the Federal Constitution.

1887, November 15, complaint filed, summons issued. November 18, summons served. November 19, notice of appearance and demand for a bill of particulars received. November 23, bill of particulars served. November 28, demurrer received. December 9, demurrer argued and submitted. January 27, demurrer overruled as to the first cause of action, and sustained as to the second cause of action. February 10, amended and supplemental complaint served and filed. February 21, answer to amended and supplemental complaint received. March 10, action tried. June 28, judgment ordered for plaintiff.

The People of the State of California vs. David Gatelli. In Police Judge's Court.

Messrs. Joseph F. Coffey and T. C. Coogan, attorneys for the prosecution, and J. D. Sullivan, Esq., attorney for defendant.

Prosecuted for depositing garbage on seawall lots.

December 30, 1887, complaint filed, warrant issued, and defendant arrested. December 31, action tried, and defendant found guilty and fined \$10, which he paid.

RECAPITULATION.

Number of actions pending at date of last report.....	18
Number of actions pending at date of this report	13

Respectfully submitted.

T. C. COOGAN,
Attorney for the Board of State Harbor Commissioners.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

FOR THE TWO FISCAL YEARS

COMMENCING JULY 1, 1888, AND ENDING JUNE 30, 1890.



SACRAMENTO:

STATE OFFICE, : : : : : J. D. YOUNG, SUPT. STATE PRINTING.

1890.

REPORT.

To Hon. R. W. WATERMAN, Governor of the State of California:

Pursuant to Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners, having control of the waterfront of the city and county of San Francisco, submits this report of its transactions from the thirtieth day of June, 1888, to the first day of July, 1890, showing a full report of all moneys by it received and disbursed, and stating specifically the sources of such receipts, and the purposes for which the disbursements were made, accompanied with a description of the improvements made, and a statement of the condition of the property under its charge.

The details of the receipts and disbursements appear in the tabular statements annexed hereto—the following is a summary of them:

RECEIPTS.	1888-9.	1889-90.	Total.
From dockage -----	\$218,666 10	\$207,714 50	\$426,380 60
From tolls -----	221,860 14	195,384 32	417,244 46
From wharfage -----	7,489 14	10,903 08	18,392 22
From rents of wharves and seawall lots, and special dock privileges, including reserving of berths.	165,325 80	176,403 10	341,728 90
From sale of old material -----	3,047 76	3,512 81	6,560 57
From dredging -----	160 00	920 00	1,080 00
From Fishermen's Wharf (exclusive of rents)-----	2,558 00	3,578 85	6,136 85
From miscellaneous (damages to property, etc.)---	430 60	688 92	1,119 52
Total receipts -----	\$619,537 54	\$509,105 58	\$1,218,643 12
Amount drawn from San Francisco Harbor Improvement Fund -----	247,137 61	311,633 96	558,771 57
Totals -----	\$866,675 15	\$910,739 54	\$1,777,414 69
DISBURSEMENTS.	1888-9.	1889-90.	Total.
Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and clerks in Secretary's office	\$104,914 65	\$90,647 45	\$195,562 10
Construction, including building of new wharves, sheds, sewers, and roadways, maintenance and repairs of outer half of waterfront streets, old wharves, buildings, roadways, and seawall.-----	231,353 84	301,063 18	532,417 02
Wharf cleaning-----	15,812 60	16,177 58	31,990 18
Dredging -----	62,424 96	51,588 91	114,013 87
Seawall construction -----	99,765 47	97,632 20	197,397 67
Filling in and improving seawall lots -----	1,820 77	17,787 28	19,608 05
Fire account.-----	4,941 55	4,988 65	9,930 20
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses -----	24,036 19	24,706 00	48,742 28
Total disbursements.	\$545,070 03	\$604,591 34	\$1,149,661 37
Amount remitted to State Treasurer -----	321,605 12	306,148 20	627,753 32
Totals -----	\$866,675 15	\$910,739 54	\$1,777,414 69

From which summary it appears that there was received during the last two fiscal years the sum of \$1,218,643 12, and expended \$1,149,-

661 37, showing an increase in the amount in the San Francisco Harbor Improvement Fund from \$203,555 37, the amount therein at the close of the last report, to \$272,537 12, a gain of \$68,981 75.

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

Amount in fund July 1, 1888.....	\$203,555 37
Amount remitted to June 30, 1890	627,753 32
	<hr/>
	\$831,308 69
Amount drawn out to June 30, 1890	\$558,771 57
Amount in fund July 1, 1890.....	272,537 12
	<hr/>
	\$831,308 69

Construction account has been segregated under two heads:

First—Seawall, and the structures appertaining thereto, and the roadway connected therewith.

Second—All other contract work.

SEAWALL.

Section 7. The contract for the construction of Section 7 of the seawall was awarded to J. S. Tibbals on the twelfth day of May, 1887, he being the lowest bidder. He did not commence the work promptly, and failed to prosecute it as vigorously as he should, and so but little progress was made when his death occurred, in February, 1888. The contract did not provide how much work should be done each month, the only limitation being that it should be completed within one year; but the Board, in making payments for what work was done, retained 25 per cent of the estimated value of the material used and work performed. Owing to the death of Mr. Tibbals, work was stopped until May 19, 1888, when a sale of the contract was made by his estate to J. S. Antonelle and George D. Nagle, with the approval of the Superior Court. On July 23, 1888, Messrs. Antonelle & Nagle assigned their interest in the contract to the San Francisco Contracting Company, who undertook the completion of the work, and completed the wharf and brought the embankments to grade on May 31, 1889. The embankments were there maintained for a period of three months, when the work was accepted and final payments made.

There was paid for this work as follows:

Stone, 91,307 $\frac{3}{10}$ tons, at 68 cents per ton of 2,240 pounds.....	\$62,088 95
Earth, 74,217 $\frac{13}{100}$ cubic yards, at 33 $\frac{1}{2}$ cents per cubic yard.....	24,739 04
Wharf.....	22,500 00
	<hr/>
Total cost.....	\$109,327 99

Of this amount, \$6,918 28 was paid prior to the date of the last report (June 30, 1888), and the balance, \$102,409 71, was paid since.

The estimates for the stone and earth for this section were based upon the amounts used in the construction of Sections 5 and 6, and they were in excess of the actual amounts used: Stone, 18 $\frac{7}{100}$ per cent; and earth, 16 $\frac{51}{100}$ per cent.

The construction of this section made necessary the removal of a portion of the Jackson and Washington-Street Wharves and the construction of temporary roadways. A contract was awarded for this work

prior to June 30, 1888, but payment was made since. Contract price, \$2,500.

Section 8 (b). On the twenty-third day of October, 1888, the Board met to award a contract for the construction of Section 8 (b) of the seawall. Twelve bids were received, as follows:

NAME OF BIDDER.	Timber Foundation.	Concrete—per Cubic Yard.	Sand—per Cubic Yard.	Stone—per Ton.	Total.
John W. Ferris	\$60,165 60	\$13 83 $\frac{3}{4}$	\$0 60	\$1 20	\$131,366 40
M. J. Kelly and John Hackett....	72,000 00	24 00	50	99	164,978 00
B. McMahon & Son.....	72,643 00	14 50	42	1 07	135,987 00
San Francisco Contracting Co.....	49,092 00	24 75	60	80	148,877 00
Rudolf Axman & Co.	51,318 00	17 00	70	85	135,488 00
Hoffman & Bates	78,742 00	14 62	35	82	138,220 00
Pacific Bridge Co.....	41,610 00	24 00	57	1 00	138,250 00
American Bridge and Building Co.	57,000 00	20 00	40	75	133,450 00
John Kelso	70,000 00	16 00	40	1 00	136,200 00
George D. Nagle	71,000 00	10 00	50	1 50	126,000 00
San Francisco Bridge Co.....	62,920 00	15 00	45	98	128,976 00
J. S. Antonelle.....	63,288 00	11 90	40	1 15	118,688 00

The contract was thereupon awarded to J. S. Antonelle, he being the lowest bidder.

This section is located at the foot of Market Street, and as the construction of a large building, arranged for the rapid and convenient handling of passengers, baggage, mail, express, and freight, is contemplated at this point, it was considered necessary, in order to secure a proper foundation for such building, to substitute a concrete wall for the stone embankment used in the sections previously built. The specifications for this work provided for the construction of the concrete wall by the use of coffer dams, but the contractor, after several ineffectual efforts to construct a coffer dam, made application to the Board to be allowed to perform the work with caissons. To this the Board agreed, with the stipulation that there should be deducted from the contract price the sum of \$5,027 04, the estimated difference in the cost of the two methods.

The contractor has performed work amounting to \$92,869 37, 75 per cent of which, \$69,652 04, has been paid, in accordance with the terms of the contract, the remaining 25 per cent to be paid upon the final completion and acceptance of the work.

A contract was awarded for the removal of the structures in the area to be occupied by this section, by which the contractor agreed to perform the work, and in addition pay to the Board \$762, all the wharf material removed to become his property.

COST OF THE SEAWALL.

The cost of constructing the several sections of the seawall and thoroughfare is as follows:

Section A, 561 feet long, \$152 61 per linear foot.....	\$85,614 53
Section 1, 1,000 feet long, \$165 63 per linear foot.....	165,631 40
Section 2, 1,000 feet long, \$167 50 per linear foot.....	167,504 09
Section 3, 1,000 feet long, \$235 50 per linear foot.....	235,049 51
Section 4, 1,000 feet long, \$240 87 per linear foot.....	240,872 01
Section 5, 1,000 feet long, \$169 89 per linear foot.....	169,893 57
Section 6, 800 feet long, \$158 47 per linear foot.....	126,779 73
Section 7, 1,000 feet long, \$109 32 per linear foot.....	109,327 99

Total cost of 7,361 feet (average cost per linear foot, \$176 70).. \$1,300,672 85

The marked decrease in the cost of Section 7 of the seawall is due to the fact that less material was used in the construction thereof, the old seawall projecting into the area to be occupied by this section.

PAVING SEAWALL ROADWAY AND STREETS ADJACENT THERETO.

The acquisition of the seawall lots necessitated the improvement by the Board of the streets upon which such property fronts, and the following contracts were let for paving portions of such streets and the seawall roadway since July 1, 1888:

On the twentieth day of August, 1889, a contract was entered into with J. W. McDonald to pave with basalt blocks portions of Drum Street, Broadway, and the seawall thoroughfare. The contract price for such work was \$5,989, but additional paving ordered by the Board increased the price to \$6,982 47, from which was deducted \$81 45 for granite and wooden curbing not required, leaving the amount paid \$6,901 02. The work done under this contract consisted of twenty-six thousand seven hundred and sixty-two square feet of basalt block paving, four hundred and sixty linear feet of granite curbing, three hundred and forty linear feet of wooden curbing, and two cesspools.

A contract was entered into with F. H. Pitman on the twenty-first day of October, 1889, to pave with basalt blocks portions of Bay, Battery, and Davis Streets, and of the seawall thoroughfare. The following work was done:

WORK DONE.	Contract Price.	Amount.
96,741 square feet paving.....	\$0 22½	\$21,766 72
1,795½ linear feet stone curbing.....	1 08	1,939 14
2,083 linear feet wooden curbing.....	18	374 94
4 cesspools.....	120 00	480 00
5 drains.....	70 00	350 00
		\$24,910 80
9,970 square feet additional paving, at 21 cents.....		2,093 70
		\$27,004 50

A contract for paving portions of Broadway, Vallejo Street, and of the seawall thoroughfare, was entered into with John Hackett and John Sherry on the twenty-fifth day of November, 1889, and the following work was performed thereunder:

WORK DONE.	Contract Price.	Amount.
23,057 square feet paving.....	\$0 21	\$4,841 97
636 linear feet stone curbing.....	1 08	686 88
182 linear feet wooden curbing.....	20	36 40
2 angular corners.....	60 00	120 00
		\$5,685 25

By reference to the contracts for paving, in the financial statements in this and previous reports, it will be seen that the paved roadway extends from Section 1 of the seawall to the end of Sub-section 8 (b), a distance of six thousand six hundred and fifty feet, or one and one

quarter miles. Throughout this distance the roadway is paved with basalt blocks for a width of forty feet.

Proper entrances into the city's streets are provided as fast as the city authorities prepare their portions.

By the continued neglect of the city authorities to properly build and maintain that portion of the waterfront streets legally under their jurisdiction, the Board has been at times compelled to perform this work or subject the commerce of the port to delay and inconvenience.

REPIILING SEAWALL WHARF.

A contract was entered into with the San Francisco Bridge Company prior to, but no payment had been made thereon at the date of the last report, for repiling the wharf along Sections 1, 2, 3, and 4 of the seawall. The following work has been performed and paid for since:

Furnishing, driving, and fastening 1,077 piles at the contract price of \$12 87 per pile.....	\$13,860 99
Furnishing, fitting, and fastening 11,970 feet (B. M.) chocks at contract price of \$32 50 per M. feet.....	389 02
Putting in compound stringers, rebolting and refastening piles, etc.	147 00
	\$14,397 01
Less deduction—cost of repairing gutter.....	36 00
	\$14,361 01

CONSTRUCTION ACCOUNT.

This account embraces all contract work not relating directly to the seawall.

It is classed under three heads:

First—Work contracted for prior to and completed since June 30, 1888.

Second—Work contracted for and completed since June 30, 1888.

Third—Work contracted for but not completed June 30, 1890.

There is a marked difference in contract prices for repiling the various wharves; the wharves covered by sheds being more expensive to repile, as a greater length of time is necessary in which to do the work, and the contractor is required to repair the roofs of the sheds necessarily damaged by the piling.

First.

Pier to project from Stewart Street at foot of Harrison Street. Average length, 548½ feet, with a width of 80 feet. Date of contract, October 25, 1887. American Bridge and Building Company, contractor.

Contract price.....	\$32,833 00
Extras—2 brace piles and extra length on 72 fender piles.....	173 44
	\$33,006 44
Less deduction for omission of 12 cluster piles.....	192 00
	\$32,814 44

Of this amount, \$19,699 80 was paid prior to last report, and the balance, \$13,114 64, was paid since.

Pier and shed thereon, near the foot of Lombard Street; size of pier, 545 feet by 100 feet; size of shed, 520 feet by 90 feet. Date of contract, October 25, 1887. B. McMahon & Son, contractors.

Contract price.....		\$36,750 00
Extras on account of change of location:		
17 extra piles.....	\$321 47	
Extra length on 1,070 piles.....	1,400 91	
Extra lumber, 8,880 feet.....	217 56	
		<u>1,939 94</u>
		\$38,689 94

Of this amount, \$25,193 25 was paid prior to last report; the balance, \$13,496 69, was paid since.

Repiling Washington-Street Pier (this pier is covered with a shed).
Date of contract, March 20, 1888. B. McMahan & Son, contractors.

Furnishing, driving, and fastening 333 piles, at contract price of \$21 25 per pile.....		\$7,076 25
Furnishing, fitting, and fastening 18,208 feet (B. M.) lumber, at contract price of \$37 50 per M. feet.....		682 80
		<u>\$7,759 05</u>

Repiling Berry-Street Pier. Date of contract, May 24, 1888. American Bridge and Building Company, contractor.

Furnishing, driving, and fastening 271 piles, at contract price of \$13 45 per pile.....		\$3,644 95
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Second.

Paving portion of East Street, between Market and Howard Streets, with basalt blocks. Date of contract, September 24, 1888. J. W. McDonald, contractor.

Contract price.....	\$9,199 00
Extra filling, 2,975 cubic yards.....	892 50
	<u>\$10,091 50</u>

Rebuilding south side and east end of Union-Street Wharf. Date of contract, October 29, 1888. B. McMahan & Son, contractors.

Furnishing, driving, and fastening 400 piles, at contract price of \$12 25 per pile.....	\$4,900 00
Furnishing, fitting, and fastening 29,918 feet (B. M.) lumber, at contract price of \$23 per M. feet.....	688 11
	<u>\$5,588 11</u>

Rebuilding north side and east end of Green-Street Wharf. Date of contract, October 29, 1888. B. McMahan & Son, contractors.

Furnishing, driving, and fastening 478 piles, at contract price of \$12 10 per pile.....	\$5,783 80
Furnishing, fitting, and fastening 27,787 feet (B. M.) lumber, at contract price of \$23 per M. feet.....	639 10
	<u>\$6,422 90</u>

Pier to project from Brannan Street near the foot of Fremont Street. Average length, 702½ feet, with a width of 100 feet, and an approach having an average length of 194 feet, and a width of 70 feet. Date of contract, January 15, 1889. San Francisco Contracting Company, contractor.

Contract price.....	\$32,723 00
Less deduction—allowance for coating on 15 fender piles.....	262 50
	<u>\$32,460 50</u>

Coating piles with "Key West Pile Armor." Date of contract, January 15, 1889. M. Connell, contractor.

Coating 53,605 linear feet of piling, at contract price of 35 cents per foot.....	\$18,761 75
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Apron and slip to project from Section 7, seawall, between Jackson and Washington-Street Piers. Date of contract, April 15, 1889. B. McMahon & Son, contractors.

Contract price.....	\$2,500 00
Addition to contract:	
Forty-four piles, at \$26 88.....	\$1,182 72
Nine piles, at \$22 75.....	204 75
Apron, as per agreement.....	675 00
Four men and driver, one half day.....	18 00
	<hr/>
	2,080 47
	<hr/>
	\$4,580 47

Three connecting wharves in Brannan Street, 118½ feet by 74 feet, 100 feet by 74 feet, and 85 feet by 72 feet, and replanking portions of adjacent structures. Date of contract, May 8, 1889. B. McMahon & Son, contractors.

Contract price.....	\$9,100 00
One hundred additional piles, at \$11 50 per pile.....	1,150 00
	<hr/>
	\$10,250 00

Repiling and repairing Broadway Wharf No. 2 (this wharf is covered with a shed). Date of contract, May 23, 1889. San Francisco Bridge Company, contractor.

Furnishing, driving, and fastening 40 standard piles, at contract price of \$18 53 per pile.....	\$741 20
Furnishing, driving, and fastening 118 fender piles, at contract price of \$17 03 per pile.....	2,009 54
Furnishing, driving, and fastening 30 brace piles, at contract price of \$22 74 per pile.....	682 20
Furnishing, fitting, and fastening 4,976 feet (B. M.) lumber, at contract price of \$30 90 per M. feet.....	153 76
	<hr/>
	\$3,586 70

Two office buildings on wharf of Section 7 of seawall, opposite Washington-Street Pier—each 32 feet long, 19 feet wide, with 12 feet height of story. Date of contract, July 10, 1889. Peter Ahern, contractor.

Contract price.....	\$1,479 00
Extras, change in plans, etc.	105 00
	<hr/>
	\$1,584 00

Coating piles with "Key West Pile Armor," also called "Vulcan Pile Armour." Date of contract, August 6, 1889. M. Connell, contractor.

Thirty-five thousand and seventy-five linear feet of piles coated at contract price, at 40 cents per foot.....	\$14,029 92
Extra—coating 900 linear feet of 16-inch piles, at 10 cents per foot, extra.....	90 00
	<hr/>
	\$14,119 92

Repiling Folsom-Street Pier No. 1 (this pier is covered with a shed). Date of contract, August 15, 1889. B. McMahon & Son, contractors.

Furnishing, driving, and fastening 269 piles, at contract price of \$25 96 per pile.....	\$6,983 24
Furnishing, fitting, and fastening 943 feet (B. M.) lumber, at contract price of \$36 per M. feet.....	33 95
	<hr/>
	\$7,017 19
Less deduction—allowance for 75 feet coating on 5 piles, at 40 cents per foot.....	30 00
	<hr/>
	\$6,987 19

Repiling and repairing Folsom-Street Pier No. 2. Date of contract, August 16, 1889. San Francisco Bridge Company, contractor.

Furnishing, driving, and fastening 98 piles, at contract price of \$18 49 per pile.....	\$1,812 02
Furnishing, fitting, and fastening 3,556 feet (B. M.) lumber, at contract price of \$30 per M. feet.....	106 68
Three hundred and sixty-one feet extra planking and curbing....	7 94
	<hr/>
	\$1,926 64

Rebuilding sides of Mission-Street Pier No. 1. Date of contract, March 17, 1890. San Francisco Bridge Company, contractor.

Furnishing, driving, and fastening 182 fender piles, at contract price of \$12 per pile.....	\$2,184 00
Furnishing, driving, and fastening 148 brace piles, at contract price of \$17 per pile.....	2,516 00
Furnishing, fitting, and fastening 73,333 feet (B. M.) lumber, at contract price of \$25 per M. feet.....	1,833 33
	<hr/>
	\$6,533 33

Repiling and repairing Green-Street Pier. Date of contract, April 5, 1890. B. McMahon & Son, contractors.

Furnishing, driving, and fastening 126 piles, at contract price of \$13 50 per pile.....	\$1,701 00
Furnishing, fitting, and fastening 240 feet (B. M.) lumber, at contract price of \$22 50 per M. feet.....	5 40
	<hr/>
	\$1,706 40

Repiling and repairing Vallejo-Street Pier. Date of contract, April 17, 1890. Darby Laydon, contractor.

Furnishing, driving, and fastening 115 piles, at contract price of \$13 37 per pile.....	\$1,537 55
Furnishing, fitting, and fastening 21,618 feet (B. M.) lumber, at contract price of \$23 75 per M. feet.....	513 43
Extra—furnishing, driving, and fastening 39 brace piles, at \$17 per pile.....	663 00
	<hr/>
	\$2,713 98

Repiling and repairing Howard-Street Pier No. 3. Date of contract, April 21, 1890. Darby Laydon, contractor.

Furnishing, driving, and fastening 84 piles, at contract price of \$14 87 per pile.....	1,249 08
Furnishing, fitting, and fastening 3,914 feet (B. M.) lumber, at contract price of \$26 75 per M. feet.....	104 70
	<hr/>
	\$1,353 78

Float and gang plank for boat landing between Howard-Street Pier No 3 and Folsom-Street Pier No. 1. Date of contract, April 24, 1890. Alexander Hay, contractor.

Contract price.....	\$1,390 00
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Paving portion of East Street, between Market and Mission Streets, with basalt blocks. Date of contract, June 5, 1890. J. W. McDonald, contractor.

Contract price \$1,491 00

Third.

Rebuilding Ferry Slip No. 1 and Clay-Street Pier. Date of contract, August 27, 1889. B. McMahon & Son, contractors.

Contract price..... \$26,250 00
Amount paid on account..... 19,895 62

Shed on Clay-Street Pier. Length, 360 feet, with a width of 76 feet for 200 feet, and of 46 feet for 160 feet. Date of contract, March 10, 1890. B. McMahon & Son, contractors.

Contract price..... \$5,370 00
Amount paid on account..... 2,819 25

DREDGING.

The greater depth of water necessary to accommodate the increased draft of larger vessels coming to this port, and the crowded slips interfering with the full movement of the dredgers, caused the number of yards dredged during the last two fiscal years to be smaller than the amount usually dredged.

During the fiscal year ending June 30, 1889, the cost of repairs to the plant was heavy, thereby increasing the total expenditures for this department to \$62,424 96, while the number of yards dredged (five hundred and thirty-six thousand eight hundred) was far less than in preceding years, and was mainly owing to the prolonged and difficult dredging for the seawall, being a crowded and narrow space through several wharves filled with stumps, stones, and various other obstructions.

This increase in the expenditures, and decrease in the number of yards dredged, increased the cost of dredging to \$11 62 per cubic yard.

During the fiscal year ending June 30, 1890, there were dredged six hundred and forty-five thousand three hundred cubic yards, at a cost of \$51,588 91, or \$7 99 per cubic yard, which is about the average cost.

The details of the work done, and expenditures made by this department, will be found in the tabulated statement on page 25.

No additions have been made to the plant for several years, but it will be necessary to add to and replace much of it at an early day.

PILE DRIVING.

The Board now owns two pile-drivers (one scow and one top driver), which have been operated to their full capacity since their construction.

OUTSTANDING LEASES.

The only unexpired lease of waterfront property is that of the Pacific Mail Steamship Company, which yields a monthly rental of \$1,250, and which will expire January 6, 1892.

PRESERVATION OF PILES.

The Board has not yet felt justified in incurring the expense of a costly creosoting plant without further experiments. To this end, various preparations of asphaltum, limestone, canvas, burlap, ship felt, etc., have been thoroughly experimented with. Whilst the time is too short to determine the absolute value of these trials, it is certain that a wide range of experience has been had, valuable in guiding to the final solution of this vital problem. Two carloads of thoroughly creosoted piles have been secured from the San Pedro works, and driven in the most exposed portions of the front. The engineer of the Board has carefully examined the most recently built creosoting plants on this and the Atlantic Coast, and reports of their operations are on file.

REROOFING AND REPAINTING SHEDS.

The Board has under its jurisdiction some twenty acres of sheds. The oldest of these have been reshingled, and the roofs and sides given two coats of paint. Since the date of the last report, the sheds on Washington and Jackson-Street Piers have been reshingled and painted, and the inside whitewashed. The grain sheds, and the sheds on Broadway Nos. 1 and 2, and Mission and Folsom-Street Piers, have been repaired and repainted, as well as minor structures. The outlay thus incurred is justified by the greater protection to merchandise, and by the greater durability and improved appearance of the waterfront property.

EXAMINATION OF BOOKS AND ACCOUNTS.

Believing that the accounts of all public officers, particularly of those who are charged with the receiving and disbursement of public funds, should be often and thoroughly examined, the Board has on several occasions during the last two years employed Mr. Julian B. Harries, a competent and experienced accountant, to examine the books, vouchers, and accounts of this office. Mr. Harries has submitted three reports of his investigations, covering the period from March 26, 1883, to the thirtieth day of June, 1890, all of which are on file. The Board submits herewith a copy of his last report, omitting the other two on account of their length:

320 SANSOME STREET, ROOM 19, }
SAN FRANCISCO, September 20, 1890. }

To the honorable State Harbor Commissioners, San Francisco:

GENTLEMEN: Since the date of my last report, March 24, 1890, I have examined the books and accounts of the department up to June 30, 1890, and beyond one or two trifling omissions since rectified, I find everything correct.

My examinations, as you are aware, antedate the biennial report just drafted, as well as the preceding one; therefore, I am in a position to speak from actual facts and figures. The department in its march of improvement has now come down to good systematic work, keeping always in view the doubt check principle; and as a meed of merited praise to the employés, I would add that I consider your books and accounts would compare favorably with any other governmental department.

On the seventeenth instant, I addressed a letter to State Controller John P. Dunn, Esq., asking what balance stood to the credit of the San Francisco Harbor Improvement Fund on June 30, 1890; also what drafts remained unpaid up to and inclusive of No. 343 (the last that was drawn in June). Inclosed herewith I send you the State Controller's reply, wherein he states that, according to his books, the account stood as follows:

June 30, 1890—Balance on hand to credit of San Francisco Harbor Improvement Fund-----	\$267,630 52
Deduct drafts drawn and not presented, Nos. 335, 336, 340, 341, 342, and 343---	14,374 29
	\$253,256 23
Add balance of June cash remitted to State Controller, as per his receipt----	19,280 93
	<u>\$272,537 16</u>

This sum is 4 cents in excess of your ledger balance.

With regard to the biennial report, now ready for the printer's hands, I would state that I have gone over all the receipts, disbursements, drafts drawn, and other figures connected therewith, and find them strictly correct.

Hoping that the present satisfactory working of your department will be ever maintained, I have the honor to be, gentlemen,

Your obedient servant,

JULIAN B. HARRIES,
Accountant.

CHANGE IN THE SYSTEM OF COLLECTING TOLLS.

On September 26, 1889, the Board passed an order that very materially changed the system of collecting tolls, to take effect on November 1, 1889, prior to which time tolls were paid on merchandise as it passed over the various wharves by teamsters, consignees, owners, and others. The system was an expensive one, as it required a Collector to be stationed at each wharf, each Collector receiving a monthly salary of \$100, fixed by law. The term for which Collectors are appointed, also fixed by law, is four years, and the Board doubted its power to remove a Collector before the expiration of his term, which would not occur before 1891.

By the change in the manner of collecting tolls the Board would be able to dispense with the services of twenty Collectors, thereby decreasing the expense of collecting tolls \$2,000 per month. But, unless the Board had the power to remove a Collector prior to the expiration of his term of office, there would be nothing gained by the contemplated change of system; on the contrary, there would be a decided loss. Therefore, on July 16, 1889, the Board removed a Collector named Ford, and tendered him his salary earned at the date of removal. Ford demanded his salary for the full month, and denied the power of the Board to remove him, and brought an action in the Supreme Court of the State to compel the Board to pay him the sum of \$30, as and for a balance due him on account of his salary as Collector for the month ending July 25, 1890. This brought the question as to the power of the Board in the premises fairly before the Supreme Court of the State. The case was argued by Hon. Jas. G. Maguire, on behalf of the Collector, and by Hon. W. W. Morrow and T. C. Coogan, Esq., on behalf of the Board, and on October 1, 1889, the Court rendered its decision, fully sustaining the position taken by the Board. (The case will be found reported in the 81 Cal. Reports, pages 19 to 37.)

By this system of collecting tolls the owner, agent, manager, consignee, master, or person in command of any vessel must, at the time of her arrival at a wharf, if she has a cargo to discharge, and before her departure, if she has taken a cargo on board, deliver to the Collector at the wharf a full and correct statement of all merchandise to be discharged from or that has been received on board such vessel, and must pay to the Collector the tolls due thereon according to the schedule of rates fixed by the Board.

As soon after the first of November, 1889, as the business of the wharves would permit, the Board removed nineteen more Collectors, making twenty in all, and thereby reduced the expenses of collecting tolls \$2,000 per month.

After a practical working of the system for the last eight months the Board is satisfied that the change has proved to be a judicious one, for although the revenue collected from tolls during that period is less than during the corresponding period under the former system, yet it is fully accounted for by the fact that on November 21, 1889, the Board abolished all tolls on grain, flour, and mill stuffs passing over the wharves under its jurisdiction, the order taking effect on December 1, 1889, and thereby very materially reducing the revenue from tolls.

PASSENGER DEPOT AND BELT RAILROAD.

Seawall and Passenger Depot at Foot of Market Street.

Sub-section 8 (a) will extend from the center line of Clay Street to the north end of Sub-section 8 (b) already built, and will complete the seawall across the important space fronting the passenger ferry slips at the foot of Market Street. This sub-section is about four hundred feet long, and will cost about \$120,000. It is the purpose of the Board to let this section, as soon as it can be done without subjecting the public to the great inconvenience of the change during the rainy season.

The seawall as thus built will serve as the foundation for the west front of a large passenger depot, designed to be about eight hundred feet long and one hundred and fifty feet wide. The east front will rest upon heavy concrete piers about forty feet apart, and costing in the aggregate some \$42,000.

This building is designed to accommodate the passenger traffic reaching the foot of Market Street. It will be two stories high, with a central portion one story higher. The second story will be reached by a steel bridge over East Street, and extending to the south side of Sacramento Street, and connected directly with the upper decks of steamers. The principal materials of construction will be iron, steel, and glass. It is estimated, with the bridge and approaches, to cost about \$504,000.

Upon the commencement of Sub-section 8 (a), it will be necessary to commence the condemnation of a small triangle at the intersection of East and Sacramento Streets. In this connection it is proper to call attention to the fact that no authorization exists for the acquisition of the necessary space for the abutment and steps for the west end of the overhead steel bridge above mentioned, and to the necessity for the enactment of suitable laws giving the Board this power.

Since the laws creating the Board and defining its duties and responsibilities were passed, additional duties have been imposed. The concentration of a vast local and transcontinental passenger traffic at the foot of Market Street, and the need of building a belt railroad around the State's waterfront properties, have imposed obligations upon the Board beyond the limits of their present revenues. There can be no doubt of the advantages to the State at large of the past policy of the Board regarding the absolute ownership and control by the State of all the waterfront property, and the structures thereon. No person nor corporation should own any structure whatever upon the State property,

nor should such structure, when built by the State, be under the exclusive control of any person or corporation.

And, although the time is at hand when the public need for suitable passenger accommodations at the foot of Market Street is great, and our commercial necessities demand the most complete facilities for rapid handling of freights, no step should be taken which would in any way tend to impair the absolute control by the State of the vast interests of the waterfront. The direct revenues of the Board are sufficient, when wisely expended, for the maintenance and extension of the waterfront and seawall, as originally provided for by law, but not for meeting the additional burdens above mentioned. It is believed that these burdens may be borne without the addition of one dollar of taxation upon the citizens of the State.

The State has now reclaimed from the bay, by the construction of the seawall already built, thirty and one half fifty-vara lots (in a former report this area has been given as thirty-three and one third fifty-vara lots; but since that report, Lot No. 4 has been decided by the Courts to be partly owned by private parties). These are worth at least \$1,500,000. By the extension of the seawall westwardly to Van Ness Avenue, at a cost of about \$440,000, a large and more valuable area will be reclaimed. The grading of these lots will cost about \$200,000, so that by this extension, at a gross cost of \$640,000, the State will be in the possession of property of a minimum value of \$1,500,000 in addition to that now reclaimed. There is no need of funds for carrying out this work, as its prosecution comes under the regular expenditures of the San Francisco Harbor Improvement Fund, as provided by law. The Board purposes to make this extension of the seawall as rapidly as circumstances will permit, so that in a few years the State lots will aggregate over sixty fifty-vara lots, and a value of at least \$3,000,000.

The Belt Railroad.

The Belt Railroad is already under construction in the building of the freight ferry slip on Section 4 of the seawall, at the foot of Lombard Street. The Board intends to lay a double track steel railroad (with a third rail for accommodating narrow gauge cars) from this slip both ways, to Powell Street on the west and to Pacific Street on the southeast. The building and equipping of this road will cost about \$95,000. Just west of Lombard Street a sidetrack is designed for making up trains for the slip. No other sidings or depot tracks are provided for. Proper facilities of this kind should be secured by all railroad companies reaching the city, but under no circumstances should such tracks be allowed on the seawall thoroughfare.

The connection of the northern portion of the belt railroad with the system entering at Second Street by ferry from Oakland has been closely considered by the Board. To extend the railroad south of Market Street in the present condition of the front would subject the Board to one of two serious dilemmas—either to sacrifice very important wharves and piers, or to acquire the right of way over costly private property. After the completion of nearly a mile of seawall south of Market Street, these difficulties of this line will be removed, except the complicated crossing of the street railroad termini at the foot of Market Street.

To avoid this delay, and at the same time reap the benefits of a com-

plete belt railroad at an early day, the Chief Engineer of the Board has suggested a road from Section 6 of the seawall down Drumm Street to Main Street, and along Main Street to the waterfront, and thence across the State's properties to the foot of Second Street, thus giving the desired connection.

There can be no doubt of the advantages of this route as compared with the waterfront route across the foot of Market Street, and as the district traversed is entirely devoted to manufacturing and mercantile interests, the property holders would not offer any serious objections to such route, especially when confronted with the disadvantages to which their properties would be subjected should the other route be ultimately adopted. As a surface road (to be utilized only at such hours of the night as may be designated) this road would cost about \$185,000.

The Board is therefore called upon to meet the following expenditures, outside those contemplated in the law, yet within the just requirements of its duties and policy:

<i>First</i> —The passenger depot.....	\$504,000 00
<i>Second</i> —The northern end of the belt railroad.....	95,000 00
<i>Third</i> —The connection with the southern portion of the city.....	185,000 00
Total.....	<u>\$784,000 00</u>
Or in round numbers, \$800,000.	

To meet this, the Board recommends the authorization of the issuance (as required for the purposes) of 4 per cent bonds to the extent of \$800,000. To provide for the interest and redemption of these bonds, it is recommended that the revenue derived from the depot building and the belt railroad be appropriated as a Sinking Fund, to be increased, if necessary, by the rentals from the seawall lots. It will be observed, that for the retirement of these bonds the State can thus set apart the revenue from at least \$3,800,000 worth of the most valuable property on the waterfront of the city.

Respectfully submitted.

WM. D. ENGLISH,
CHAS. O. ALEXANDER,
W. H. BROWN,
State Harbor Commissioners.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1890.

RECEIPTS.	1888-9.	1889-90.	Total.
Section 1, Seawall Wharf	\$12,308 89	\$12,330 20	\$24,639 09
Section 2, Seawall Wharf	8,783 15	8,283 54	17,066 69
Section 3, Seawall Wharf	14,051 35	10,628 68	24,680 03
Section 4, Seawall Wharf	12,824 50	10,420 16	23,244 66
Fishermen's Wharf	2,912 00	3,787 85	6,699 85
Union-Street Wharf	14,802 35	16,411 73	31,214 08
Green-Street Wharf	16,376 05	16,138 99	32,515 04
Vallejo-Street Wharf	11,275 95	12,074 51	23,350 46
Broadway Wharves Nos. 1 and 2	31,865 70	2,724 80	34,590 50
Broadway Wharf No. 1		15,692 63	15,692 63
Broadway Wharf No. 2		13,085 02	13,085 02
Pacific-Street Wharf	24,203 60	21,226 85	45,430 45
Jackson-Street Wharf	13,608 30	16,256 17	29,864 47
Washington-Street Wharf	16,021 90	13,744 22	29,766 12
Ferries	89,717 95	84,901 17	174,619 12
Mission-Street Wharf No. 1	14,439 75	12,177 63	26,617 38
Mission-Street Wharf No. 2	18,022 10	20,203 12	38,225 22
Howard-Street Wharf No. 1	17,438 95	15,092 71	32,531 66
Howard-Street Wharf No. 2	14,221 45	13,902 20	28,123 65
Howard-Street Wharf No. 3	13,568 00	10,687 02	24,255 02
Folsom-Street Wharves Nos. 1 and 2	28,487 15	2,432 40	30,919 55
Folsom-Street Wharf No. 1		10,932 10	10,932 10
Folsom-Street Wharf No. 2		10,986 05	10,986 05
Harrison and Spear-Street Wharves	41,508 05	3,435 95	44,944 00
Harrison-Street Wharf		14,977 78	14,977 78
Steuart-Street Wharf		7,613 15	7,613 15
Spear-Street Wharf		14,751 39	14,751 39
Main-Street Wharf	22,195 00	17,400 50	39,595 50
Beale-Street Wharf	36,265 70	26,184 02	62,449 72
Fremont-Street Wharf		7,843 28	7,843 28
Third and Berry-Street Wharves	25,737 15	1,955 15	27,692 30
Third-Street Wharf		9,328 99	9,328 99
Berry-Street Wharf		12,475 75	12,475 75
Channel-Street Wharf	6,348 85	5,992 45	12,341 30
Center-Street Wharf	3,000 00	3,000 00	6,000 00
Merchants' Dry Dock	6,000 00	6,000 00	12,000 00
Pacific Mail Steamship Company	15,000 00	15,000 00	30,000 00
Southern Pacific Company (rent)	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls)	50,283 69	48,206 09	98,489 78
United States Barge Office	240 00	240 00	480 00
Space for scales	1,260 00	1,342 50	2,602 50
Space for lumber	678 30	1,785 45	2,463 75
Revenue from seawall lots	13,243 35	23,131 65	36,375 00
Sale of old material (urgent repairs)	1,551 98	1,931 00	3,482 98
Sale of old material (pile driving)	623 70	1,581 81	2,205 51
Sale of old material (Dredger No. 2)	100 90		100 90
Sale of old material (tug "Anasha")	5 25		5 25
Sale of old material (tug "Gov. Irwin")	3 93		3 93
Sale of old material (seawall account)	762 00		762 00
Dredging (Dredger No. 1)	160 00	400 00	560 00
Dredging (Dredger No. 2)		520 00	520 00
Pacific Mail Steamship Company (tolls)	10 00		10 00
Sale of merchandise left on wharves	13 60	31 00	44 60
Received for use of Ferry Railroad Track		100 00	100 00
Overcharge in gas bills refunded		103 58	103 58
Received from vessels—damages to wharves	417 00	454 34	871 34
	\$619,537 54	\$599,105 58	\$1,218,643 12
Amount drawn from San Francisco Harbor Improvement Fund	247,137 61	311,633 96	558,771 57
Totals	\$866,675 15	\$910,739 54	\$1,777,414 69

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1888-89.	1889-90.	Total.
Salaries of Commissioners, Secretaries, and Clerks.....	\$16,352 45	\$17,047 40	\$33,399 85
Salaries of Chief Engineer and Assistants	6,600 00	6,875 00	13,475 00
Salaries of Chief Wharfinger and Assistant	4,800 00	4,770 00	9,570 00
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Wharfingers	31,410 60	31,274 20	62,684 80
Salaries of Collectors	40,651 60	26,169 30	66,820 90
Salaries of Watchmen	2,700 00	2,111 55	4,811 55
Expense account (rent, printing, stationery, keeping horses, lighting wharves, sprinkling roadways, etc.)	15,290 09	20,836 33	36,126 42
Urgent repairs	41,473 59	50,128 00	91,601 59
Repairs, including lumber (by contract)	58,202 71	68,885 58	127,088 29
Pile driving	66,691 13	65,475 05	132,166 18
Cleaning wharves	15,812 60	16,177 58	31,990 18
Wharf offices and furniture	135 58	312 67	448 25
Legal expenses	660 05	660 85	1,320 90
Fire account	4,941 55	4,988 65	9,930 20
Dredger No. 1	14,659 31	14,444 51	29,103 82
Dredger No. 2	24,526 90	15,019 82	39,546 72
Tug "Anasha"	10,381 94	9,394 62	19,776 56
Tug "Gov. Irwin"	12,856 81	12,729 96	25,586 77
Construction account	64,850 83	116,261 88	181,112 71
Seawall account	99,765 47	97,632 20	197,397 67
Improving seawall lots (including paving, sewerage, and curbing)	1,820 77	17,787 28	19,608 05
Dockage refunded	1,175 45	1,384 15	2,559 60
Tolls refunded	933 50	821 15	1,754 65
Wharfage refunded	339 72	277 75	617 47
Rent refunded	39 00	70 50	109 50
Fishermen's wharf (gas, water, cleaning market, etc.)	387 60	386 80	774 40
Profit and loss (damages to vessels)	10 78	268 56	279 34
Oregon Railway and Navigation Co., for loss of mer- chandise by falling of wharf, pursuant to Act of Legislature	5,000 00	-----	5,000 00
Gregory Valerro, for loss of horse, pursuant to Act of Legislature	200 00	-----	200 00
	\$545,070 03	\$604,591 34	\$1,149,661 37
Amount remitted to San Francisco Harbor Improve- ment Fund	321,605 12	306,148 20	627,753 32
Totals	\$866,675 15	\$910,739 54	\$1,777,414 69

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND,
FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1890.

1888.	<i>Dr.</i>			
July 14.	To amount remitted by Commissioners for July	\$6,000 00		
July 30.	To amount remitted by Commissioners for July	9,000 00		
July 31.	To amount remitted by Commissioners for July	4,500 00		
Aug. 4.	To amount remitted by Commissioners for July	6,894 08		
				\$26,394 08
Aug. 28.	To amount remitted by Commissioners for August	\$12,000 00		
Sept. 4.	To amount remitted by Commissioners for August	14,082 13		
				26,082 13
Sept. 28.	To amount remitted by Commissioners for September	\$10,000 00		
Sept. 29.	To amount remitted by Commissioners for September	5,500 00		
Oct. 4.	To amount remitted by Commissioners for September	8,589 79		
				24,089 79
Oct. 29.	To amount remitted by Commissioners for October	\$15,000 00		
Nov. 3.	To amount remitted by Commissioners for October	14,000 00		
Nov. 5.	To amount remitted by Commissioners for October	8,527 40		
				37,527 40
Dec. 3.	To amount remitted by Commissioners for November	\$9,000 00		
Dec. 5.	To amount remitted by Commissioners for November	20,371 31		
				29,371 31
1889.				
Jan. 4.	To amount remitted by Commissioners for December			28,365 20
Jan. 25.	To amount remitted by Commissioners for January	\$7,000 00		
Feb. 4.	To amount remitted by Commissioners for January	16,146 07		
				23,146 07
Mar. 4.	To amount remitted by Commissioners for February			26,587 06
April 3.	To amount remitted by Commissioners for March			20,836 86
May 2.	To amount remitted by Commissioners for April	\$13,000 00		
May 3.	To amount remitted by Commissioners for April	9,782 24		
				22,782 24
May 28.	To amount remitted by Commissioners for May	\$18,000 00		
June 4.	To amount remitted by Commissioners for May	11,173 58		
				29,173 58
July 3.	To amount remitted by Commissioners for June			27,249 90
Aug. 5.	To amount remitted by Commissioners for July			22,977 01
Sept. 4.	To amount remitted by Commissioners for August			28,751 19
Oct. 3.	To amount remitted by Commissioners for September			23,639 68
Nov. 5.	To amount remitted by Commissioners for October			27,161 42
Dec. 3.	To amount remitted by Commissioners for November	\$9,000 00		
Dec. 4.	To amount remitted by Commissioners for November	14,597 66		
				23,597 66
1890.				
Jan. 4.	To amount remitted by Commissioners for December			29,576 43
Feb. 1.	To amount remitted by Commissioners for January	\$10,000 00		
Feb. 4.	To amount remitted by Commissioners for January	18,821 38		
				28,821 38
Mar. 5.	To amount remitted by Commissioners for February			23,177 28
Mar. 26.	To amount remitted by Commissioners for March	\$17,000 00		
April 4.	To amount remitted by Commissioners for March	10,107 03		
				27,107 03
May 3.	To amount remitted by Commissioners for April			29,423 72
June 5.	To amount remitted by Commissioners for May			22,634 47
July 3.	To amount remitted by Commissioners for June			19,280 93
	Total amount remitted			\$627,753 32
	Balance in San Francisco Harbor Improvement Fund July 1, 1888			203,555 87
				\$831,308 69

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Cr.

Date.	ORDER.	No.	On Account of.	Amount.
1888.				
July 3.	J. C. Smith	191	Furnishing lumber	\$3,820 74
July 9.	Geo. D. Nagle and J. S. Antonelle	192	Constructing seawall	1,361 38
July 17.	S. F. Bridge Co.	193	Repiling Secs. 1, 2, 3, and 4, Seawall Wharf	1,447 88
July 19.	B. McMahon & Son ...	194	Repiling Washington-Street Pier	7,759 05
July 26.	N. Bichard	195	Furnishing piles	2,728 57
July 26.	J. C. Smith	196	Furnishing lumber	2,931 60
July 26.	American B. and B. Co.	197	Pier at foot of Harrison Street	13,114 64
July 26.	American B. and B. Co.	198	Repiling Berry-Street Wharf	3,644 95
Aug. 2.	S. F. Contracting Co. .	199	Constructing seawall	3,378 45
Aug. 7.	B. McMahon & Son ...	200	Pier and shed thereon at foot of Lombard Street	13,496 69
Aug. 9.	S. F. Bridge Co.	201	Repiling Secs. 1, 2, 3, and 4, Seawall Wharf	3,139 50
Aug. 14.	S. F. Bridge Co.	202	Removing wharves in line of Section 7, seawall, and building and removing temporary connecting roadways for Jackson and Washington-Street Piers	1,125 00
Aug. 23.	N. Bichard	203	Furnishing piles	4,530 79
Sept. 4.	S. F. Contracting Co. .	204	Constructing seawall	3,181 78
Sept. 20.	S. F. Bridge Co.	205	Repiling Secs. 1, 2, 3, and 4, Seawall Wharf	3,610 04
Sept. 20.	J. C. Smith	206	Furnishing lumber	6,189 97
Sept. 24.	D. H. Bibb	207	Furnishing piles	1,101 84
Sept. 24.	N. Bichard	208	Furnishing piles	2,375 39
Sept. 24.	L. H. Pierson	209	Furnishing lumber	2,264 18
Oct. 3.	S. F. Contracting Co. .	210	Constructing seawall	2,301 58
Oct. 23.	S. F. Bridge Co.	211	Repiling Secs. 1, 2, 3, and 4, Seawall Wharf	6,163 59
Oct. 25.	D. H. Bibb	212	Furnishing piles	2,271 26
Oct. 25.	L. H. Pierson	213	Furnishing lumber	3,103 91
Nov. 1.	S. F. Contracting Co. .	214	Constructing seawall	5,804 73
Nov. 27.	L. H. Pierson	215	Furnishing lumber	2,855 54
Dec. 4.	S. F. Contracting Co. .	216	Constructing seawall	6,731 23
Dec. 11.	D. H. Bibb	217	Furnishing piles	1,809 58
Dec. 18.	J. W. McDonald	218	Paving, curbing, etc., on seawall	1,151 61
1889.				
Jan. 3.	S. F. Contracting Co. .	219	Constructing seawall	10,887 99
Jan. 7.	L. H. Pierson	220	Furnishing lumber	3,005 16
Jan. 15.	D. H. Bibb	221	Furnishing piles	1,972 99
Feb. 4.	S. F. Contracting Co. .	222	Constructing seawall	10,229 88
Feb. 4.	L. H. Pierson	223	Furnishing lumber	2,994 91
Feb. 7.	J. W. McDonald	224	Paving East Street, between Market and Howard	4,599 50
Feb. 12.	B. McMahon & Son ...	225	Rebuilding portions of Union-St. Pier	4,106 25
Feb. 12.	B. McMahon & Son ...	227	Rebuilding portions of Green-St. Pier	4,769 10
Mar. 1.	J. S. Antonelle	228	Constructing seawall	991 68
Mar. 1.	S. F. Contracting Co. .	229	Constructing seawall	7,697 52
Mar. 1.	D. H. Bibb	230	Furnishing piles	3,508 93
Mar. 5.	S. F. Contracting Co. .	231	Pier at foot of Fremont Street	2,208 80
Mar. 5.	L. H. Pierson	232	Furnishing lumber	2,441 97
Mar. 13.	J. W. McDonald	233	Paving East Street, between Market and Howard	4,599 50
Mar. 26.	D. H. Bibb	234	Furnishing piles	1,770 26
Mar. 26.	L. H. Pierson	235	Furnishing lumber	857 14
Mar. 26.	S. F. Bridge Co.	236	Removing wharves in line of Section 7, seawall, and building and removing temporary connecting roadways for Jackson and Washington-Street Piers	1,375 00
Mar. 28.	B. McMahon & Son ...	237	Rebuilding portions of Green-Street Pier, etc.	1,653 80
Mar. 28.	B. McMahon & Son ...	238	Rebuilding portions of Union-Street Pier	1,481 86

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	ORDER.	No.	On Account of.	Amount.
Mar. 28.	B. McMahon & Son	239	Sewer at foot of Washington Street	\$1,182 50
Mar. 28.	Jas. J. O'Connor	240	Sewer in Bay Street, between Dupont and Kearny	775 52
April 2.	S. F. Contracting Co.	241	Constructing seawall	7,238 60
April 2.	J. S. Antonelle	242	Constructing seawall	510 54
April 9.	S. F. Contracting Co.	243	Pier at foot of Fremont Street	736 27
April 9.	J. W. McDonald	244	Extra filling—paving East Street, between Market and Howard	892 50
April 25.	D. H. Bibb	245	Furnishing piles	2,132 95
April 25.	Pretorious & Lemmier	246	Boiler for dredger	2,789 00
May 2.	S. F. Contracting Co.	247	Constructing seawall	7,639 34
May 2.	J. S. Antonelle	248	Constructing seawall	408 75
May 2.	M. Connell	249	Coating piles with Key West Pile Armor	1,802 33
May 7.	S. F. Contracting Co.	250	Pier at foot of Fremont Street	490 85
May 9.	S. F. Contracting Co.	251	Constructing seawall	2,362 50
May 9.	J. W. McDonald	252	Paving on seawall, opposite Merchant Street	900 81
May 9.	Paraffine Paint Co.	253	Protecting piles	775 25
May 23.	D. H. Bibb	254	Furnishing piles	1,425 39
May 24.	Oregon R. R. & N. Co.	255	Loss of merchandise by falling of Spear-Street Wharf, pursuant to Act of Legislature	5,000 00
May 28.	M. Connell	256	Coating piles with Key West Pile Armor	6,898 76
May 31.	S. F. Contracting Co.	257	Constructing seawall	5,956 10
June 4.	J. S. Antonelle	258	Constructing seawall	3,582 60
June 4.	S. F. Contracting Co.	259	Pier at foot of Fremont Street	6,871 83
June 24.	D. H. Bibb	260	Piles furnished	2,217 51
July 2.	M. Connell	261	Coating piles with Key West Pile Armor	10,060 66
July 2.	S. F. Bridge Co.	262	Repiling Broadway Wharf No. 2	3,586 70
July 2.	S. F. Contracting Co.	263	Pier at foot of Fremont Street	6,135 56
July 2.	J. S. Antonelle	264	Constructing seawall	5,800 94
July 11.	Ventura Asphalt Co.	265	Coating piles	1,344 30
July 16.	B. McMahon & Son	266	Ferry slip between Jackson and Washington-Street Piers	2,500 00
July 16.	B. McMahon & Son	267	Connecting wharves along Brannan Street, etc.	2,730 00
July 24.	D. H. Bibb	268	Furnishing piles	1,618 88
July 26.	Peter Ahern	269	Building on Section 7, seawall, opposite Washington-Street Wharf	554 63
July 30.	B. McMahon & Son	270	Connecting wharves along Brannan Street, etc.	3,412 50
Aug. 2.	S. F. Contracting Co.	271	Pier at foot of Fremont Street	16,017 19
Aug. 2.	J. S. Antonelle	272	Constructing seawall	9,724 50
Aug. 2.	B. McMahon & Son	273	Addition to ferry slip between Jackson and Washington-Street Piers	2,080 47
Aug. 8.	B. McMahon & Son	274	Connecting wharves along Brannan Street, etc.	3,607 50
Aug. 20.	B. McMahon & Son	275	Connecting wharves along Brannan Street, etc.	500 00
1889.				
Aug. 20.	Peter Ahern	276	Two buildings on Washington-Street Pier	1,029 37
Sept. 2.	S. F. Contracting Co.	277	Constructing seawall	27,491 98
Sept. 4.	J. S. Antonelle	278	Constructing seawall	10,653 32
Sept. 4.	Alexander Hay	279	Float and gang planks for boat landing	1,495 00
Sept. 17.	D. H. Bibb	280	Furnishing piles	1,232 84
Sept. 24.	A. E. Buckman	281	Sewering, paving, etc., at intersection of Battery with Greenwich Streets	692 90
Sept. 24.	C. B. Williams	282	Redwood and pipe sewer near the foot of Washington Street	1,442 40
Oct. 3.	J. S. Antonelle	283	Constructing seawall	3,701 25
Oct. 8.	S. F. Contracting Co.	284	Constructing seawall	145 00
Oct. 10.	D. H. Bibb	285	Furnishing piles	2,452 44
Oct. 10.	Golden Gate Lum. Co.	286	Furnishing lumber	625 34
Oct. 15.	Golden Gate Lum. Co.	287	Furnishing lumber	2,945 88
Oct. 15.	M. Connell	288	Coating piles with Vulcan Pile Armor	4,739 20
Oct. 25.	Golden Gate Lum. Co.	289	Furnishing lumber	1,057 81

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	ORDER.	No.	On Account of.	Amount.
Nov. 2.	A. E. Buckman.....	290	Paving, curbing, etc., on Battery St., between Greenwich and East Sts....	\$1,760 80
Nov. 2.	J. W. McDonald.....	291	Paving, curbing, etc., on Drumm St., bet. Broadway and Pacific Sts., etc....	6,901 02
Nov. 12.	Golden Gate Lum. Co..	292	Furnishing lumber.....	2,602 13
Nov. 13.	J. S. Antonelle.....	293	Constructing seawall.....	4,047 75
Nov. 19.	M. Connell.....	294	Coating piles with Vulcan Pile Armor.	3,861 12
Nov. 19.	S. F. Bridge Co.....	295	Repiling Folsom-Street Pier No. 2....	1,926 64
Nov. 29.	D. H. Bibb.....	296	Furnishing piles.....	4,113 31
Nov. 29.	Golden Gate Lum. Co..	297	Furnishing lumber.....	1,966 41
Dec. 3.	John Hackett and John Sherry.....	298	Paving portions of Bay, Battery, and Davis Sts., and seawall thoroughfare	4,343 63
Dec. 9.	J. S. Antonelle.....	299	Constructing seawall.....	913 50
Dec. 27.	D. H. Bibb.....	300	Furnishing piles.....	963 64
1890.				
Jan. 2.	J. S. Antonelle.....	301	Constructing seawall.....	1,585 80
Jan. 2.	M. Connell.....	302	Coating piles with Vulcan Pile Armor.	2,944 40
Jan. 2.	B. McMahon & Son...	303	Repiling Folsom-Street Pier No. 1....	3,816 12
Jan. 7.	John Hackett and John Sherry.....	304	Paving portions of Bay, Battery, and Davis Sts., and seawall thoroughfare	3,012 00
Jan. 7.	Golden Gate Lum. Co..	305	Furnishing lumber.....	2,981 30
Jan. 28.	B. McMahon & Son...	306	Rebuilding Ferry Slip No. 1 and Clay- Street Pier.....	5,432 25
Jan. 28.	D. H. Bibb.....	307	Furnishing piles.....	1,847 60
Jan. 30.	M. Connell.....	308	Coating piles with Vulcan Pile Armor.	2,102 00
Jan. 30.	Golden Gate Lum. Co..	309	Furnishing lumber.....	2,258 70
Feb. 4.	J. S. Antonelle.....	310	Constructing seawall.....	5,346 00
Feb. 4.	John Hackett and John Sherry.....	311	Paving portions of Bay, Battery, and Davis Sts., and seawall thoroughfare	3,881 25
Feb. 6.	M. Connell.....	312	Coating piles with Vulcan Pile Armor.	473 20
Feb. 11.	James V. Owens.....	313	Sewering, etc., in Montgomery Street.	1,246 00
Feb. 13.	B. McMahon & Son...	314	Repiling Folsom-Street Pier No. 1....	3,171 07
Mar. 4.	J. S. Antonelle.....	315	Constructing seawall.....	7,710 79
1890.				
Mar. 4.	John Hackett and John Sherry.....	316	Paving portions of Bay, Battery, and Davis Sts., and seawall thoroughfare	4,913 94
Mar. 4.	B. McMahon & Son...	317	Rebuilding Ferry Slip No. 1 and Clay- Street Pier.....	9,497 25
Mar. 4.	D. H. Bibb.....	318	Furnishing piles.....	3,694 66
Mar. 6.	Golden Gate Lum. Co..	319	Furnishing lumber.....	2,808 31
Mar. 24.	D. H. Bibb.....	320	Furnishing piles.....	2,011 62
Apr. 3.	J. S. Antonelle.....	321	Constructing seawall.....	6,341 62
Apr. 3.	John Hackett and John Sherry.....	322	Paving portions of Bay, Battery, and Davis Sts., and seawall thoroughfare	3,037 50
Apr. 3.	John Hackett and John Sherry.....	323	Paving on Broadway, Vallejo Street, and seawall thoroughfare.....	389 61
Apr. 3.	Golden Gate Lum. Co..	324	Furnishing lumber.....	2,870 10
Apr. 11.	B. McMahon & Son...	325	Rebuilding Ferry Slip No. 1 and Clay- Street Pier.....	3,436 12
Apr. 24.	D. H. Bibb.....	326	Furnishing piles.....	1,950 37
Apr. 29.	Golden Gate Lum. Co..	327	Furnishing lumber.....	5,108 99
May 2.	J. S. Antonelle.....	328	Constructing seawall.....	2,706 90
May 2.	John Hackett and John Sherry.....	329	Paving portions of Bay, Battery, and Davis Sts., and seawall thoroughfare	7,816 18
May 13.	Darby Laydon.....	330	Repiling Howard-Street Pier No. 3....	1,353 78
May 13.	S. F. Bridge Co.....	331	Rebuilding sides of Mission-St. Pier..	6,533 33
May 21.	Alexander Hay.....	332	Float and gangway for boat landing..	1,390 00
May 27.	D. H. Bibb.....	333	Furnishing piles.....	2,565 74
May 29.	Darby Laydon.....	334	Repiling Vallejo-Street Wharf.....	2,713 98
May 29.	B. McMahon & Son...	335	Shed on Clay-Street Pier.....	2,819 25
May 29.	B. McMahon & Son...	336	Rebuilding Ferry Slip No. 1 and Clay- Street Pier.....	1,530 00

STATEMENT OF THE SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	ORDER.	No.	On Account of.	Amount.
June 3.	J. S. Antonelle	337	Constructing seawall	\$5,626 10
June 3.	Golden Gate Lum. Co. ..	338	Furnishing lumber	5,210 94
June 11.	John Hackett and John Sherry	339	Paving on Broadway, Vallejo Street, and seawall thoroughfare	5,295 64
June 17.	B. McMahon & Son	340	Repiling Green-Street Pier	1,706 40
June 30.	D. H. Bibb	341	Furnishing piles	1,368 22
June 30.	Golden Gate Lum. Co. ..	342	Furnishing lumber	5,459 42
June 30.	J. W. McDonald	343	Paving East Street, between Market and Mission	1,491 00
				\$558,771 57
			Balance in San Francisco Harbor Improvement Fund	272,537 12
				\$831,308 69

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS.

FISCAL YEAR.	RECEIPTS.		EXPENSES.		Percentage per Year	CONSTRUCTION AND REPAIRS.		Scawall.	DREDGING.	Purchase of Dredgers, Scaws, and Repairs.	Miscellaneous.	Retained State Treasurer.	Drawn from State Treasurer.
	From Dockage, Tolls, Wharfage, Rents, etc.		Salaries Commissioners, Secretary, Clerk (and Law Fees), Wharfinger, Collectors, Fuel, Rent, Printing, Stationery, etc.			Building Wharves, Bulks, Heads, etc., and Repairs on the same.							
1863-4	\$117,848 28		\$25,354 84		21.50	\$67,549 82					\$976 25	\$71,807 39	\$47,680 02
1864-5	177,303 66		32,430 10		18.28	80,875 15		\$3,607 00	\$44,106 50			123,365 23	62,334 82
1865-6	183,716 80		35,531 42		19.02	19,065 42		206 50	10,300 00			132,023 96	47,568 50
1866-7	336,409 36		41,233 95		11.95	88,525 78		250,991 97	41,021 00		330 62	268,573 45	64,345 94
1867-8	294,304 28		55,531 92		18.87	82,791 27		262,323 13	32,338 00		561 18	217,528 05	394,121 12
1868-9	287,890 53		52,130 77		18.11	38,779 83		165,892 68	80,100 00			212,532 07	310,213 27
1868-70	252,649 56		54,684 40		21.65	35,545 04			35,258 00			180,623 37	272,670 93
1870-1	148,917 03		37,782 65		25.37	53,693 31			53,944 40			96,097 20	73,914 13
1871-2	195,031 14		61,006 70		31.28	28,146 02			32,293 20			105,877 82	53,944 40
1872-3	190,330 47		69,858 63		36.50	78,776 28			42,478 56	\$34,070 00		91,042 59	80,640 23
1873-4	265,709 06		77,938 05		29.33	104,175 98		2,321 85	33,835 71	3,725 00		166,150 23	168,769 62
1874-5	373,541 72		68,617 14		18.37	209,540 80		1,078 25	40,802 70			245,369 00	189,549 17
1875-6	372,078 74		65,976 57		17.73	162,000 25			48,354 45			249,450 44	146,716 69
1876-7	448,047 25		79,208 85		17.68	284,023 05			38,214 40			310,909 33	206,661 37
1877-8	446,516 82		84,326 72		18.88	112,628 95		4,803 38	60,454 68		1,065 88	285,521 50	162,712 80
1878-9	466,420 55		97,162 63		20.83	164,560 55		309,091 87	51,675 28		5,510 53	274,370 87	241,764 39
1879-80	427,687 56		100,667 57		23.53	141,022 14		369,632 90	51,462 52		2,510 53	240,414 91	419,429 27
1880-1	419,437 49		102,746 75		24.49	199,972 97		383,174 96	51,462 52		4,785 32	204,782 41	527,487 44
1881-2	455,005 61		104,255 15		22.91	86,102 58		92,804 98	51,467 50		4,320 00	249,919 90	131,140 42
1882-3	436,030 54		173,883 69		24.74	179,089 82		34,949 22	60,780 40	5,247 00		194,860 84	165,586 90
1883-4	501,243 25		115,231 30		22.98	173,997 19		76,461 63	60,780 40		6,863 55	254,497 78	186,588 60
1884-5	500,702 10		116,191 14		23.20	248,607 11		195,706 96	52,258 80		4,933 50	259,702 01	376,700 41
1885-6	483,851 04		128,584 22		24.32	197,963 03		157,963 82	46,675 40		4,324 00	249,431 18	289,838 61
1886-7	527,890 96		138,993 05		24.35	153,529 29		53,403 50	78,046 99		5,742 95	249,509 83	136,926 50
1887-8	580,152 51		139,552 06		23.95	294,855 61		36,360 98	54,082 70		5,450 62	294,861 66	244,452 11
1888-9	619,537 54		139,552 06		20.91	231,353 84		101,586 24	62,424 96		10,152 33	321,605 12	247,137 61
1889-90	599,105 58		131,262 56		21.91	301,063 18		115,419 48	51,588 91		5,257 21	306,148 20	311,633 96
Totals	\$10,107,489 46		\$2,241,849 33			\$3,817,933 86		\$2,355,851 29	\$1,179,597 00	\$145,587 58	\$94,133 28	\$5,853,066 35	\$5,580,529 23
Balance in treasury													272,537 12
Total													\$5,853,066 35

STATEMENT OF COST OF DREDGING.

FISCAL YEAR ENDING--	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Dredging and Scows.	Total.	No. Yards Dredged.	Worked. No. Hours.	Cost per Cubic Yard. Cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ¹ / ₂	10.76-100
June 30, 1876	11,932 98	7,639 43	8,224 04	1,060 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	1,582 10	1,676 79	25,253 03	280,197	2,478 ¹ / ₂	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	11,755 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	3,962 ¹ / ₂	7.2-100
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ¹ / ₂	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	3,776 ¹ / ₂	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	3,663 ¹ / ₂	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	3,652 ¹ / ₂	7.68-100
June 30, 1886	26,034 65	6,293 18	9,886 55	3,841 62	20 00	46,675 40	678,900	3,758 ¹ / ₂	6.87-100
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹ / ₂	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	3,797 ¹ / ₂	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 53	51,588 91	645,300	3,298	7.99-100

BALANCE SHEET.

From November 4, 1863, to June 30, 1890.

RECEIPTS.		
From dockage, tolls, wharfage, rents, etc. -----		\$10,107,489 46
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, rent, stationery, etc. -----	\$2,241,849 33	
Constructing and repairing wharves, sheds, etc. -----	3,817,933 86	
Construction of seawall and improving seawall lots -----	2,355,851 29	
Purchase of and constructing dredgers, tugs, and scows -----	145,587 58	
Dredging (cost of) -----	1,179,597 00	
Payroll of crew of fireboat -----	46,655 31	
Suspense account (defalcations of John S. Gray) -----	23,308 10	
Miscellaneous (loss of merchandise by breaking down of wharves, and damages to vessels and other property) -----	24,169 87	
Cash in the treasury -----	272,537 12	
<i>Dr.</i> CASH.		10,107,489 46
To amount remitted to the State Treasurer -----		\$5,853,066 35
<i>Cr.</i> CASH.		
By amount drawn from State Treasurer -----	\$5,580,529 23	
By cash on hand in the treasury -----	272,537 12	
		5,853,066 35

REPORT OF DENNIS SPENCER, ATTORNEY.

To the honorable Board of State Harbor Commissioners of the State of California:

GENTLEMEN: I herewith present my report as attorney of your honorable Board, showing what has transpired in relation to litigation in charge of your attorney during the two fiscal years ending June 30, 1890.

ACTIONS PENDING AT THE DATE OF LAST REPORT.

The Pacific Transfer Company vs. Wm. Blanding et al. In Superior Court, Department No. 6, No. 23360.

J. E. McElrath, Esq., attorney for plaintiff.

Action to recover money paid under protest by plaintiff to defendants for wharfrage.

1879, October 24, complaint filed. 1880, December 23, answer of William Blanding and A. M. Burns filed. 1881, January 10, answer of Bruce B. Lee filed. 1887, August 29, supplemental answer of William Blanding filed. August 29, action tried before Hon. Wm. T. Wallace, who, on January 4, 1888, ordered judgment to be entered in favor of defendants. 1888, June 6, findings filed. June 7, notice of decision served and filed. June 12, cost bill served and filed. June 13, judgment entered for defendants; notice of same served and filed. June 19, notice that plaintiff intends to move for a new trial received. September 8, plaintiff's proposed statement on motion for a new trial received. September 13, defendants' proposed amendments served. September 19, notice that plaintiff rejects defendants' proposed amendments received. 1889, February 1, statement on motion for new trial settled and allowed, and filed. April 5, motion for new trial denied. April 6, notice of denial of motion for new trial served. April 9, notice of denial of motion for new trial filed.

No appeal having been taken by plaintiff from the judgment or order denying new trial, said judgment and order are now final in favor of defendants, and case closed.

Samuel Soulé et al. vs. Benjamin Holliday, Jr. In Superior Court, Department No. 4, No. 2631.

W. H. L. Barnes, Esq., attorney for defendant.

Action to recover \$395 87 for dockage and toll.

On January 16, 1884, judgment was rendered in favor of plaintiffs for \$395 87, with interest thereon from April 11, 1874, and for costs amounting to \$11 50. This judgment remains unsatisfied.

The People of the State of California vs. Thomas Huson et al. In Supreme Court, No. 7207.

William M. Pierson, Esq., attorney for defendants.

Action to recover \$1,045 10 for deficiency in accounts of Huson as Wharfinger.

1878, May 6, complaint filed. August 15, answer filed. September 24, judgment for defendants. November 10, plaintiffs moved for a new trial, which was on May 5, 1880, denied, and on May 21, plaintiffs appealed to the Supreme Court. Pending the appeal, one of the defendants, E. J. Lewis, died in Tehama County. No administration has ever been taken out on his estate. September 28, action dismissed as to E. J. Lewis in Supreme Court. October 17, cause submitted in Supreme Court. 1889, January 25, cause reversed and remanded for a new trial. September 24, on new trial, judgment rendered for plaintiff for \$558 70 and \$10 costs, and findings waived. October 9, execution delivered to Sheriff. October 31, execution returned unsatisfied.

The People of the State of California vs. Robert G. Byrbee et al. In Superior Court, Department No. 8, No. 6251.

J. B. Lamar, Esq., attorney for defendants.

Action to recover \$460 78 for deficiency in accounts of West Evans as Wharfinger.

1882, February 10, complaint filed. Since the date of last report the following proceedings were had: 1888, August 20, default of A. F. Collins entered and judgment ordered for plaintiff for \$460 78, and interest from March 1, 1881, and costs, \$23 50. August 24, 1888, judgment entered. August 25, cost bill filed.

The People ex rel. The Board of State Harbor Commissioners vs. Thomas Quirk, J. C. Green, and Donald McLennan. In Superior Court, Department No. 3, No. 10491.

Messrs. W. H. L. Barnes and Ed. S. Salomon, attorneys for defendants.

Action brought to recover from Thomas F. Quirk \$14,149 81 for deficiency in his accounts as Wharfinger, and \$5,000 each from J. C. Green and Donald McLennan, as sureties on his official bond.

1883, August 22, complaint filed. This action was at issue as to defendants Green and McLennan. Since the issue was joined as to these defendants, both have died. No administration has yet been taken out upon the estate of J. C. Green. Special letters of administration have been issued to F. P. McLennan upon the estate of Donald McLennan. 1889, September 16, cause off calendar.

The People ex rel. The Board of State Harbor Commissioners vs. Josiah F. Fairfield, Charles J. Hendry, and W. S. Ray. In Superior Court, Department No. 2, No. 10938.

Messrs. Walter H. Levy and W. H. H. Hart, attorneys for defendants.

Action to recover \$12,672 25 from Josiah F. Fairfield for deficiencies

in his accounts as Wharfinger, and \$5,000 each from C. J. Hendry and W. S. Ray, as sureties on his official bond.

1883, October 19, complaint filed. Since the date of the last report this case has been tried and judgment rendered for plaintiff for \$1,911 95, and costs. 1889, May 24, motion for new trial denied. June 10, notice of appeal received. The case is now pending in the Supreme Court on appeal.

The People ex rel. The Board of State Harbor Commissioners vs. H. M. La Rue and A. S. Greenlaw. In Superior Court, Department No. 4, No. 10996.

Joseph F. Wendell, Esq., attorney for defendants.

Action to recover \$5,000 each from H. M. La Rue and A. S. Greenlaw, as sureties upon the official bond of William M. Haynie, late Wharfinger, for deficiencies in his accounts.

1883, October 26, complaint filed. Since the date of the last report the following proceedings were had: 1889, February 6, motion for new trial granted unless plaintiff remits from judgment \$336 30 for tolls and suffers judgment so modified for \$463 50. February 13, item for tolls remitted in open Court. February 15, motion for new trial denied. 1889, April 13, appeal to Supreme Court taken by defendants. The case is now pending in the Supreme Court.

The People of the State of California ex rel. William Irwin et al. vs. John C. Merrill, as executor of the last will of Martha B. Harris, deceased. In Superior Court, Department No. 4, No. 15708.

C. K. Bonestell, Esq., attorney for defendant.

Action to recover \$312 dockage due from bark "D. C. Murray," and penalties.

1885, August 10, complaint filed and summons issued. This case is in the same condition as at date of last report.

The People ex rel. Frank McCoppin et al. vs. Louisa Berryman, H. B. Berryman, K. Winter, and John Doe. In Superior Court, Department No. 2, No. 18290.

William M. Pierson, Esq., attorney for defendants.

Action to compel defendants to remove an unlawful obstruction alleged to have been placed by them on the inner half of East Street, near Jackson Street.

1886, August 17, complaint filed. October 16, demurrer received. December 3, demurrer overruled. December 30, answer received. Action now at issue and ready for trial on behalf of plaintiffs.

The People of the State of California ex rel. Frank McCoppin et al. vs. Robert Dunsmuir. In Superior Court, Department No. 2, No. 18978.

Messrs. Wilson & Wilson, attorneys for defendant.

Action to compel defendant to remove an unlawful obstruction alleged to have been placed by him on the inner half of East Street, between Pacific and Jackson Streets.

1886, October 30, complaint filed and summons issued. 1887, April 20, demurrer received. April 22, demurrer argued and submitted. July 1, demurrer overruled. September 23, answer received. This action is now at issue and ready for trial on behalf of plaintiffs.

W. H. Norton vs. W. C. Whitehead, administrator of the Estate of David Finley, deceased, A. C. Paulsell, John H. Wise, and William D. English, constituting the Board of State Harbor Commissioners. In Superior Court, Department No. 1, No. 19873.

Messrs. H. M. McGill and Whittemore & Sears, attorneys for plaintiff, and W. C. Burnett and W. H. H. Hart, attorneys for defendant W. C. Whitehead, administrator.

Action to recover judgment against the estate of David Finley, deceased, for money loaned deceased, and to restrain the Board from drawing its warrant in favor of the administrator for work done in the performance of a contract entered into between the Board and David Finley.

1887, March 15, complaint filed and temporary injunction issued and served upon the Board. April 28, demurrer overruled. May 13, amended complaint filed. May 20, answer of Board served and filed. May 30 and 31, action tried and submitted on briefs. November 28, judgment ordered in favor of the plaintiff. December 30, notice of decision and findings received. 1888, January 9, notice that Board intends to move for a new trial served and filed. May 31, statement on motion for a new trial settled and filed. July 27, motion for new trial denied. August 25, notice of appeal served. October 4, transcript on appeal filed in the Supreme Court. 1890, June 2, judgment and order affirmed by Supreme Court. The judgment in this case has been paid and satisfied and case closed.

Nancy Payne and Squire P. Dewey vs. William D. English, John H. Wise, and A. C. Paulsell, members of and constituting the Board of State Harbor Commissioners. In Superior Court, Department No. 6, No. 20614.

Messrs. Cope & Boyd, attorneys for plaintiffs.

Action to restrain the Board from erecting a wharf in front of plaintiff's property on the northerly line of Channel Street, between Third and Fourth Streets.

Since the date of the last report this case has been appealed to the Supreme Court, and the judgment there reversed and a new trial ordered. The case is now set for trial.

The People of the State of California ex rel. William D. English et al. vs. James Kerwin, Martin Kruse, et al. In Superior Court, Department No. 6, No. 21614.

L. Quint, Esq., attorney for defendants.

Action to compel defendants to remove an unlawful obstruction alleged to have been placed by them in Montgomery Street, near the southeast corner of Montgomery and Chestnut Streets, and also from seawall lot No. 7.

Since the date of the last report this case has been tried and a judgment rendered in favor of plaintiffs, that defendants remove building from seawall lot No. 7, with \$1 damages and costs, and in favor of defendants for that part of building on Montgomery Street. The defendants have appealed from this judgment and filed their transcript in the Supreme Court, where the case is now pending on appeal.

The People ex rel. W. D. English et al. vs. M. R. Roberts. In Superior Court, Department No. 4, No. 21668.

Messrs. Rosenbaum & Sheeline, attorneys for defendant.

Action to recover \$305 from defendant for dockage of the lighter "Contra Costa" and barge "Edison." The defendant claimed that the rule of the Board imposing these charges for dockage was in conflict with Sections 8 and 10 of Article I of the Federal Constitution.

Since the date of the last report the defendant has appealed this case to the Supreme Court, where it has been argued and submitted in department and ordered heard in bank. It now stands submitted in bank on briefs.

CONDITION OF ACTIONS COMMENCED SINCE DATE OF LAST REPORT.

Stephen Ford vs. The Board of Harbor Commissioners of the State of California. In the Supreme Court, No. 13374.

Application for writ of mandate to compel the Board to pay salary of Stephen Ford.

James G. Maguire, attorney for plaintiff.

This case involved the question of the power of the Board to remove a collector from office before the expiration of the time of his appointment, without cause affecting his official character or competency.

The case was argued and submitted, and the Court, on October 1, 1889, denied the writ and decided in favor of the Board. A petition for a rehearing was subsequently denied.

John Hackett vs. The State of California. In Superior Court, Department 6, No. 27567.

Action by plaintiff under authority of special statute of March 15, 1889, authorizing him as assignee of W. D. English et al., to institute action against the State for damages for breach of contract by Harbor

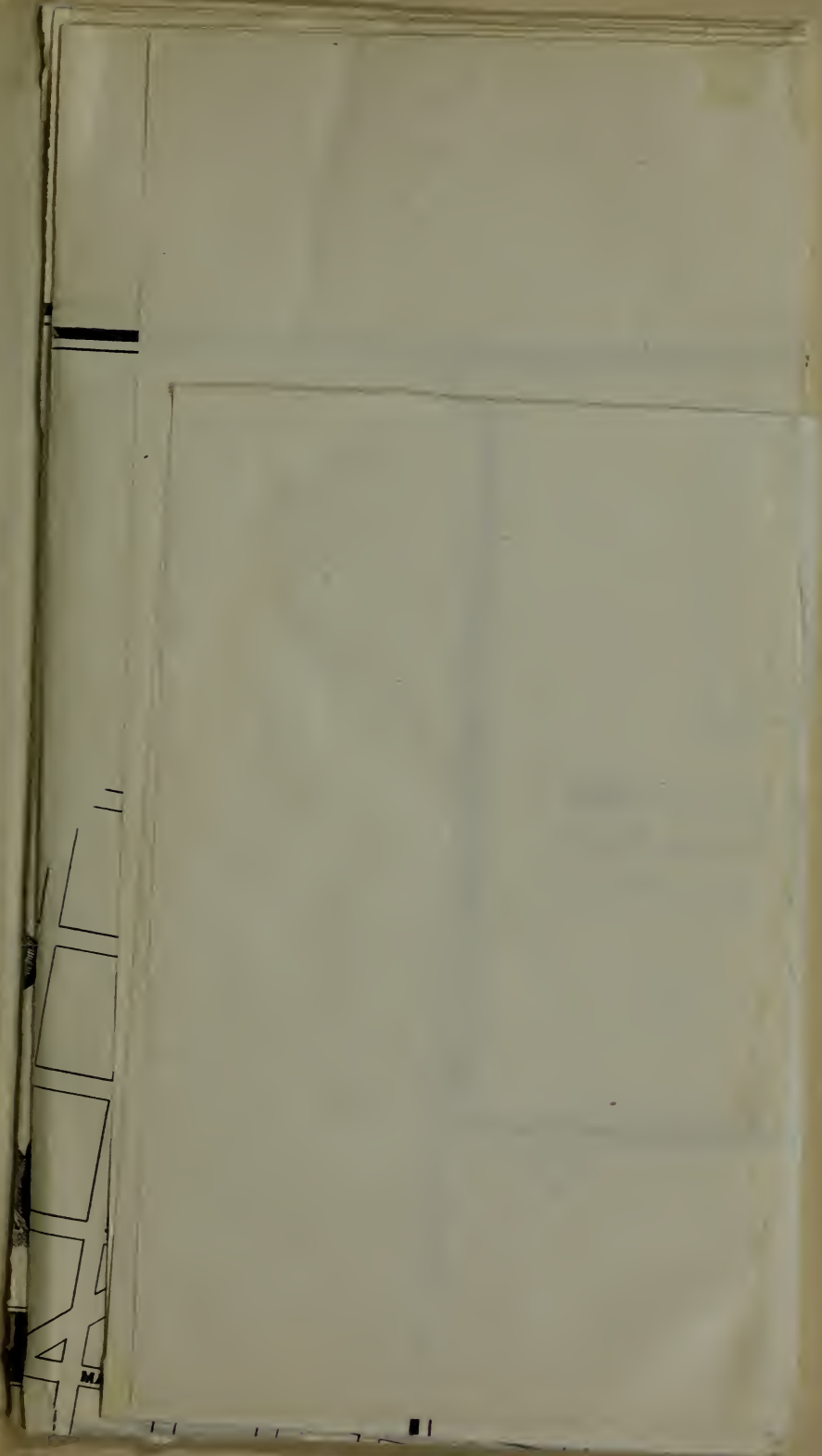
Commissioners, with reference to furnishing materials for building of seawall.

1888, November 25, summons and complaint served. December 9, demurrer to complaint filed. December 19, received notice of substitution of J. D. Sullivan as plaintiff's attorney. 1890, May 1, Dennis Spencer substituted as defendant's attorney. August 12, demurrer to complaint argued and submitted on briefs.

The undersigned has been duly substituted as the attorney for the Board in all cases to which it is a party.

Respectfully submitted.

DENNIS SPENCER,
Attorney for Board of State Harbor Commissioners.



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BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners,

FOR THE

TWO FISCAL YEARS, COMMENCING JULY 1, 1890,
AND ENDING JUNE 30, 1892.



SACRAMENTO:

STATE OFFICE, : : : : A. J. JOHNSTON, SUPT. STATE PRINTING.
1892.

REPORT.

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

In accordance with Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners submits this report of its transactions from the 30th of June, 1890, to the 1st of July, 1892.

This report renders an account of all moneys received and disbursed, and states specifically the source of such receipts, and the purposes for which the disbursements were made; also a description of the improvements made, and a statement of the condition of the property under its charge, and a general outline of the purposes and policy of the Board in the discharge of its trust.

The details of the receipts and disbursements appear in the tabular statements annexed hereto. The following is a summary of them:

	1890-91.	1891-92.	Total.
<i>Receipts.</i>			
From dockage-----	\$194,207 42	\$233,063 95	\$427,271 37
From tolls-----	203,891 29	208,496 58	412,387 87
From wharfage-----	11,646 30	9,797 77	21,444 07
From rents of wharves and seawall lots, and special dock privileges, including reserving of berths, Belt Railroad freight sheds, and advertising-----	182,890 80	185,573 83	368,464 63
From sale of old material-----	3,207 24	1,933 83	5,141 07
From dredging-----	683 05	215 00	898 05
From Fishermen's Wharf (exclusive of rents).-----	4,030 50	3,936 20	7,966 70
From miscellaneous (damages to property, etc.)-----	264 60	604 55	869 15
From defalcation suits-----		2,909 65	2,909 65
From Belt Railroad switching-----		4,580 75	4,580 75
Total receipts-----	\$600,821 20	\$651,112 11	\$1,251,933 31
Amount drawn from San Francisco Harbor Improvement Fund-----	232,991 25	366,205 44	599,196 69
Totals-----	\$833,812 45	\$1,017,317 55	\$1,851,130 00
<i>Disbursements.</i>			
Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office-----	\$82,721 85	\$85,610 85	\$168,332 70
Construction, including building of new wharves, sheds, sewers, and roadways, maintenance and repairs of outer half of waterfront streets, old wharves, buildings, roadways, and seawall-----	269,542 63	275,083 97	544,626 60
Wharf cleaning-----	16,353 20	17,024 65	33,377 85
Dredging-----	53,230 81	56,081 70	109,312 51
Seawall construction-----	63,739 92	104,794 95	168,534 87
Filling in and improving seawall lots-----	2,070 28	17,317 95	19,388 23
Fire account-----	6,086 85	4,800 00	10,886 85
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, over-paid revenue returned, and other incidental expenses-----	20,018 11	14,964 91	34,983 02
Belt Railroad construction and maintenance-----	327 61	81,307 46	81,635 07
New tug-boat construction-----		124 43	124 43
Total disbursements-----	\$514,091 26	\$657,110 87	\$1,171,202 13
Amount remitted to State Treasurer-----	319,721 19	360,206 68	679,927 87
Totals-----	\$833,812 45	\$1,017,317 55	\$1,851,130 00

From which summary it appears that there was received during the last two fiscal years the sum of \$1,251,933 31, and expended \$1,171,202 13, showing an increase in the amount in the San Francisco Harbor Improvement Fund from \$272,537 12, the amount therein at the close of the last report, to \$353,268 30, a gain of \$80,731 18.

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

Amount in fund July 1, 1890.....	\$272,537 12
Amount remitted to June 30, 1892.....	679,927 87
	<hr/>
	\$952,464 99
	<hr/>
Amount drawn out to June 30, 1892.....	\$599,196 69
Amount in fund July 1, 1892.....	353,268 30
	<hr/>
	\$952,464 99

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

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS.

FISCAL YEAR.	RECEIPTS.	EXPENSES.		Percentage per Year.	CONSTRUCTION AND REPAIRS.	Seawall.	DREDGING.	Purchase of Dredgers, Cows, and Repairs.	Constructing and Operating Belt Railroad.	Miscellaneous.	Remitted State Treasurer.	Drawn from State Treasurer.
		Salaries, Commissioners, Clerks (and Law Fees), Wharfingers, Collectors, Fuel, Rent, Printing, Stationery, etc.	Building Wharves, Sheds, Bulks, etc., and Repairs on the same.									
1863-4	\$117,848 28	\$25,354 84	\$67,599 82	21.50						\$976 25	\$71,897 39	\$47,680 02
1864-5	177,393 66	32,439 10	80,875 15	18.28							123,365 23	62,334 82
1865-6	183,716 80	35,531 42	19,065 42	19.02		\$3,607 00	\$44,106 50				182,423 96	47,568 50
1866-7	336,409 36	41,233 95	88,525 78	11.95		266 50	10,300 00			330 62	248,573 45	64,245 94
1867-8	264,304 28	55,531 82	82,791 27	18.87		250,901 97	41,021 00			561 18	217,598 06	351,131 12
1868-9	287,890 53	52,130 77	38,779 83	18.11		262,323 13	32,358 00				212,532 27	310,213 27
1869-70	252,649 56	51,684 40	35,545 01	21.65		169,892 68	80,100 00				180,623 37	272,670 93
1870-1	148,317 03	37,782 65	33,693 31	25.37			35,298 00				96,097 20	73,914 13
1871-2	195,033 14	61,006 70	28,146 62	31.28			53,944 40				105,877 82	53,944 40
1872-3	190,380 47	69,838 63	78,776 28	36.50			52,293 20				91,042 59	80,610 23
1873-4	265,709 06	77,938 03	104,175 98	29.33			42,478 56	\$34,070 00		6,341 01	166,150 23	168,769 62
1874-5	373,541 72	68,617 14	209,540 80	18.37		2,921 85	33,835 71	9,725 00		924 99	246,369 00	189,549 17
1875-6	372,078 74	65,976 57	162,000 25	17.73		1,078 25	40,802 70			565 47	249,450 44	146,716 69
1876-7	448,087 25	79,208 85	284,023 05	17.68			25,252 94				310,909 33	266,661 37
1877-8	446,616 82	84,326 72	112,628 95	20.83		4,803 38	38,214 40	15,354 45		1,665 88	274,370 87	162,712 80
1878-9	406,420 55	97,162 63	164,500 55	23.53		107,091 87	60,454 68	82,068 79		2,510 53	240,414 91	214,764 39
1879-80	427,687 49	100,657 57	141,022 14	23.53		309,652 90	30,475 28	3,948 84		4,785 82	294,782 41	419,429 27
1880-1	419,437 49	102,746 75	199,972 97	24.91		383,174 96	51,402 52	1,473 50		4,320 00	299,919 90	527,487 44
1881-2	455,005 61	104,255 15	86,102 58	22.49		92,804 98	48,743 45	5,247 00		28,129 37	194,860 84	131,140 42
1882-3	436,303 54	117,823 60	179,089 82	24.78		34,919 22	60,750 40			8,883 55	254,497 78	165,586 90
1883-4	501,243 25	115,231 30	173,997 19	22.94		76,461 63	60,780 50			4,933 50	378,700 41	186,588 60
1884-5	500,702 10	116,194 14	198,607 11	23.20		195,706 95	52,258 80			4,623 50	299,401 18	289,838 61
1885-6	483,851 04	117,613 22	197,612 03	24.32		157,953 82	46,475 40			6,712 95	245,509 83	130,496 50
1886-7	527,890 96	128,993 05	153,539 20	24.35		53,403 50	78,046 99			5,450 62	294,801 66	244,462 11
1887-8	580,152 51	138,993 05	204,455 61	24.95		30,300 98	54,082 70			10,162 33	321,608 12	247,137 61
1888-9	619,657 54	139,552 66	231,553 84	24.91		101,596 24	62,424 96			6,257 21	306,148 20	231,633 96
1889-90	669,103 38	131,452 36	301,063 13	24.91		115,419 48	51,588 91			9,000 62	319,721 19	232,991 25
1890-1	690,821 20	115,979 39	269,512 63	19.23		63,840 20	53,230 81			8,227 61	360,206 68	366,295 44
1891-2	651,112 11	114,860 89	275,083 97	17.64		125,112 90	56,081 70			7,663 95		
Totals	\$11,329,422 77	\$2,472,289 61	\$4,362,560 46			\$2,543,774 39	\$1,288,909 51	\$145,687 58	\$81,635 07	\$111,397 85	\$6,532,994 22	\$6,179,725 92
Balance in treasury												353,268 30
Total												\$6,532,994 22

The following table of receipts and disbursements for the two fiscal years ending June 30, 1892, shows the sources from which, and the objects for which, all moneys were received and expended:

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1892.

RECEIPTS.	1890-91.	1891-92.	Total.
Section 1, Seawall Wharf.....	\$11,459 75	\$12,962 05	\$24,421 80
Section 2, Seawall Wharf.....	7,481 10	9,418 79	16,899 89
Section 3, Seawall Wharf.....	13,803 42	16,056 51	29,859 93
Section 4, Seawall Wharf.....	9,893 25	9,301 15	19,194 40
Fishermen's Wharf.....	4,331 50	4,362 20	8,693 70
Union Street Wharf.....	19,702 25	18,445 10	38,147 35
Green Street Wharf.....	16,860 05	17,877 60	34,737 65
Vallejo Street Wharf.....	11,799 10	12,083 90	23,883 00
Broadway Wharf No. 1.....	18,364 20	16,279 50	34,643 70
Broadway Wharf No. 2.....	13,631 80	13,609 88	27,241 68
Pacific Street Wharf.....	17,733 30	22,952 30	40,685 60
Jackson Street Wharf.....	17,496 60	17,204 00	34,700 60
Washington Street Wharf.....	14,161 15	15,023 15	29,184 30
Ferries.....	86,704 29	89,825 75	176,530 04
Mission Street Wharf.....	11,781 15	12,105 95	23,887 10
Mission Street Wharf No. 2.....	15,589 20	16,575 75	32,164 95
Howard Street Wharf.....	17,206 10	20,349 70	37,555 80
Howard Street Wharf No. 2.....	13,432 35	16,357 15	29,789 50
Howard Street Wharf No. 3.....	9,404 00	10,284 60	19,688 60
Folsom Street Wharf.....	10,746 21	10,287 45	21,033 66
Folsom Street Wharf No. 2.....	10,212 69	11,245 95	21,458 64
Harrison Street Wharf.....	11,074 90	16,329 30	27,404 20
Steuart Street Wharf.....	9,240 70	11,934 45	21,175 15
Spear Street Wharf.....	16,495 55	16,469 04	32,964 59
Main Street Wharf.....	19,578 60	18,988 95	38,567 55
Beale Street Wharf.....	21,246 75	22,827 10	44,073 85
Fremont Street Wharf.....	15,343 35	20,014 45	35,357 80
Third Street Wharf.....	9,222 55	11,674 65	20,897 20
Berry Street Wharf.....	13,176 25	15,313 05	28,489 30
Channel Street Wharf.....	5,370 85	7,239 10	12,609 95
Center Street Wharf.....	3,000 00	3,000 00	6,000 00
Merchants' Dry Dock.....	5,400 00	4,800 00	10,200 00
Pacific Mail Steamship Company.....	15,000 00	18,300 00	33,300 00
Southern Pacific Company (rent).....	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls).....	50,580 20	52,280 11	102,860 31
United States Barge Office.....	220 00	240 00	460 00
Spaces for scales.....	1,767 50	1,905 00	3,672 50
Spaces for lumber.....	1,613 15	-----	1,613 15
Revenue from seawall lots.....	25,622 50	15,530 00	41,152 50
Sale of old material (urgent repairs).....	2,133 09	1,976 18	4,109 27
Sale of old material (pile driving).....	1,229 25	304 75	1,534 00
Sale of old material (Dredger No. 1).....	22 50	215 00	237 50
Sale of old material (Dredger No. 2).....	660 55	-----	660 55
Dredging (Dredger No. 1).....	-----	237 50	237 50
Central basin.....	-----	12,651 65	12,651 65
Belt Railroad revenue.....	-----	196 30	196 30
Suspense account.....	-----	147 45	147 45
Interest and costs.....	109 50	-----	109 50
Profit and loss (damages to vessels, etc.).....	1,720 00	3,720 00	5,440 00
Advertising privileges.....	-----	100 00	100 00
Legal expenses refunded.....	-----	2,909 65	2,909 65
Defalcation suits.....	-----	-----	-----
Amount drawn from San Francisco Harbor Improvement Fund.....	\$600,821 20	\$651,112 11	\$1,251,933 31
Totals.....	232,991 25	366,205 44	599,196 69
Totals.....	\$833,812 45	\$1,017,317 55	\$1,851,130 00

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1890-91.	1891-92.	Total.
Salaries of Commissioners, Secretaries, and Clerks	\$17,196 45	\$18,197 75	\$35,394 20
Salaries of Chief Engineer and Assistants	6,904 40	7,246 00	14,150 40
Salaries of Chief Wharfinger and Assistant	4,800 00	5,025 00	9,825 00
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Wharfingers	31,500 00	31,500 00	63,000 00
Salaries of Collectors	18,000 00	18,114 10	36,114 10
Salaries of Watchmen	1,921 00	3,123 00	5,049 00
Expense account	15,907 34	12,112 09	28,019 43
Urgent repairs	42,497 73	39,471 40	81,969 13
Repairs (contract)	42,966 13	65,579 81	108,545 94
Pile driving	84,395 90	73,246 88	157,642 78
Cleaning wharves	15,980 00	16,639 45	32,619 45
Wharf offices and furniture	29 75		29 75
Legal expenses	940 45	498 50	1,438 95
Fire account	6,086 85	4,800 00	10,886 85
Dredger No. 1	15,731 22	15,391 37	31,122 59
Dredger No. 2	16,346 09	16,940 64	33,286 73
Tug "Anasha"	9,433 71	8,838 44	18,272 15
Tug "Governor Irwin"	11,719 79	14,911 25	26,631 04
Construction account	99,682 87	96,785 88	196,468 75
Seawall account	63,739 92	104,794 95	168,534 87
Improving seawall lots	2,070 28	17,317 95	19,388 23
Dockage refunded	1,237 20	532 20	1,769 40
Tolls refunded	399 60	889 67	1,289 27
Wharfage refunded	1,394 20	382 45	1,776 65
Rent refunded		550 00	550 00
Fishermen's Wharf (expenses)	373 20	385 20	758 40
Profit and loss account	109 57		109 57
Belt Railroad, construction	327 61	74,188 90	74,516 51
Belt Railroad, expenses		7,118 56	7,118 56
New tug-boat		124 43	124 43
Amount remitted to San Francisco Harbor Improvement Fund	\$514,091 26	\$657,110 87	\$1,171,202 13
	319,721 19	360,206 68	679,927 87
Totals	\$833,812 45	\$1,017,317 55	\$1,851,130 00

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR
THE TWO FISCAL YEARS ENDING JUNE 30, 1892.

1890.		<i>Dr.</i>		
Aug.	4.	To amount remitted by Commissioners for July	-----	\$23,343 91
Sept.	3.	To amount remitted by Commissioners for August	--	24,229 03
Oct.	4.	To amount remitted by Commissioners for Sept.	-----	26,050 58
Nov.	3.	To amount remitted by Commissioners for October	--	26,112 78
Dec.	3.	To amount remitted by Commissioners for Nov.	-----	31,549 19
1891.				
Jan.	5.	To amount remitted by Commissioners for Dec.	-----	23,334 50
Feb.	4.	To amount remitted by Commissioners for January	--	27,960 54
March	4.	To amount remitted by Commissioners for Feb.	-----	28,437 48
April	4.	To amount remitted by Commissioners for March	-----	30,733 63
May	4.	To amount remitted by Commissioners for April	-----	26,665 97
June	4.	To amount remitted by Commissioners for May	-----	26,169 13
July	3.	To amount remitted by Commissioners for June	-----	25,134 45
				\$319,721 19
Aug.	4.	To amount remitted by Commissioners for July	-----	\$25,673 92
Sept.	3.	To amount remitted by Commissioners for August	--	26,318 53
Oct.	4.	To amount remitted by Commissioners for Sept.	-----	28,598 67
Nov.	4.	To amount remitted by Commissioners for October	--	32,285 72
Dec.	3.	To amount remitted by Commissioners for Nov.	-----	28,998 64
1892.				
Jan.	4.	To amount remitted by Commissioners for Dec.	-----	40,104 72
Feb.	3.	To amount remitted by Commissioners for January	--	39,111 61
March	3.	To amount remitted by Commissioners for Feb.	-----	26,514 25
April	4.	To amount remitted by Commissioners for March	-----	27,699 52
May	3.	To amount remitted by Commissioners for April	-----	34,772 35
June	3.	To amount remitted by Commissioners for May	-----	25,217 59
July	5.	To amount remitted by Commissioners for June	-----	24,911 16
				360,206 68
Total amount remitted			-----	\$679,927 87
Balance in San Francisco Harbor Improvement Fund July 1, 1890			-----	272,537 12
				\$952,464 99

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1890.				
July 7.	J. S. Antonelle	344	Constructing seawall	\$4,202 74
July 7.	B. McMahon & Son	345	Building shed, Clay Street Pier	2,550 75
July 16.	W. H. Norton	346	Refacing Secs. 1 and 2, seawall	3,225 54
July 29.	Golden Gate Lum. Co.	347	Lumber	4,492 82
July 29.	D. H. Bibb	348	Piles	1,992 93
Aug. 5.	J. S. Antonelle	349	Constructing seawall	4,386 02
Aug. 7.	J. S. Antonelle	350	Constructing seawall	1,925 20
Aug. 7.	B. McMahon & Son	351	Rebuilding Ferry Slip No. 1	7,380 70
Aug. 28.	Golden Gate Lum. Co.	352	Lumber	4,143 49
Aug. 28.	D. H. Bibb	353	Piles	875 09
Sept. 2.	J. S. Antonelle	354	Constructing seawall	2,838 22
Sept. 10.	J. S. Antonelle	355	Constructing seawall	346 59
Sept. 17.	Bertelsen & Campbell	356	Pile-driver scow	2,100 00
Sept. 25.	Paraffine Paint Co.	357	Coating piles, Lombard Street Wharf	3,828 30
Oct. 2.	S. F. Bridge Co.	358	Building slip, Sec. 4, seawall	3,725 33
Oct. 2.	D. H. Bibb	359	Piles	577 93
Oct. 7.	Golden Gate Lum. Co.	360	Lumber	5,075 90
Oct. 23.	Golden Gate Lum. Co.	361	Lumber	3,375 72
Oct. 23.	D. H. Bibb	362	Piles	2,578 79
Nov. 6.	Paraffine Paint Co.	363	Coating piles	4,928 00
Nov. 6.	A. J. Raisch	364	Paving Secs. 6 and 7, seawall	5,518 88
Nov. 6.	S. F. Bridge Co.	365	Building slip, Sec. 4, seawall	5,230 42
Nov. 24.	Golden Gate Lum. Co.	366	Lumber	3,886 62
Nov. 24.	D. H. Bibb	367	Piles	2,069 08
Dec. 2.	S. F. Bridge Co.	368	Building slip, Sec. 4, seawall	6,029 62
Dec. 2.	Paraffine Paint Co.	369	Coating piles	3,053 40
Dec. 2.	F. J. & J. V. Owens	370	Constructing seawall	1,166 11
Dec. 2.	A. J. Raisch	371	Paving Secs. 6 and 7, seawall	5,014 37
Dec. 16.	W. M. Fowler	372	Shed over apron, Ferry Slip No. 1	800 00
Dec. 30.	S. F. Bridge Co.	373	Building slip Sec. 4, seawall	12,469 28
Dec. 30.	Paraffine Paint Co.	374	Coating piles	2,219 00
1891.				
Jan. 6.	Healy, Tibbits & Co.	375	Sewer, Market to Merchant Street	1,147 20
Jan. 9.	F. J. & J. V. Owens	376	Constructing seawall	1,278 00
Jan. 9.	Golden Gate Lum. Co.	377	Lumber	4,377 50
Jan. 20.	D. H. Bibb	378	Piles	3,699 57
Jan. 27.	S. F. Bridge Co.	380	Building slip, Sec. 4, seawall	4,397 49
Feb. 3.	C. L. Crisman	381	Market Street temporary depot	3,625 88
Feb. 3.	Healy, Tibbits & Co.	382	Sewer, Market to Merchant Street	3,698 52
Feb. 4.	F. J. & J. V. Owens	383	Constructing seawall	801 39
Feb. 4.	F. J. & J. V. Owens	384	Constructing seawall	1,436 09
Feb. 14.	Golden Gate Lum. Co.	386	Lumber	3,612 36
Feb. 17.	W. M. Fowler	287	Offices on Broadway Wharf	2,715 50
Feb. 17.	F. J. & J. V. Owens	388	Constructing seawall	928 13
Mar. 3.	Golden Gate Lum. Co.	389	Lumber	5,210 94
Mar. 3.	F. J. & J. V. Owens	390	Constructing seawall	861 32
Mar. 3.	F. J. & J. V. Owens	391	Constructing seawall	731 45
Mar. 10.	D. H. Bibb	393	Piles	3,092 37
Mar. 17.	C. L. Crisman	394	Market Street temporary depot	6,337 14
Mar. 24.	Chas. A. Warren	395	Sand, filling seawall	716 40
Mar. 24.	D. H. Bibb	396	Piles	873 60
Mar. 24.	Golden Gate Lum. Co.	397	Lumber	4,449 52
April 2.	F. J. & J. V. Owens	398	Constructing seawall	1,317 03
April 2.	S. F. Bridge Co.	399	Building slip, Sec. 4, seawall	14,651 17
April 29.	D. H. Bibb	400	Piles	1,951 83
April 29.	J. S. Antonelle by Ken- nedey Shaw Lum. Co.	401	Constructing seawall	28,084 12
April 29.	Golden Gate Lum. Co.	402	Lumber	5,552 84
May 5.	F. J. & J. V. Owens	403	Constructing seawall	1,386 20
May 5.	F. J. & J. V. Owens	404	Constructing seawall	98 82
May 5.	F. J. & J. V. Owens	406	Constructing seawall	1,051 87
May 19.	W. C. Raisch	407	Repairing crossing, East Street	1,051 83
May 28.	Healy, Tibbits & Co.	408	Repairing Berry and Second Street Wharves	462 00
June 2.	F. J. & J. V. Owens	409	Constructing seawall	1,327 50
June 2.	F. J. & J. V. Owens	410	Constructing seawall	1,449 92
June 2.	D. H. Bibb	411	Piles	1,704 35
June 2.	Golden Gate Lum. Co.	412	Lumber	6,904 56
Total drawn for fiscal year 1890-91.				\$232,991 25

Cr.

SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1891.				
July	7.	413	Lumber -----	\$6,266 38
July	7.	414	Piles -----	699 00
July	7.	415	Macadamizing East Street -----	1,012 00
July	7.	417	Constructing Belt Railroad -----	14,613 75
July	7.	418	Shed, Lombard Street Pier -----	1,096 00
July	14.	419	Constructing seawall -----	1,728 52
July	14.	420	Constructing seawall -----	1,881 00
July	21.	421	Repairing Spear Street Wharf -----	1,741 58
July	30.	422	Repairing Channel Street Wharf -----	1,824 51
July	30.	423	Lumber -----	5,679 37
July	30.	425	Piles -----	2,675 06
Aug.	6.	426	Building wharf, Channel Street -----	1,250 00
Aug.	6.	427	Paving East Street -----	2,752 82
Aug.	6.	428	Constructing Belt Railroad -----	7,125 00
Aug.	11.	429	Paving East Street -----	2,011 52
Aug.	20.	430	Williams, Dimond & Co. -----	
		430	Rails for Belt Railroad -----	6,935 00
Sept.	1.	431	Constructing bulkhead -----	2,597 02
Sept.	1.	432	Piles -----	2,036 43
Sept.	1.	433	Lumber -----	4,292 18
Sept.	8.	434	Constructing seawall -----	4,880 25
Sept.	8.	435	Constructing Belt Railroad -----	4,463 44
Sept.	8.	436	Coating piles -----	1,463 70
Sept.	17.	437	Constructing sewer -----	450 00
Sept.	22.	438	T. E. Green, assignee -----	
		438	Constructing seawall -----	990 00
Sept.	22.	439	J. J. Dowling -----	
		439	Paving East Street -----	3,975 95
Sept	24.	440	Healy, Tibbits & Co. -----	2,529 90
Sept.	29.	441	D. H. Bibb -----	2,749 68
Oct.	1.	442	S. F. Bridge Co. -----	
		442	Constructing seawall -----	5,953 50
Oct.	6.	443	Paraffine Paint Co. -----	
		443	Coating piles -----	2,900 10
Oct.	6.	444	Golden Gate Lum. Co. -----	
		444	Lumber -----	5,267 84
Oct.	13.	445	Paraffine Paint Co. -----	
		445	Coating piles -----	519 40
Oct.	15.	446	B. McMahon & Son -----	
		446	Bulkhead on East Street -----	6,480 00
Oct.	15.	447	D. McLeod -----	
		447	Paving -----	1,878 75
Oct.	22.	448	Darby Laydon & Co. -----	
		448	Addition to Fishermen's Wharf -----	6,424 60
Oct.	27.	449	D. McLeod -----	
		449	Paving -----	1,923 15
Oct.	27.	450	Darby Laydon & Co. -----	
		450	Constructing Belt Railroad -----	12,639 83
Nov.	3.	451	S. F. Bridge Co. -----	
		451	Constructing seawall -----	5,184 00
Nov.	3.	452	Golden Gate Lum. Co. -----	
		452	Lumber -----	4,524 51
Nov.	3.	453	D. H. Bibb -----	
		453	Piles -----	2,361 57
Nov.	10.	454	Isaac H. Cory -----	
		454	Rails for Belt Railroad -----	18,496 96
Nov.	10.	455	Healy, Tibbits & Co. -----	
		455	Constructing Freight Sheds -----	3,668 35
Nov.	12.	456	B. McMahon & Son -----	
		456	Repairing Center Street Wharf -----	3,188 25
Nov.	19.	457	Healy, Tibbits & Co. -----	
		457	Constructing Freight Sheds -----	2,234 75
Nov.	19.	458	B. McMahon & Son -----	
		458	Repiling Center Street Pier -----	1,234 55
Nov.	24.	459	Golden Gate Lum. Co. -----	
		459	Lumber -----	4,036 15
Nov.	27.	460	D. H. Bibb -----	
		460	Piles -----	7,826 80
Dec.	2.	461	Daniel Harney -----	
		461	Paving -----	8,327 89
Dec.	2.	462	S. F. Bridge Co. -----	
		462	Constructing seawall -----	4,926 75
Dec.	2.	463	Thomas Thomson -----	
		463	Repairs to Merchants' Dry Dock -----	2,083 20
Dec.	8.	464	F. J. & J. V. Owens, T. E. Green, assignee -----	
		464	Constructing seawall -----	4,735 83
Dec.	8.	465	Chas. A. Warren -----	
		465	Sand, filling East Street -----	916 41
Dec.	15.	466	Thomas Thomson -----	
		466	Repairs, Merchants Dry Dock -----	1,138 67
Dec.	24.	467	D. McLeod -----	
		467	Paving Seawall Lot No. 11 -----	1,840 25
Dec.	31.	468	Thomas Thomson -----	
		468	Repairs, East Street -----	1,523 25
Dec.	31.	469	D. H. Bibb -----	
		469	Piles -----	1,732 71
1892.				
Jan.	5.	470	Golden Gate Lum. Co. -----	
		470	Lumber -----	3,729 86
Jan.	5.	471	S. F. Bridge Co. -----	
		471	Constructing seawall -----	4,635 42
Jan.	12.	472	Pacific Imp. Co. -----	
		472	Creosoting piles -----	10,489 98
Jan.	26.	473	Golden Gate Lum. Co. -----	
		473	Lumber -----	2,425 73
Jan.	26.	474	D. H. Bibb -----	
		474	Piles -----	3,452 12
Jan.	26.	475	Chas. A. Warren -----	
		475	Filling East Street -----	1,671 09
Jan.	28.	476	Daniel Harney -----	
		476	Paving Seawall Lot No. 12 -----	6,559 48
Jan.	28.	477	Daniel Harney -----	
		477	Paving crossings, East Street -----	1,220 68
Feb.	2.	478	Thomas Thomson -----	
		478	Repairing bulkhead -----	1,450 36

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1892.				
Feb. 2.	S. F. Bridge Co.-----	479	Constructing seawall-----	\$5,229 45
Feb. 2.	Darby Laydon & Co. .	480	Constructing Belt Railroad-----	1,285 00
Feb. 4.	F. J. & J. V. Owens, T. E. Green, assignee	481	Constructing seawall-----	1,867 12
Feb. 4.	F. J. & J. V. Owens, T. E. Green, assignee	482	Constructing seawall-----	4,404 04
Mar. 1.	S. F. Bridge Co.-----	483	Repairs, Mission Street Wharf No. 2.	1,945 12
Mar. 1.	S. F. Bridge Co.-----	484	Constructing seawall-----	6,552 35
Mar. 3.	D. H. Bibb-----	485	Piles-----	3,495 72
Mar. 3.	Golden Gate Lum. Co..	486	Lumber-----	4,348 68
Mar. 10.	F. J. & J. V. Owens, T. E. Green, assignee	487	Constructing seawall-----	2,843 01
Mar. 15.	B. McMahon & Son-----	488	Repairs, Ferry Slip No. 8-----	4,736 45
Mar. 22.	Isaac H. Cory-----	489	Rails, Belt Railroad-----	4,537 79
Mar. 24.	Golden Gate Lum. Co..	490	Lumber-----	2,530 76
Mar. 24.	D. H. Bibb-----	491	Piles-----	3,247 48
Mar. 29.	S. F. Bridge Co.-----	492	Repairs, Mission Street Wharf No. 2.	3,491 80
Apr. 5.	F. J. & J. V. Owens, T. E. Green, assignee	493	Constructing seawall-----	4,704 38
Apr. 5.	F. J. & J. V. Owens, T. E. Green, assignee	494	Constructing seawall-----	1,687 50
Apr. 26.	D. H. Bibb-----	495	Piles-----	1,837 62
Apr. 26.	Golden Gate Lum. Co..	496	Lumber-----	3,691 30
May 5.	Paraffine Paint Co.---	497	Coating piles-----	1,323 36
May 5.	F. J. & J. V. Owens, T. E. Green, assignee	498	Constructing seawall-----	4,636 97
May 5.	F. J. & J. V. Owens, T. E. Green, assignee	499	Constructing seawall-----	2,758 13
May 5.	S. F. Bridge Co.-----	500	Constructing seawall-----	12,138 50
May 26.	D. H. Bibb-----	501	Piles-----	2,696 16
May 26.	Golden Gate Lum. Co..	502	Lumber-----	3,180 91
June 2.	Cotton Bros. & Co.---	503	Rebuilding Ferry Slip No. 2-----	1,042 80
June 2.	S. F. Bridge Co.-----	504	Constructing seawall-----	7,229 39
June 2.	F. J. & J. V. Owens, T. E. Green, assignee	505	Constructing seawall-----	6,147 90
June 9.	Paraffine Paint Co.---	506	Coating piles-----	3,133 44
June 16.	W. C. Raisch-----	507	Paving East Street-----	2,601 19
June 23.	Golden Gate Lum. Co..	508	Lumber-----	3,878 70
June 23.	D. H. Bibb-----	509	Piles-----	3,679 62
Total drawn for fiscal year 1891-92.				\$366,205 44
Total amount drawn for the two fiscal years ending June 30, 1892-----				\$599,196 69
Balance in San Francisco Harbor Improvement Fund-----				353,268 30
				\$952,464 99

BALANCE SHEET.

From November 4, 1863, to June 30, 1892.

RECEIPTS.		
From dockage, tolls, wharfage, rents, etc.....	-----	\$11,359,422 77
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, electric lights, rents, stationery, etc.....	\$2,472,289 61	
Constructing and repairing wharves, sheds, etc.....	4,362,560 46	
Constructing seawall and improving seawall lots.....	2,543,774 39	
Purchase of and constructing dredgers, tugs, and scows.....	145,712 01	
Dredging (cost of).....	1,288,909 51	
Payroll of crew of fireboat.....	57,542 16	
Suspense account (defalcation of John S. Gray).....	23,308 10	
Miscellaneous (loss of merchandise, damages to vessels, dockage, tolls, wharfage, and rents returned, etc.).....	30,423 16	
Constructing and operating Belt Railroad.....	81,635 07	
Cash in treasury.....	353,268 30	
		<u>11,359,422 77</u>
<i>Dr.</i> CASH.		
To amount remitted to State Treasurer.....	-----	\$6,532,994 22
<i>Cr.</i> CASH.		
By amount drawn from State Treasurer.....	\$6,179,725 92	
By cash on hand in treasury.....	353,268 30	
		<u>\$6,532,994 22</u>

CONSTRUCTION ACCOUNT.

The construction account has been segregated into five 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, 1890, and July 1, 1892.

Third—Work contracted for since June 30, 1890, but not yet completed.

Fourth—Seawall construction and works appertaining thereto.

Fifth—The Belt Railroad.

First.

Coating piles with "Key West Pile Armor." Date of contract, January 15, 1889. M. Connell, contractor.

Paid prior to June 30, 1890—		
Coating 33,147 linear feet, at 35 cents per foot.....	\$11,601 45	
Twenty-five per cent retained.....	2,900 36	
Payment.....		\$8,701 09
July 2, 1890, coating 20,458 linear feet, at 35 cents per foot.....	\$7,160 30	
Amount retained as above.....	2,900 36	
		<u>10,060 66</u>
		<u>\$18,761 75</u>

Rebuilding Ferry Slip No. 1 and Clay Street Pier. Date of contract, August 27, 1889. B. McMahon & Son, contractors.

Contract price.....		\$26,250 00
Additions to contract.....		1,626 32
		<hr/>
		\$27,876 32
Less penalty for failure to complete work within contract time.....	\$411 50	
Less 13 piles not driven, at \$14 50 per pile.....	188 50	
	<hr/>	600 00
		<hr/>
		\$27 276 32
		<hr/>
Paid prior to June 30, 1890.....		\$19,895 62
Paid August 7, 1890.....		7,380 70
		<hr/>
		\$27,276 32

Building shed on Clay Street Pier. Date of contract, March 10, 1890. B. McMahon & Son, contractors.

Contract price.....		\$5,370 00
Paid prior to June 20, 1890.....	\$2,819 25	
Paid July 9, 1890.....	2,550 75	
	<hr/>	\$5,370 00

Second.

Under the second class are the following contracts:

Car Ferry Slip at Section 4, seawall. Date of contract, August 4, 1890. San Francisco Bridge Co., contractors.

Contract price.....		\$43,783 00
Addition to contract:		
2,652 feet (B. M.) extra ribbing, at \$40 per M.....	\$106 08	
5,379 feet (B. M.) extra lumber in extension, at \$24 per M.....	129 09	
Constructing slides in tower.....	25 00	
10,249 pounds iron used in excess of plan, at 6 cents per pound.....	614 94	
2 $\frac{1}{2}$ tons iron in counter weights, at \$27 per ton.....	70 20	
18 extra piles furnished and driven, at \$60 per pile.....	1,080 00	
Taking up and resetting concrete blocks.....	795 00	
	<hr/>	\$2,820 31
Deduct for removal of shed.....	100 00	
	<hr/>	2,720 31
		<hr/>
		\$46,503 31

Coating piles. Date of contract, August 26, 1890. Paraffine Paint Co., contractors.

31,358 linear feet, at 35 cents per foot.....	\$10,975 30
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Scow for pile driver. Date of contract, August 5, 1890. A. Bertelsen and W. Campbell, contractors.

Contract price.....	\$2,100 00
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Wooden sewer 4x5 feet, from Market and East Streets to foot of Merchant Street. Date of contract, December 11, 1890. Healy, Tibbits & Co., contractors.

405 $\frac{1}{2}$ linear feet sewer, at \$11 95 per foot.....	\$4,845 72
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Temporary depot at foot of Market Street. Date of contract, December 18, 1890. C. L. Crisman, contractor.

Contract price.....	\$9,639 00
Addition to contract	294 02
	<hr/>
	\$9,963 02

Office on Broadway Wharf No. 1. Date of contract, December 30, 1890. Wm. Fowler, contractor.

Contract price.....	\$2,550 00
Addition to contract	165 50
	<hr/>
	\$2,715 50

Paving a portion of East Street at the intersection of Mission Street, 4,700 square feet. Date of contract, April 22, 1891. W. C. Raisch, contractor.

Contract price.....	\$977 00
Addition to contract.....	74 83
	<hr/>
	\$1,051 83

Grading and macadamizing a portion of East Street from Mission to Howard Street, about 20,240 square feet. Date of contract, April 22, 1891. F. E. Champion and G. W. Elder, contractors.

20,240 square feet, at 5 cents per square foot.....	\$1,012 00
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Shed over pier at Lombard Street Wharf. Date of contract, May 1, 1891. W. M. Fowler, contractor.

Contract price.....	\$1,096 00
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Repairing Spear Street Pier. Date of contract, June 18, 1891. Healy, Tibbits & Co., contractors.

57 piles, at \$13 97 per pile.....	\$796 29
36,781 feet (B. M.) of stringers and planking, at \$19 65 per M.....	722 75
8,408 feet (B. M.) of chocks and compound stringers, at \$22 90 per M.....	192 54
Raising posts and placing five foot blocks.....	30 00
	<hr/>
	\$1,741 58

Paving and repaving a portion of East Street. Date of contract, July 2, 1891. A. J. Raisch, contractor.

5,841 square feet paving, at 21½ cents per square foot.....	\$1,255 82
17,712 square feet repaved, at 6 cents per square foot.....	1,062 72
12,408 square feet repairing, at 3½ cents per square foot.....	434 28
	<hr/>
	\$2,752 82

Paving and repaving a portion of East Street. Date of contract, July 2, 1891. D. M. McLeod, contractor.

6,041 square feet paving, at 21½ cents per square foot.....	\$1,298 82
20,363 square feet repaving, at 3½ cents per square foot.....	712 70
	<hr/>
	\$2,011 52

Removing old wharf and constructing new wharf on East Street, between Howard and Folsom Streets. Date of contract, June 18, 1891. B. McMahon & Son, contractors.

Contract price.....	\$8,957 00
Addition to contract	120 00
	<hr/>
	\$9,077 00

Filling on East Street, between Howard and Folsom Streets. Date of contract, June 18, 1891. C. A. Warren, contractor.

10,350 cubic yards filling, at 25 cents per cubic yard	\$2,587 50
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Rebuilding 100 feet of Channel Street Wharf. Date of contract, July 2, 1891. Thomas Thomson, contractor.

Contract price.....	\$1,494 00
Addition to contract, 11,356 feet (B. M.) lumber, at \$22 50 per M....	255 51
Addition to contract, 5 piles, at \$15 per pile.....	75 00
	<hr/>
	\$1,824 51

Wharf 30x100 feet on Channel Street, between Fifth and Sixth Streets. Date of contract, July 28, 1891. W. S. Gage, contractor.

Contract price.....	\$1,250 00
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Coating piles for Fishermen's Wharf. Date of contract, July 30, 1891. Paraffine Paint Co., contractors.

13,952 linear feet, at 35 cents per foot.....	\$4,883 20
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Addition to Fishermen's Wharf and breakwater. Date of contract, July 30, 1891. Darby Laydon & Co., contractors.

Contract price.....	\$6,427 00
Addition to contract, 4,891 feet lumber, at \$22 per M.	107 60
Addition to contract, rebolting old breakwater.....	10 00
	<hr/>
	\$6,544 60
Less 12 breakwater piles not driven	120 00
	<hr/>
	\$6,424 60

Paving and curbing East Street, between Mission and Howard Streets. Date of contract, August 11, 1891. John J. Dowling, contractor.

19,210 square feet paving, at 18½ cents per square foot.....	\$3,553 85
461 linear feet curbing, at 90 cents per foot	414 90
240 square feet repaving, at 3 cents per square foot.....	7 20
	<hr/>
	\$3,975 95

Repiling Center Street Pier. Date of contract, September 11, 1891. B. McMahon & Son, contractors.

350 piles furnished and driven, at \$11 per pile	\$3,850 00
30,962 feet lumber (B. M.), at \$18 50 per M.....	572 80
	<hr/>
	\$4,422 80

Paving and repaving East Street, between Berkeley Ferry and Jackson Street. Date of contract, September 18, 1891. D. M. McLeod, contractor.

18,671½ square feet paving, at 18½ cents per square foot	\$3,454 24
6,880 square feet repaving, at 3 cents per square foot	206 40
2,649¼ square feet blocks, furnished at 5 cents per square foot ...	132 46
22 cubic yards filling and macadamizing, at 40 cents per cubic yard	8 80
	<hr/>
	\$3,801 90

Removing and rebuilding a portion of Mission Street Pier No. 1. Date of contract, January 14, 1892. San Francisco Bridge Co., contractors.

Contract price	\$5,187 00
Addition to contract, removing two additional bents	50 00
8,692 feet (M. B.) additional stringers, at \$23 per M.	199 92
	<hr/>
	\$5,436 92

Rebuilding spring line, Ferry Slip No. 8. Date of contract, January 29, 1892. B. McMahon & Son, contractors.

Rebuilding spring line	\$3,750 00
Driving sixty-seven extra standard piles, at \$13 85 per pile	927 95
Driving one extra spring pile	17 50
580 feet ribbing, at \$50 per M.	29 00
Rebolting four piles and fitting chocks	12 00
	<hr/>
	\$4,736 45

Repairing Merchants' Dry Dock. Date of contract, October 31, 1891. Thomas Thomson, contractor.

Furnishing, driving, and fastening 58 piles, at \$16 50 per pile	\$974 40
Furnishing, fitting, and fastening 6,571 feet (B. M.) chocks, at \$25 per M. feet	164 27
	<hr/>
	\$1,138 67

Repairing bulkhead between Howard and Folsom Streets. Date of contract, October 31, 1891. Thomas Thomson, contractor.

Furnishing, driving, and fastening 105 piles, at \$16 80 per pile	\$1,764 00
Furnishing, fitting, and fastening 450 feet lumber, at \$25 per M.	11 25
Battening, rods, and repairs—bulkhead	1,198 36
	<hr/>
	\$2,973 61

Paving portion of East Street. Date of contract, April 20, 1892, W. C. Raisch, contractor.

13,254 ⁹ / ₁₀ square feet paving, at 18¼ cents per square foot	\$2,485 29
391 linear feet curb, at 6¼ cents per foot	25 90
2 drains, at \$45 per drain	90 00
	<hr/>
	\$2,601 19

Creosoting piles. Pacific Improvement Co., contractors.

24 piles, 1,169 cubic feet, 15 pounds oil to cubic foot, at 32 ⁸³ / ₁₀₀ cents per cubic foot	\$383 78
622 piles, 31,518 cubic feet, 14 pounds oil to cubic foot, at 31 cents per cubic foot	9,770 58
Labor peeling piles	335 62
	<hr/>
	\$10,489 98

Paving portions of Sections 6 and 7 of the seawall. Date of contract, September 20, 1890. A. J. Raisch, contractor.

39,007 square feet paved, at 22½ cents per square foot	\$8,711 56
27,416 square feet repaved, at 3¾ cents per square foot	1,062 37
941 linear feet wooden curb, at 29 cents per linear foot	272 89
114 linear feet granite curb, at \$1 04½ per linear foot	119 13
Raising cesspool	5 00
1,700 square feet macadam, at 6 cents per square foot	102 00
Relaying and altering sidewalk	10 00
218 linear feet curbing relaid	39 70
Hauling blocks	31 50
597 cubic yards filling, at 30 cents per cubic yard	179 10
	<hr/>
	\$10,533 25

Three dolphins, between Ferry Slips Nos. 6 and 7. Date of contract, April 18, 1892. Healy, Tibbits & Co., contractors.

Contract price	\$711 62
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Third.

Under the third class, or contracts under way on June 30, 1892, and upon which partial payments have been made, are:

Coating piles for Ferry Slips Nos. 2 and 3. Date of contract, March 14, 1892. Paraffine Paint Company, contractors.

Paid on account 12,380 linear feet, at 36 cents per foot	\$4,456 80
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Rebuilding Ferry Slip No. 2. Date of contract, March 1, 1892. Cotton Bros. & Co., contractors.

Contract price	\$27,997 00
Amount paid on account	1,042 80
	<hr/>
	\$26,954 20

THE SEAWALL AND WORKS APPERTAINING THERETO.

The seawall as now constructed and under contract extends from the foot of Taylor Street to near the foot of Mission Street, a distance of 9,201 feet.

Section 8a is under contract with the San Francisco Bridge Company. The contract was let on March 5, 1891. This section completes the wall across the foot of Market Street, and is of the same type of wall as Section 8b, or a vertical concrete wall. It is expected that this work will be completed during the present calendar year.

Section B, extending westerly 1,000 feet from Section A, or from the foot of Powell Street to the foot of Taylor Street, was let to F. J. & J. V. Owens on September 22, 1890. The work has met with many delays, owing to the inability of the contractors to carry out their work. Their bondsmen have intervened and are endeavoring to carry out the terms of the contract. It is hoped that this section will be completed before severe rains set in.

The following are the bids received upon these two pieces of seawall construction, at the respective dates mentioned:

SECTION B.

Name of Bidder.	Wharf.	Earth per Cubic Yard.	Rock per Ton.	Total.
F. J. & J. V. Owens*-----	\$25,000 00	\$0 23	\$0 70	\$93,320 00
Antonelle & Doe-----	21,900 00	38½	79½	109,890 00
San Francisco Bridge Co.-----	20,000 00	18	90	98,120 00
Warren & Malley-----	22,000 00	22	90	103,480 00
W. C. Wing-----	27,000 00	40	1 00	130,600 00
J. W. McDonald-----	26,000 00	35	1 09	131,700 00
John Kelso-----	21,750 00	39	89½	117,160 00
B. McMahan & Son-----	24,000 00	45	1 10	138,800 00

*Lowest bidder, contract awarded.

SECTION 8a.

Name of Bidder.	Timber Foundation.	Concrete per Cubic Yard.	Sand per Cubic Yard.	Stone per Ton.	Total.
W. H. Norton†-----					\$98,308 50
W. C. Raisch-----	\$70,000 00	\$17 00	\$0 50	\$2 00	134,441 00
San Francisco Bridge Co.*-----	63,824 00	6 00	10	1 00	83,987 00
California Bridge Co.-----	74,540 00	12 00	30	2 00	118,866 00
Healy, Tibbits & Co.-----	69,900 00	6 95	45	1 08	106,494 85
L. B. Doe-----	45,460 00	15 60	40	1 25	97,290 05
Darby Laydon & Co.-----	34,250 00	16 50	40	2 00	93,479 50
Hoffman & Bates-----	42,000 00	12 00	30	1 50	85,513 50
B. McMahan & Son-----	46,450 00	9 25	37½	1 75	86,706 50
Pacific Bridge Co.-----	57,140 00	10 00	30	1 00	94,995 00
Randall & Hunt-----	45,205 50	16 50	32	1 00	99,610 00
Carter Bros.-----	84,530 00	7 00	09	1 10	106,878 50

† Informal; rejected.

* Lowest bidder; contract awarded.

The following financial statement regarding this work shows its status at the close of the fiscal year ending June 30, 1892:

Construction of Section 8b, seawall. Date of contract, October 25, 1888. J. S. Antonelle, contractor:

Paid prior to June 30, 1890-----	\$69,652 04
Paid from June 30, 1890, to June 30, 1892, on work completed and 25 per cent retained-----	\$41,977 89
Less amount expended to maintain grade at south end-----	195 00
	<u>41,782 89</u>
	\$111,434 93

Of this amount, \$28,084 12 was paid to the Kennedy & Shaw Lumber Co., assignee of J. S. Antonelle, contractor. There being several claimants for this sum, the Board protected the interests of the State by obligating the Kennedy & Shaw Lumber Co. to guarantee the State against loss. This is more fully set forth in the appended report of the attorney of the Board.

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

Paid prior to June 30, 1891-----	\$13,833 83
Paid on account from June 30, 1891, to June 30, 1892-----	38,384 40
	<u>\$52,218 23</u>

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

Contract price		\$83,987 00
Paid on account	\$56,729 61	
Addition to contract	1,949 20	
	<hr/>	\$58,678 81

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

Total cost of 7,361 feet (average cost per linear foot, \$176 70)----- \$1,300,672 85

The extension of the seawall to Van Ness Avenue will reclaim a large area for the State as seawall lots.

The Board would call the attention of the executive and legislative departments of the State to the growing developments of the property between Black Point and the Presidio. The water-front line of 1876-7, as laid down by the Board of Engineers, has not been ratified west of Van Ness Avenue by legislative action. The Legislature of 1893 should pass such laws as would initiate the extension of this line, and authorize this Board to proceed with such preliminary work as may be found necessary and advisable.

THE BELT RAILROAD.

The Act of March 19, 1889 (Stats. 1889, p. 338), authorized and directed this Board to construct the Belt Railroad. So much as has been deemed necessary has been built, and a supply of 501 tons of 60-pound steel rails, and the requisite fastenings, have been obtained. The road as constructed extends from the foot of Francisco Street to the foot of Broadway—with double tracks and three rails, to accommodate broad and narrow-gauge cars throughout. Connections are had with the various railroads by steam-ferry transfer at the foot of Lombard Street, and side-tracks are provided on Seawall Lots Nos. 10, 11, 12, 13, and 14.

The Board owns and operates one first-class Baldwin yard locomotive and two station flat cars.

The policy of the Board was outlined in the report of 1888-90, as follows:

There can be no doubt of the advantages to the State at large of the past policy of the Board regarding the absolute ownership and control by the State of all the water-front property, and the structures thereon. No person nor corporation should own any structure whatever upon the State property, nor should such structure, when built by the State, be under the exclusive control of any person or corporation. (Report 1888-90, pp. 14-15.)

The Board has found this view sound, not only in carrying out the Belt Railroad, but in all portions of its vast trust.

The cost of construction and equipment of the Belt Railroad has been as follows:

EXPENDITURES.	Fiscal Year 1890-91.	Fiscal Year 1891-92.	Total.
Construction—			
Contract price.....		\$36,775 00	
Additions ordered by Board.....		3,352 02	
Rails, cars, locomotive, etc.....	\$327 61	34,061 88	
Totals.....	\$327 61	\$74,188 90	\$74,516 51
Maintenance—			
Employés.....		\$4,769 31	
Fuel, repairs, water, oil, etc.....		2,349 25	7,118 56
Depots—			
Freight sheds, coal platform—contract price.....		\$8,433 00	
Additions ordered by the Board.....		830 00	
Paving Lots 10, 11, 12, and adjacent streets.....		14,887 37	24,150 37
Car ferry slip at Section 4, seawall—			
Contract price.....	\$43,783 00		
Additions ordered by Board.....	2,720 31		46,503 31
REVENUE.			\$152,288 75
Received for switching cars.....		\$4,580 75	
Received for rent of freight sheds and ferry slip.....		8,406 43	
Received from tolls.....		4,493 17	
Total.....			\$17,480 35

502 tons rails and fastenings purchased and on hand.....	\$18,496 96
Freight on same.....	4,537 79
Total cost (included in above).....	\$23,034 75
June bills paid in July—	
Switching.....	\$965 25
Tolls.....	702 60
Earnings (not included in above).....	\$1,667 85

To this must be added the value of the property occupied. The following estimate is a conservative one:

Value of Seawall Lots Nos. 10, 11, 12.....	\$700,000 00
Value of Seawall Lots Nos. 13 and 14, portions occupied.....	100,000 00
	\$800,000 00

Fifth.

Under the fifth head of contracts, the following have been entered into and discharged during the past two fiscal years:

Constructing Belt Railroad. Date of contract, April 7, 1891. Darby Laydon & Co., contractors.

Contract price.....	\$36,775 00
Additions to contract.....	3,352 02
	\$40,127 02
400 tons rails furnished.....	\$20,000 00
7,300 cross-ties.....	3,285 00
Grading, laying track, switches, and additions to contract.....	16,842 02
	\$40,127 02

Freight Sheds and Coal Platform on Seawall Lots Nos. 12 and 14.
Date of contract, August 13, 1891. Healy, Tibbits & Co., contractors.

Contract price	\$8,433 00
Additions to contract	830 00
	<hr/>
	\$9,263 00

Paving and drains, Seawall Lot No. 12, and paving portions of Green and Front Streets. Date of contract, October 15, 1891. Daniel Harney, contractor.

73,239 ⁷⁷ / ₁₀₀ square feet paving, at 16 ⁷ / ₈ cents per square foot	\$12,359 21
14,697 ³ / ₄ square feet repaving, at 3 cents per square foot	440 93
420 linear feet 18-inch sewer, at \$1 98 per foot	831 60
279 linear feet 8-inch sewer, at 70 cents per foot	195 30
2,104 linear feet curbing, at 20 cents per foot	420 80
434 ² / ₃ linear feet curbing, at 15 cents per foot	65 13
201 ¹ / ₂ linear feet curbing, at 10 cents per foot	20 15
Additions, grading, filling, drains	554 25
	<hr/>
	\$14,887 37

Furnishing 501 tons of 60-pound steel rails and fastenings. Date of contract, October 6, 1891. Isaac H. Cory, contractor.

501 ¹ / ₄ tons steel rails, at \$40 60 per ton	\$20,350 75
2,000 sets of fishplates, at 85 cents per set	1,700 00
32,000 pounds spikes, at \$2 70 per 100 pounds	864 00
8 boxes nut locks, at \$15 per box	120 00
	<hr/>
	\$23,034 75

Paid November 10, 1891, and March 22, 1892.

These rails and fastenings are on hand for extensions of the Belt Railroad and yard facilities upon seawall lots, wharves, and piers.

LEASES.

Since the date of the last biennial report, the only lease then outstanding has expired, namely: The lease to the Pacific Mail Steamship Company, of New York, of the property at Brannan and First Streets.

This lease expired on January 6, 1892. Negotiations were conducted looking to changing the location of this company, but it was found inexpedient to make any immediate change.

The Board therefore assigned the company the use of the wharves and sheds at Brannan and First Streets, at a monthly rental of \$1,800, conditioned upon the assumption by the company of the cost of maintaining the structures.

REPAIRS AND PILE DRIVING.

The pile driving plant owned by the Board has been kept in constant use. Such use has naturally required extensive repairs to the machinery. The Board is satisfied with the greater economy in thus performing work, and the results show a saving over the average cost of this work when done by contract.

DREDGING.

The dredging operations of the Board have been continued as heretofore. The change in the character of materials to be dredged for Section B necessitated a more powerful bucket to attack the packed beach sand at that locality.

The age and unsound condition of the tug "Anasha" has necessitated the construction of an additional tug, which will be the counterpart of the "Gov. Irwin." A contract has therefore been let to Messrs. Hinkley, Spiers & Hayes for the construction of a tug and fire-boat, to cost \$22,475. No payments have as yet been made.

The "Anasha" was furnished in 1875, as part of the dredging plant then acquired by the State. In this connection, it may be proper to review the past cost of dredging.

From 1863 to 1874 dredging was done by contract, at prices ranging from 36 cents to 50 cents per cubic yard, the average price being near the latter figure.

This cost was deemed excessive by Chief Engineer Arnold, who urged the abandonment of the contract system and the State ownership of a complete dredging plant.

This was accomplished in 1874, and the cost of dredging has varied since that date from $6\frac{87}{100}$ cents to $12\frac{97}{100}$ cents per cubic yard, the variation being caused by extensive repairs to the plant, and by variations in the price of fuel. The beneficial results of the system are very apparent.

The appended table gives the detailed items of this work since the inauguration of the system:

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Docking Dredgers, Tugs, and Scaws.	Total.	No. Yards Dredged.	Worked, No. Hours.	Cost per Cubic Yard, Cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³ / ₄	10.76-100
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,965 74	31,363 19	342,638	2,634	9.15-100
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ¹ / ₂	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	11,755 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	3,962 ¹ / ₂	7.2-100
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	63,891 ¹ / ₂	689,570	3,639 ¹ / ₂	7.62-100
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	554 80	51,457 50	635,322	3,761 ¹ / ₂	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	3,663 ¹ / ₂	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	3,652 ¹ / ₂	7.68-100
June 30, 1886	26,654 65	6,293 18	9,886 55	3,841 02	20 00	46,575 40	678,900	3,758 ¹ / ₂	6.87-100
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹ / ₂	12.97-100
June 30, 1888	27,787 00	10,254 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 ¹ / ₂	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 53	51,588 91	645,300	3,298	7.99-100
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,290 81	569,300	3,206 ¹ / ₂	9.35-100
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73-100

LITIGATION.

The Board respectfully calls attention to, and commends the very full and satisfactory report of, their attorney, Mr. F. S. Stratton.

It will be observed that all old cases pending for years have been pushed to final decision, which in nearly all cases has been in favor of the State.

Also, that \$3,910 25 has been collected from defaulting officers and employés, and from disputed tolls and dockage, which sum has been paid into the Harbor Improvement Fund.

Respectfully submitted.

C. F. BASSETT,
CHAS. O. ALEXANDER,
W. H. BROWN,
Board of State Harbor Commissioners.

REPORT OF J. B. HARRIES, EXPERT ACCOUNTANT.

SAN FRANCISCO, October 1, 1892.

To the honorable Board of State Harbor Commissioners:

GENTLEMEN: Since the date of my last report, in compliance with your instructions, I have examined the books and accounts of the department for the six months ending June 30, 1892. This completes my examination of the two years' business, commencing July 1, 1890, and ending June 30, 1892.

BANK AND CASH ACCOUNT.

(Balanced to September 27, 1892, inclusive.)

Balance as per cash book.....		\$32,657 09
Balance at bank per check book.....	\$31,287 92	
In safe—checks payable to Commissioners.....	992 10	
In safe—gold and silver coin.....	382 65	
Petty cash disbursements (not charged up until the end of month).....	20 85	
		<u>\$32,633 52</u>
Surplus in cash, \$26 43.		

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

I am in receipt of a letter from the Hon. E. P. Colgan, State Controller, under date of September 20, 1892, replying to my respects of the 19th of same month, wherein he reports:

Balance to the credit of the San Francisco Harbor Improvement Fund, June 30, 1892.....	\$328,357 18
Add the amount remitted by the Secretary of the Board of State Harbor Commissioners in settlement of June accounts.....	24,911 16
	<u>\$353,268 34</u>
Balance as per ledger, June 30, 1892.....	353,268 30
Difference between accounts long standing, 4 cents.	

I would therefore report that the accounting is correct. I have also examined the several statements of receipts and disbursements embodied in the biennial report, and compared them with the ledger accounts of the Commissioners, and find them likewise correct.

Of the general working of the business everything runs smoothly, and in the carrying on of the Secretary's department there is a commendable amount of care and efficiency displayed. Other departments with which I have not such immediate contact seem entitled to the same meed of praise.

JULIAN B. HARRIES,
Accountant.

REPORT OF F. S. STRATTON, ATTORNEY.

SAN FRANCISCO, August 1, 1892.

To the honorable Board of State Harbor Commissioners:

GENTLEMEN: I herewith submit to you the following report, showing the present condition of matters relating to the Law Department of the Board.

It has been customary with my predecessors in office to refer merely to the actual litigation of the Board; but my experience has shown that the duties of the attorney are as largely concerned with questions submitted, proceedings undertaken, and opinions requested, which do not involve appearance in Court, but which nevertheless are important in results and in time and labor expended. This branch of the duties of the office may, perhaps, with propriety be referred to in this report.

Upon the commencement of my term of office, November 1, 1890, a large number of cases were pending in which the Board was a party, some of them of very long standing, and it has been my aim to clear the calendar of all such suits, both old and new. In this a large measure of success has been obtained, to the end that during the first part of my present term fifteen cases have been taken up and disposed of, all of them resulting favorably to the Board, except one which was tried and decided pursuant to directions from the Supreme Court on a former appeal.

Generally speaking, there are only several actions which are now pending, and all matters in this department are up to date.

I have held myself in readiness at all times to attend, and have, whenever desired, been present at the meetings of the Board. I have continually been called upon to render oral opinions and advise in business coming before the Commission, and in addition I have given written opinions touching matters of law in a large number of instances, from time to time as desired.

Proposed laws and Code amendments have been drafted, contracts drawn up, and parties with supposed claims against the State, arising out of the business of the Commission, the asserted negligence of its employés, or the derelictions of its contractors, have been on many occasions satisfied without recourse to litigation.

Some ten or more cases have also been tried by me in the Police Courts, being prosecutions by the Board in the name of the people against various parties for the promiscuous dumping of earth, rock, and sand into portions of the harbor already dredged by the State. Convictions were had in all cases, and the effect has been largely to prevent the continued obstruction to navigation and commerce by the gradual filling in of navigable waters.

With several of its contracts for constructing portions of the seawall, the Board and counsel have been put to great annoyance by dereliction on the part of contractors. In the matter of contract with Messrs.

Antonelle & Doe, wherein some \$28,000 was due from the Board on completion of the work, rival claimants to the fund in great number argued their respective rights, and four separate suits were instituted against the Commissioners. The matter was finally adjusted by drawing a warrant in favor of the original contractors and their direct assignees, taking security in the form of certificate of deposit to protect the State against judgment by creditors and other parties in interest adverse to the contractors.

The contract with F. J. & J. V. Owens was also a fruitful source of contention between the Board on one side, and unpaid laborers and material men, creditors, assignees, and conflicting powers of agency from the contractors on the other. The sureties on the original bond given to secure due completion of the contract have now undertaken to finish the work.

During the past six months there have been collected by suit from the sureties of Josiah F. Fairfield, a defaulting Wharfinger, \$1,000; from Walter E. Huey, defaulting Collector, \$1,909 65; the Supreme Court has just affirmed judgment against the sureties of Wm. M. Haynie, defaulting Collector, for \$818, or thereabouts, which will be collected in due course, and from M. R. Roberts various bills for dockage, aggregating \$437 60, have been collected by judgments of Courts.

No special or assistant counsel have been employed by the Board during my incumbency, except Mr. John R. Jarboe was, at my suggestion, retained for the purpose of passing upon the correctness of draft of Act for the proposed issuance of bonds in the sum of \$600,000 for construction of the San Francisco freight and passenger depot.

I have, further, for the benefit of the Commissioners, and all other parties in interest, prepared a codified list of statutes and sections of the several Codes in full, which has been printed in pamphlet form, containing all laws and Acts in force relating to the Board. This volume has been freely indexed, and will, it is believed, be of use and benefit as a concise compendium of enactments concerning the duties and rights of the State Harbor Commissioners.

The litigation to which the Board has been a party, as conducted since November 1, 1890, may be detailed as follows:

The People ex rel. The Board of State Harbor Commissioners vs. Josiah F. Fairfield, Charles J. Hendry, and W. S. Ray. No. 10938, Supreme Court.

An action to recover \$12,672 95 from Fairfield as principal, and Hendry and Ray as sureties, on the former's bond as Wharfinger.

This action was pending in the Supreme Court on an appeal by defendants from a judgment against them for \$1,911. The case was submitted on briefs on March 18, 1891, and on July 13, 1891, an opinion was filed reversing the judgment and order appealed from. (See 90 Cal. p. 186.) On retrial, before Department No. 3 of the Superior Court of the City and County of San Francisco, a judgment for \$1,000 was entered, by consent, on January 17, 1892. This amount was then collected and paid in to the Board.

People of the State ex rel. Board of State Harbor Commissioners vs. H. M. La Rue and A. S. Greenlaw. No. 10996, Supreme Court.

This was an action to recover for defalcations by Wm. H. Haynie while Wharfinger.

Judgment for the Board was rendered by the lower Court, and, upon appeal, the decision was, on June 16th last, affirmed. (See 30 Pac. Reporter, p. 131.) The amount found due aggregates \$820, or thereabouts, the matter of costs being uncertain, and as the defendants are, as I understand it, responsible, I expect to turn over the sum claimed within a reasonable time.

John Hackett vs. The State of California. No. 27567, Superior Court.

This was the suit permitted by Act of the Legislature of March 15, 1889, wherein plaintiff, as assignee of Wm. D. English, claims damages in the sum of \$55,000 for breach of contract by the Board of State Harbor Commissioners.

This case was elaborately argued and submitted upon briefs before Judge Wallace, special counsel for the State having been heretofore employed to assist the attorney for the Board. On January 5, 1891, demurrer was sustained, which in effect went to the merits of the action, the Court holding broadly that Hackett was in no wise entitled to damages, and that the Board had not violated its contract with English. Since that date the complaint has been amended, and demurrer thereto again sustained, followed, upon refusal to amend, by entry of final judgment in favor of the Board and the State. No appeal to the Supreme Court has as yet been taken by plaintiff.

Warren Payne et al. vs. Wm. D. English et al. as members of the Board of State Harbor Commissioners. No. 20614, Superior Court.

This was an action to secure perpetual injunction against the Board, restraining them from constructing certain contemplated wharf improvements on Channel Street, southerly side of South Mission Block No. 12, bounded by Third, Fourth, Channel, and Berry Streets.

The real issue was as to whether the block in question was 240 feet wide, as contended by the Board, or 275 feet wide, as urged by plaintiffs. On July 20, 1888, the Court rendered judgment in favor of the Board. This was, however, on appeal, reversed by the Supreme Court on July 1, 1889. (See 79 Cal. p. 540.) The case was retried before Judge Garber during parts of February, March, and April, 1891, the case consuming both time and labor, and on August 4, 1891, decision was rendered in favor of plaintiffs. The settlement of statement on motion for a new trial and on appeal to the Supreme Court is now pending.

J. W. Taylor et al. vs. J. S. Antonelle and the Board of State Harbor Commissioners et al. No. 30606, Superior Court.

This was an action commenced September 22, 1890, to recover \$27,783 59 from the defendants Antonelle & Doe, and that the Board be directed to draw warrant for the sum named in favor of plaintiff.

This dispute was incident to the Antonelle & Doe complications above referred to, and was one of several suits growing out of the financial embarrassments of the seawall contractors. The Board, after hearing all the claims of various parties, drew warrant in favor of the Kennedy & Shaw Lumber Company as assignees of Antonelle & Doe, they having a clear prima facie title to the fund in question. The interests of all other claimants have, however, been protected by taking from the payees ample security with which to satisfy any judgments obtained, should the Courts determine that they have any rights. The Board has therefore, practically, no further interest in this action.

Pacific Rolling Mill Company vs. Wm. D. English et al. as members of the Board of State Harbor Commissioners. No. 31314, Superior Court.

This case also grew out of the Antonelle & Doe complications. The complaint was filed December 3, 1890, asking judgment for \$4,670 12, as assignees in equity of that amount from Antonelle & Doe. The action is in the same category as the suit above noticed, and is now set for trial before Judge Hebbard, for August 15, 1892.

The Kennedy & Shaw Lumber Company vs. William D. English et al. as members of the Board of State Harbor Commissioners. No. 31513, Superior Court.

In this case the corporation plaintiff sought to mandamus the Board by petition filed December 22, 1890, to secure drawing of warrant in their favor for \$28,012 as the assignees of Antonelle & Doe. After filing answer, counsel for the Board sought by motion to have all adverse parties brought into Court, and the rights of the conflicting claimants under Antonelle & Doe determined. This motion the Court, on March 20, 1891, denied, and subsequently, on July 23, 1891, a judgment of dismissal of the action was entered.

The People of the State, etc., ex rel. the Board of State Harbor Commissioners vs. Sidney J. Loop et al. No. 31926, Superior Court.

This was an action commenced January 29, 1891, against the sureties on the official bond of Walter E. Huey, late Collector of the Board, for the sum of \$2,786 05, the amount of his defalcations.

A trial was had on November 23 and 24, 1891, before Judge Finn and a jury, resulting in a verdict in favor of the Board, with costs, amounting to \$1,909 65. The defendants gave notice of intention to move for

new trial, but abandoned further proceedings, and on June 10, 1892, the final balance was collected from the sureties, and the entire amount found due paid over to the Board.

The People ex rel. Board of State Harbor Commissioners vs. M. R. Roberts.
No. 56655, Justice's Court.

This was a test case commenced May 14, 1891, to recover \$97 50, dockage charges, the defendant contending that his vessels were exempt from paying any rates, and that a certain Act of the Legislature, approved March 31, 1891, was unconstitutional and void.

On account of its importance, the action was transferred by stipulation to Judge Wallace, and tried by him May 22, 1891. A decision was rendered August 1, 1891, in favor of the Board on all points, and judgment entered accordingly.

The Commissioners remitted certain penalties, and the full dockage bill due was paid in to the Board.

The People ex rel. Board of State Harbor Commissioners vs. M. R. Roberts.
No. 34219, Superior Court.

This was an action to recover \$569 70 dockage charges, the complaint being filed September 15, 1891.

The matters involved were the same as in the case above noted. The Board remitted all penalties, and defendant subsequently, on September 17, 1891, paid in to the Board the full amount due.

The People, etc., ex rel. Board of State Harbor Commissioners vs. Wm. B. Hill. No. 34528, Superior Court.

In this case the Board sought to obtain a decision determining the question of their jurisdiction on Channel Street, westerly from Fifth Street.

The defendant contended that the Act of March 15, 1878, granting the Board jurisdiction on Channel Street as far as the ebb and flow of tide water, had been repealed by Section 2524 of the Political Code, which limited their jurisdiction to Fifth Street.

The complaint was filed October 15, 1891, and on November 13, 1891, the question of jurisdiction was raised by demurrer, and submitted on briefs. On April 7, 1892, Judge Garber filed a written opinion, wherein he fully sustained the position of the Board, and conceded them jurisdiction to Ninth Street, or as far as the tide ebbs and flows.

This case has not as yet been further litigated, but it is highly advisable to have the Supreme Court pass upon the question of jurisdiction before the Commission proceeds to construct costly improvements and incur large disbursements for dredging on Channel Street. The Board has now under consideration the institution of other proceedings, which, it is hoped, will definitely determine the long-standing and complicated questions of their rights on both sides of Channel Street, and the width of blocks thereon, as far as the tide ebbs and flows.

The People of the State, etc., ex rel. Board of State Harbor Commissioners vs. M. R. Roberts. No. 21668, Superior Court. No. 12989, Supreme Court.

This suit was an exceedingly important one, in that it involved a determination of two constitutional questions; first, as to the right to tax for dockage charges vessels engaged in the domestic trade, and if not, then all vessels were exempt from such charges; and second, as to the right of the Commission to exact dockage for the use of dredged slips, the defendant claiming that it was in effect a charge on tonnage, prohibited by the Constitution of the United States.

The original complaint was filed November 15, 1887, and judgment entered in favor of the Board July 26, 1888, for \$165 95 and costs. This judgment was, however, reversed by the Supreme Court on January 4, 1891 (see 25 Pacific Reporter, p. 496), in an opinion, the effects of which, if followed, would have been far-reaching in their consequences.

On January 17, 1891, I filed petition for rehearing, and on February 3d the same was granted. On July 24, 1891, the case was orally argued before the Supreme Court in bank, and thereafter submitted on briefs. On January 13, 1892, the Court announced its decision, and affirmed in all respects the position taken by the Harbor Commissioners. Subsequently the defendant paid the full amount of principal, interests, and costs, and on February 20, 1892, the sum of \$333 40 was paid in to the Board in full satisfaction of this judgment.

The People, etc., ex rel. Board of State Harbor Commissioners vs. James Kerwin et al. No. 21614, Superior Court. No. 13077, Supreme Court.

In this case the Board sought to remove the defendants from their unlawful occupancy of Seawall Lot No. 7, being within the jurisdiction of the Commissioners and the property of the State.

The complaint was filed November 8, 1887, and on September 27, 1888, the cause was tried and decision rendered in favor of the Board, for the restitution of the premises as demanded. Defendants then appealed from that decision, and on March 6, 1892, the judgment was finally affirmed by the Supreme Court in bank. Supplemental proceedings then followed in the lower Court, but on May 18, 1892, the defendants were evicted and the Board restored to the possession of the lot of land in controversy.

Respectfully submitted.

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

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.
1894.

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.....	3,830 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
	<u>\$969,261 59</u>
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
	<u>\$969,261 59</u>

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
Total	<u>\$995,581 04</u>

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	9,869 55	8,651 83	18,521 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
Amount drawn from San Francisco Harbor Improvement Fund	\$629,957 55	\$583,674 58	\$1,213,632 13
	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's.....	7,525 00	7,566 00	15,091 00
Salaries of Chief Wharfinger and Assist.....	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	281,417 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	
				\$334,575 70
August ----	To amount remitted by Commissioners for July ----	\$22,010	32	
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. 9.	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	3,603 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 ..	5,188 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 ..	1,369 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	1,359 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	1,724 00
Mar. 1.	A. Page Bfown	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	3,567 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.....				309,729 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	2,638,958 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., re- turned)	48,395 14	
Constructing and operating Belt Railroad	112,211 80	
Cash in treasury	388,456 04	
<i>Dr.</i> CASH.		12,573,054 90
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	
		7,148,987 51

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	9,450 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 28	
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		\$10,957 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/>	\$10,957 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.....	1,369 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

\$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

\$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

\$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

\$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

\$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

\$44,350 00

Deductions for work not completed	1,197 00
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\$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

\$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	
	<hr/>	\$9,120 60

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	
	<hr/>	\$1,795 00

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	
	<hr/>	\$1,846 70

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	
	<hr/>	\$33,607 79

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	123 13	
Paid June 5, 1894	118 80	
	<hr/>	\$11,082 90

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. McMahan & 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	4,496 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 $6\frac{87}{100}$ cents to $12\frac{97}{100}$ 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:

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending--	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous including Docking Trugs, 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	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348¾	10.76-100
June 30, 1876	11,932 98	7,639 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	1,582 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	11,755 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	48,743 45	639,570	3,639½	7.62-100
June 30, 1883	25,860 01	12,152 06	9,093 06	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	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758½	6.87-100
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175½	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	7.92-100
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 53	51,588 91	645,300	3,298	7.99-100
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,939 40	53,230 81	569,300	3,206½	9.35-100
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73-100
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44-100
June 30, 1894	28,350 30	17,505 81	8,931 46	3,069 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 2½ 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 $2\frac{1}{2}$ 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 book.....		\$14,079 39
Balance at bank.....	\$13,351 32	
Check and coin in safe.....	728 07	
	<hr/>	\$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
	<hr/>
	\$330,231 62
Less drafts drawn and unpaid.....	20,502 54
	<hr/>
	\$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 employés 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.

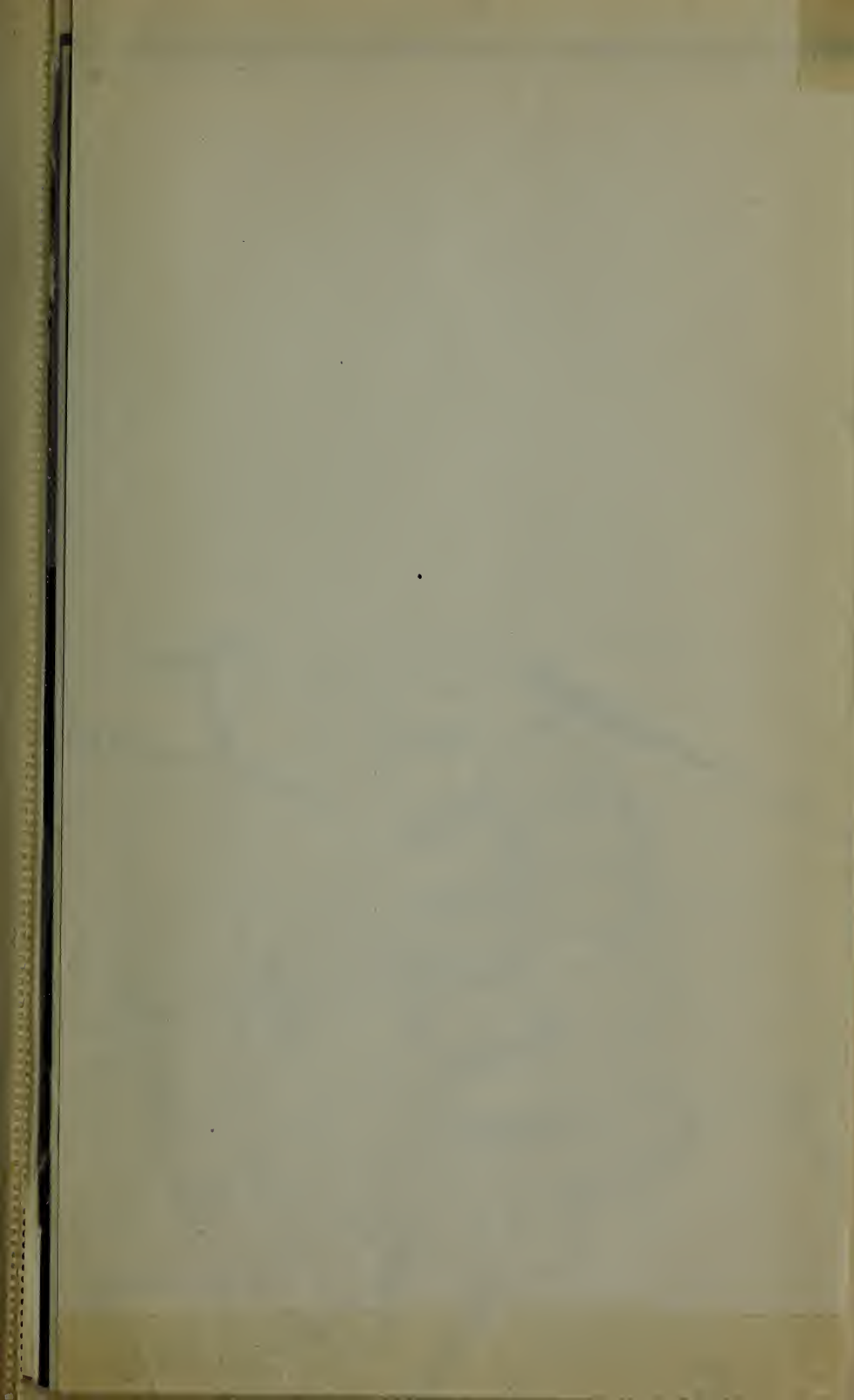
The People of the State of California ex rel. Charles F. Bassett vs. Charles R. Allen. (No. 74,591, Justice's Court.)

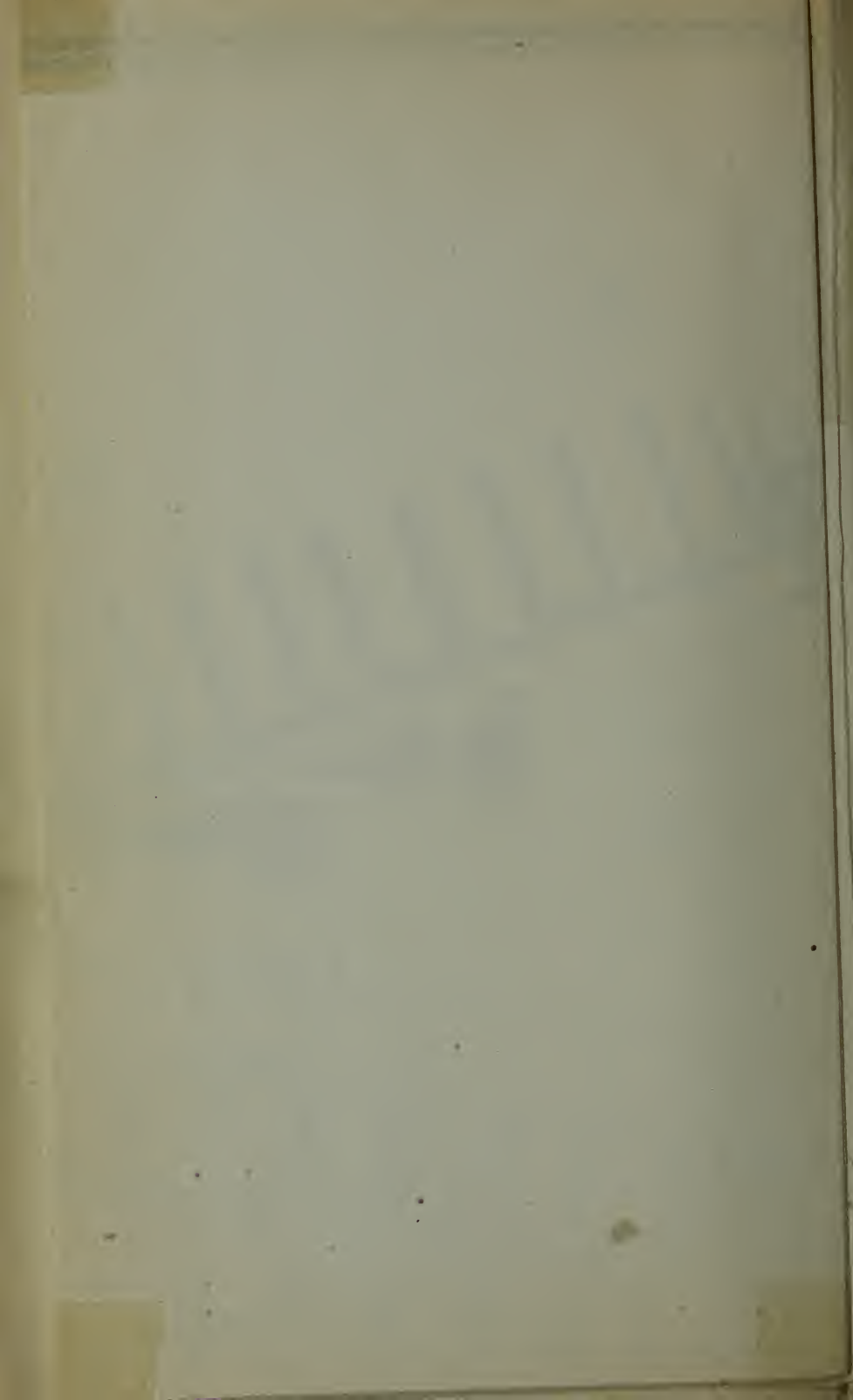
This action was brought to recover two hundred and ninety-nine (\$299) dollars tolls and penalties on 3,874 tons of coal taken over Washington Street Wharf, the case being commenced the same day as the two last mentioned.

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.





BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS,

FOR THE TWO FISCAL YEARS

COMMENCING JULY 1, 1894, AND ENDING JUNE 30, 1896.



SACRAMENTO:

A. J. JOHNSTON, : : : SUPERINTENDENT STATE PRINTING.
1896.

THE LAW OF THE

1911

OF THE STATE OF NEW YORK

AND

OF THE CITY OF NEW YORK



REPORT.

To HON. JAMES H. BUDD, *Governor of the State of California :*

DEAR SIR: In compliance with Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners submit the following report of their transactions from the 1st of July, 1894, to the 30th of June, 1896, 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.

J. J. KEEGAN,
Secretary Board of State Harbor Commissioners.

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

SUMMARY OF RECEIPTS AND DISBURSEMENTS.

	1894-95.	1895-96.	Total.
<i>Receipts.</i>			
From dockage.....	\$179,534 15	\$182,884 25	\$362,418 40
From tolls.....	186,468 33	192,423 07	378,891 40
From wharfrage.....	5,011 30	3,563 35	8,574 65
From rents of wharves, seawall lots, special dock privileges, including reserving of berths, ferry slips, Belt Railroad freight sheds and offices.....	189,153 24	195,010 05	384,163 29
From sale of old material.....	2,377 01	1,431 61	3,808 62
From dredging.....	790 00	1,257 75	2,047 75
From Fisherman's Wharf, exclusive of rents.....	3,818 75	3,900 00	7,718 75
From miscellaneous, damages to property, etc.....	9,341 58	1,073 56	10,415 14
From interest, costs, etc.....	5 50	-----	5 50
From Belt Railroad, switching.....	10,118 75	11,730 00	21,848 75
From Belt Railroad, sale of rails, fish-plates, and bolts.....	-----	5,934 25	5,934 25
Total receipts.....	\$586,618 61	\$599,207 89	\$1,185,826 50
Amount drawn from San Francisco Harbor Improvement Fund.....	326,013 26	290,929 16	616,942 42
Totals.....	\$912,631 87	\$890,137 05	\$1,802,768 92
<i>Disbursements.</i>			
Salaries of Commissioners, Secretaries, Engineers, Draughtsman, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office.....	\$88,312 35	\$87,658 80	\$175,971 15
Construction, including building of new wharves, slips, sheds, sewers, and roadways, maintenance and repairs of waterfront streets, old wharves, buildings, ferry depot foundation, roadway, and seawall.....	444,366 85	390,935 35	835,302 20
Wharf cleaning.....	23,011 88	27,220 09	50,231 97
Dredging.....	79,664 43	56,639 02	136,303 45
Seawall account.....	55 00	-----	55 00
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses.....	26,360 32	20,388 24	46,748 56
Belt Railroad construction and maintenance.....	30,755 26	15,189 01	45,944 27
Fire account.....	4,827 05	6,582 96	11,410 01
Total disbursements.....	\$697,353 14	\$604,613 47	\$1,301,966 61
Amount remitted to State Treasurer.....	215,278 73	285,523 58	500,802 31
Totals.....	\$912,631 87	\$890,137 05	\$1,802,768 92

During the last two fiscal years there was collected the sum of \$1,185,826 50, and expended \$1,301,966 61, exclusive of the money transferred by the Controller from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund. The money thus transferred by the authority of an Act approved March 17, 1891, amounts to \$111,144, which would bring the total expenditures to \$1,413,110 61.

The following shows the condition of the San Francisco Harbor Improvement Fund June 30, 1896:

Amount in fund July 1, 1894.....	\$309,729 04
Amount remitted to June 30, 1896.....	500,802 31
	\$810,531 35

Amount drawn out to June 30, 1896 (ordinary expenditures).....	\$616,942 42	
Amount transferred to San Francisco Depot Sinking Fund by Controller.....	111,144 00	
Amount in fund July 1, 1896.....	82,444 93	
		<u>\$810,531 35</u>

The following shows the condition of the San Francisco Depot Sinking Fund June 30, 1896:

Amount in fund July 1, 1894.....	\$78,727 00	
Amount remitted to June 30, 1896.....	111,144 00	
		<u>\$189,871 00</u>
Amount drawn out to June 30, 1896 (purchase of United States bonds by Treasurer).....	\$135,976 40	
Amount drawn out to June 30, 1896 (expenses by Treasurer).....	303 95	
Amount in fund July 1, 1896.....	53,590 65	
		<u>\$189,871 00</u>

The following shows the condition of the San Francisco Depot Fund June 30, 1896:

Amount in fund July 1, 1894.....	\$607,125 00
Amount drawn out to June 30, 1896.....	9,597 44
	<u>\$597,527 56</u>

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.....	\$82,444 93
San Francisco Depot Sinking Fund (bond account).....	\$135,976 40
San Francisco Depot Sinking Fund (cash balance)....	53,590 65
	<u>189,567 05</u>
San Francisco Depot Fund.....	597,527 56
	<u>\$869,539 54</u>

SAN FRANCISCO DEPOT SINKING FUND.

The following is a synopsis of the statement furnished by State Treasurer Rackliffe:

Total amount transferred from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund ...	\$189,871 00
Interest on United States bonds purchased.....	5,400 00
Total.....	<u>\$195,271 00</u>
United States bonds purchased.....	\$120,000 00
Premium paid on same.....	15,887 50
Expenses entailed in purchase.....	303 95
Interest accrued prior to purchase.....	88 90
Interest paid on \$600,000 San Francisco Depot bonds.....	36,000 00
Total.....	<u>172,280 35</u>
On hand—	
Cash.....	\$22,990 65
United States bonds.....	120,000 00
Total.....	<u>\$142,990 65</u>

The following is a table of the receipts and disbursements for the two fiscal years ending June 30, 1896, 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, 1896.

Receipts.	1894-95.	1895-96.	Total.
Section 1, Seawall Wharf	\$8,222 23	\$8,081 71	\$16,303 94
Section 2, Seawall Wharf	5,864 09	4,245 35	10,109 44
Section 3, Seawall Wharf	14,651 11	11,581 41	26,232 52
Section 4, Seawall Wharf	4,918 16	7,957 12	12,875 28
Fisherman's Wharf	4,517 75	4,459 00	8,976 75
Union-Street Wharf	13,310 16	16,660 32	29,970 48
Green-Street Wharf	15,862 51	17,000 99	32,863 50
Vallejo-Street Wharf	10,022 73	12,052 44	22,075 17
Broadway Wharf, No. 1	14,277 96	16,554 15	30,832 11
Broadway Wharf, No. 2	13,773 78	14,645 11	28,418 89
Pacific-Street Wharf	17,171 48	1,610 38	18,781 86
Jackson-Street Wharf	17,531 02	15,890 73	33,421 75
Washington-Street Wharf	15,928 72	17,139 14	33,067 86
Ferries	91,887 98	85,851 61	177,739 59
Mission-Street Wharf	13,417 36	13,700 22	27,117 58
Mission-Street Wharf, No. 2	20,910 03	24,074 95	44,984 98
Howard-Street Wharf	8,930 03	10,689 68	19,619 71
Howard-Street Wharf, No. 2	10,307 45	9,722 01	20,029 46
Howard-Street Wharf, No. 3	8,002 10	11,024 47	19,026 57
Folsom-Street Wharf	9,239 31	9,817 10	19,056 41
Folsom-Street Wharf, No. 2	13,541 80	22,753 55	36,295 35
Harrison-Street Wharf	9,128 70	12,302 62	21,431 32
Steuart-Street Wharf	9,587 49	9,709 75	19,297 24
Speart-Street Wharf	13,462 99	13,880 50	27,343 49
Main-Street Wharf	15,040 72	14,410 35	29,451 07
Beale-Street Wharf	19,824 00	21,397 95	41,221 95
Fremont-Street Wharf	4,044 60	7,237 25	11,281 85
Third-Street Wharf	9,859 63	8,188 57	18,048 20
Berry-Street Wharf	12,999 46	13,211 23	26,210 74
Channel-Street Wharf	4,916 70	5,445 17	10,361 87
Center-Street Wharf	3,777 60	1,986 05	5,763 65
California Dry Dock	6,100 00	6,600 00	12,700 00
Pacific Mail Steamship Co.	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)	54,422 12	55,136 29	109,558 41
United States Barge Office	240 00	240 00	480 00
Space for scales	1,185 00	960 00	2,145 00
China Basin		1,000 00	1,000 00
Revenue from seawall lots	10,520 00	11,313 50	21,833 50
Sale of old material (urgent repairs)	2,070 81	1,388 61	3,459 42
Sale of old material (pile-driving)	192 48		192 48
Sale of old material (Dredger No. 1)		27 35	27 35
Sale of old material (Dredger No. 2)	113 72	15 65	129 37
Dredging (Dredger No. 1)	160 00	1,257 75	1,417 75
Dredging (Dredger No. 2)	630 00		630 00
Central Basin	240 00	350 00	590 00
Belt Railroad revenue	24,518 75	33,064 25	57,583 00
Suspense account			
Interest and costs	5 50		5 50
Cousins Dry Dock Co.	1,100 00	2,700 00	3,800 00
Damages, sales, etc.	9,336 58	1,073 56	10,410 14
	\$586,618 61	\$599,207 89	\$1,185,826 50
Amount drawn from San Francisco Harbor Improvement Fund	326,013 26	290,929 16	616,942 42
Totals	\$912,631 87	\$890,137 05	\$1,802,768 92

RECEIPTS AND DISBURSEMENTS FOR TWO YEARS ENDING JUNE 30, 1896—Continued.

Disbursements.	1894-95.	1895-96.	Total.
Salaries of Commissioners, Secretaries, and Clerks	\$18,540 00	\$20,390 00	\$38,930 00
Salaries of Chief Engineer and Assistants	8,075 50	7,458 00	15,533 50
Salaries of Chief Wharfinger and Assistants	5,175 00	4,875 00	10,050 00
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Wharfingers	31,500 00	28,969 35	60,469 35
Salaries of Collectors	19,071 00	19,196 65	38,267 65
Salaries of Watchmen	3,550 85	4,369 80	7,920 65
Expense Account	17,961 44	16,734 60	34,696 04
Urgent repairs	37,596 10	47,084 22	84,680 32
Repairs (contract)	156,858 15	105,037 00	261,895 15
Pile-driving	24,933 02	24,606 91	49,539 93
Cleaning wharves	23,011 88	27,220 09	50,231 97
Wharf offices and furniture	637 28	940 21	1,577 49
Legal expenses	6,042 20	1,378 75	7,420 95
Fire Account	4,827 05	6,582 96	11,410 01
Dredger No. 1	19,026 98	17,580 57	36,607 55
Dredger No. 2	22,598 97	13,794 89	36,393 86
Tug "Gov. Markham"	11,708 47	11,129 77	22,838 24
Tug "Gov. Irwin"	26,330 01	14,133 79	40,463 80
Construction Account	224,979 58	214,207 22	439,186 80
Seawall Account	55 00		55 00
Improving seawall lots			
Dockage refunded	265 65	284 52	550 17
Tolls refunded	442 25	226 70	668 95
Wharfage refunded	61 90	43 00	104 90
Rent refunded	225 00	77 00	302 00
Fisherman's Wharf (expenses)	105 25	60 00	165 25
Profit and Loss Account			
Belt Railroad construction	18,463 00		18,463 00
Belt Railroad expense	12,292 26	15,189 01	27,481 27
San Francisco Harbor Improvement Fund			
Closed accounts			
Damages, sales, etc.	619 35	643 46	1,262 81
Remitted to State Treasurer, account San Francisco Harbor Improvement Fund	\$697,353 14	\$604,613 47	\$1,301,966 61
	215,278 73	285,523 58	500,802 31
	\$912,631 87	\$890,137 05	\$1,802,768 92

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR TWO FISCAL YEARS ENDING JUNE 30, 1896.

		<i>Dr.</i>		
1894—Aug.---	To amount remitted by Commissioners for July..		\$19,219	97
Sept.---	To amount remitted by Commissioners for Aug..		16,975	54
Oct.---	To amount remitted by Commissioners for Sept..		20,665	11
Nov.---	To amount remitted by Commissioners for Oct..		14,186	52
Dec.---	To amount remitted by Commissioners for Nov..		21,129	30
1895—Jan.---	To amount remitted by Commissioners for Dec..		20,684	47
Feb.---	To amount remitted by Commissioners for Jan..		19,614	81
March.---	To amount remitted by Commissioners for Feb..		11,697	55
April.---	To amount remitted by Commissioners for Mar..		13,291	20
May.---	To amount remitted by Commissioners for Apr..		22,893	83
June.---	To amount remitted by Commissioners for May..		18,151	74
July.---	To amount remitted by Commissioners for June.		16,768	69
				\$215,278 73
1895—Aug.---	To amount remitted by Commissioners for July..		\$23,459	33
Sept.---	To amount remitted by Commissioners for Aug..		18,896	00
Oct.---	To amount remitted by Commissioners for Sept..		23,376	05
Nov.---	To amount remitted by Commissioners for Oct..		23,449	38
Dec.---	To amount remitted by Commissioners for Nov..		25,784	08
1896—Jan.---	To amount remitted by Commissioners for Dec..		28,739	85
Feb.---	To amount remitted by Commissioners for Jan..		21,781	09
March.---	To amount remitted by Commissioners for Feb..		28,851	10
April.---	To amount remitted by Commissioners for Mar..		23,075	99
May.---	To amount remitted by Commissioners for Apr..		25,114	13
June.---	To amount remitted by Commissioners for May..		20,985	12
July.---	To amount remitted by Commissioners for June.		22,011	46
				285,523 58
Total amount remitted				\$500,802 31
Balance in S. F. Harbor Imp. F'd, July, 1894				309,729 04
				\$810,531 35

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of—	Amount.
1894.				
July 6	B. McMahon & Son	674	Car Ferry Slip No. 2	\$7,791 88
July 19	William Deacon	675	Alterations tug "Gov. Irwin"	2,241 56
July 19	A. Page Brown	676	Plans and specifications, ferry depot	6,250 00
July 26	S. E. Slade Lumber Co.	677	Lumber	3,242 30
July 26	S. E. Slade Lumber Co.	678	Piles	1,046 01
Aug. 2	S. F. Bridge Co.	679	Ferry foundation	11,224 80
Aug. 2	A. Page Brown	680	Architect fees	187 08
Aug. 16	Moynihan & Aitken	681	Boiler for tug "Gov. Irwin"	2,840 62
Aug. 23	Wood, Slade & Thayer Lumber Co.	682	Piles	631 96
Aug. 23	Wood, Slade & Thayer Lumber Co.	683	Lumber	3,760 17
Aug. 30	Teredo Proof Pile Co.	684	Piles	3,499 88
Sept. 6	J. D. Spreckels & Bros. Co.	685	Cement	24,438 75
Sept. 6	S. F. Bridge Co.	686	Ferry foundations	20,656 12
Sept. 6	Darby Laydon & Co.	688	Folsom-Street Pier No. 2	1,665 00
Sept. 6	A. Page Brown	689	Architect fees	344 27
Sept. 13	Teredo Proof Pile Co.	690	Piles	1,166 62
Sept. 13	Wood, Slade & Thayer Lumber Co.	691	Lumber	2,579 65
Sept. 23	Darby Laydon & Co.	692	Repairs to Folsom Pier No. 2	3,707 00
Oct. 1	S. F. Bridge Co.	693	Ferry foundation	12,430 12
Oct. 2	A. Page Brown	694	Architect fees	207 17
Oct. 25	Wood, Slade & Thayer Lumber Co.	695	Piles	1,697 77
Oct. 25	Wood, Slade & Thayer Lumber Co.	696	Lumber	2,180 14
Nov. 1	S. F. Bridge Co.	697	Ferry foundation	18,024 75
Nov. 1	A. Page Brown	698	Architect fees	480 41

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of—	Amount.
1894.				
Nov. 27	Wood, Slade & Thayer Lumber Co.	699	Lumber	\$2,738 87
Nov. 27	Wood, Slade & Thayer Lumber Co.	701	Piles	2,495 64
Dec. 6	Moynihan & Aitken	702	Boiler tug "Gov. Irwin"	2,350 38
Dec. 6	S. F. Bridge Co.	703	Ferry foundation	3,928 01
Dec. 6	A. Page Brown	704	Architect fees	65 47
Dec. 11	Atlas Iron Works	705	Hydraulic hoist, Slip No. 6	1,237 50
Dec. 11	William Deacon	706	Alteration tug "Gov. Irwin"	1,743 44
Dec. 13	J. D. Spreckels & Bros. Co.	707	Cement for ferry foundation	7,980 00
Dec. 20	S. E. Slade	708	Piles	1,337 95
Dec. 20	S. E. Slade	709	Lumber	1,846 05
Dec. 20	Wood, Slade & Thayer Lumber Co.	710	Lumber	1,071 95
Dec. 20	City Street Improvement Co.	712	Paving	2,250 00
Dec. 27	F. A. Williams	713	Freight shed on Seawall Lot No. 8	2,897 77
1895.				
Jan. 3	S. F. Bridge Co.	714	Ferry foundation	3,875 11
Jan. 3	A. Page Brown	715	Architect fees	64 59
Jan. 12	F. A. Williams	716	Freight shed on Seawall Lot No. 8	1,395 23
Jan. 17	Atlas Iron Works	717	Hydraulic hoist, Slip No. 6	412 50
Jan. 22	S. E. Slade	718	Piles	1,907 77
Jan. 22	S. E. Slade	719	Lumber	1,411 08
Feb. 5	Darby Laydon & Co.	720	Dry dock at Spear-Street Wharf	1,371 90
Feb. 5	Darby Laydon & Co.	721	Repiling Fremont Street and making dry dock slips	4,076 25
Feb. 5	S. F. Bridge Co.	722	Ferry foundation	5,071 18
Feb. 5	A. Page Brown	723	Architect fees	84 52
Feb. 14	City Street Improvement Co.	724	Paving and bituminous rock in front slips 2 and 3	2,367 79
Feb. 19	City Street Improvement Co.	725	Bituminous rock pavement, ferry foundation	2,437 76
Feb. 21	S. E. Slade Lumber Co.	726	Piles	1,813 77
Feb. 21	S. E. Slade Lumber Co.	727	Lumber	2,586 62
Feb. 26	Randell Hunt	728	Car Ferry Slip No. 1	2,832 00
Mar. 5	Darby Laydon & Co.	729	Dry dock, Spear Street	1,714 87
Mar. 5	Darby Laydon & Co.	730	Fremont-Street pier	1,443 75
Mar. 5	Teredo Proof Pile Co.	731	Piles	6,032 40
Mar. 7	City Street Improvement Co.	732	Paving Seawall Lot No. 8	1,618 96
Mar. 7	S. F. Bridge Co.	733	Ferry foundation	4,861 12
Mar. 7	A. Page Brown	734	Architect fees	81 02
Mar. 21	S. E. Slade Lumber Co.	735	Piles	1,968 07
Mar. 21	S. E. Slade Lumber Co.	736	Lumber	1,923 37
Mar. 26	Randell Hunt	737	Car Ferry Slip No. 1	3,168 75
Mar. 26	Darby Laydon & Co.	738	Spear-Street dry dock	6,855 99
April 4	S. F. Bridge Co.	739	Ferry foundation	11,981 95
April 4	A. Page Brown	740	Architect fees	418 70
April 4	Darby Laydon & Co.	741	Fremont-Street pier	5,967 81
April 23	S. E. Slade Lumber Co.	742	Lumber	2,645 87
April 23	S. E. Slade Lumber Co.	743	Piles	2,323 61
April 26	Teredo Proof Pile Co.	744	Piles	3,591 00
April 30	Randell Hunt	745	Car Ferry Slip No. 1	2,889 25
May 2	S. F. Bridge Co.	746	Ferry foundation	12,667 45
May 21	Teredo Proof Pile Co.	747	Piles	5,347 50
May 21	Paraffine Paint Co.	748	Coating piles	1,661 15
May 23	S. E. Slade Lumber Co.	749	Lumber	4,048 67
May 23	S. E. Slade Lumber Co.	750	Piles	4,499 94
May 23	Healy, Tibbitts & Co.	751	Clay-Street Pier No. 1	1,364 55
May 23	Vulcan Iron Works	752	Hydraulic hoist, Slip No. 3	1,094 40
May 28	Teredo Proof Pile Co.	753	Piles	2,208 00
June 4	S. F. Bridge Co.	754	Ferry foundation	11,628 89
June 4	Teredo Proof Pile Co.	755	Piles	6,015 00
June 4	Paraffine Paint Co.	756	Coating piles	1,939 92
June 4	Darby Laydon & Co.	757	Bulkhead, Beale and Fremont Sts.	261 25
June 11	Healy, Tibbitts & Co.	758	Repairs, Broadway No. 1	766 71
June 11	Darby Laydon & Co.	759	Coal platform	1,027 00

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of—	Amount.
1895.				
June 17	Vulcan Iron Works...	760	Hydraulic hoist, Slip No. 3.....	\$729 60
June 20	S. F. Bridge Co.....	761	Dredging Channel Street.....	3,444 80
June 25	Paraffine Paint Co.	762	Coating piles.....	1,362 31
June 25	S. E. Slade Lumber Co.	763	Piles.....	1,159 34
June 25	S. E. Slade Lumber Co.	764	Lumber.....	4,126 06
				\$320,784 16
	The following warrants, aggregating \$5,229 10, were drawn against the San Francisco Harbor Improvement Fund by the State Controller:			
1894.				
Aug. 1	S. F. Chronicle.....	1104	Advertising.....	33 60
Aug. 1	S. F. Bulletin.....	1105	Advertising.....	52 50
Aug. 1	Oakland Enquirer.....	1106	Advertising.....	12 60
Aug. 1	L. A. Times-Mirror Co.	1107	Advertising.....	12 00
Aug. 1	L. A. Evening Express Co.....	1108	Advertising.....	14 40
Aug. 1	Sacramento Pub. Co.....	1109	Advertising.....	24 00
Aug. 1	James McClatchy & Co., Sacramento....	1110	Advertising.....	40 00
Sept. 17	Oakland Tribune.....	2461	Advertising.....	40 00
1895.				
Mar. 25	James A. Johnson.....		Legal services.....	2,000 00
April 1	John B. Mhoon.....		Legal services.....	3,000 00
			Total drawn for fiscal year 1894-95	\$326,013 26
1895.				
July 2	S. F. Bridge Co.....	765	Ferry foundation.....	\$10,472 54
July 10	Healy, Tibbitts & Co.....	766	Driving piles, Slip No. 7.....	433 97
July 23	Darby Laydon & Co.....	767	Driving piles at Howard Nos. 1 and 3	551 38
July 23	S. E. Slade Lumber Co.	768	Lumber.....	2,404 95
July 23	S. E. Slade Lumber Co.	769	Piles.....	4,935 82
July 25	Pope & Talbot.....	770	Piles.....	598 78
July 25	Pope & Talbot.....	771	Lumber.....	1,118 60
July 25	Darby Laydon & Co.....	772	Repiling Steuart-Street Wharf....	500 63
Aug. 1	S. F. Bridge Co.....	773	Ferry foundation.....	10,069 22
Aug. 6	Teredo Proof Pile Co.....	774	Piles.....	4,089 37
Aug. 13	James A. McMahon.....	775	Rebuilding Folsom-Street Pier No. 2	865 20
Aug. 27	Pope & Talbot.....	776	Lumber.....	4,688 04
Aug. 27	Pope & Talbot.....	777	Piles.....	1,184 28
Aug. 27	James A. McMahon.....	778	Rebuilding Folsom-Street Pier No. 2	782 80
Aug. 29	Teredo Proof Pile Co.....	779	Piles.....	1,363 13
Sept. 3	S. F. Bridge Co.....	780	Ferry foundation.....	11,201 49
Sept. 12	Teredo Proof Pile Co.....	781	Piles.....	2,557 50
Sept. 12	Atlas Iron Works.....	782	Hydraulic hoist, Ferry Slip No. 2..	1,218 00
Sept. 18	A. Page Brown.....	783	Architect's fees.....	236 56
Sept. 18	A. Page Brown.....	784	Architect's fees.....	211 12
Sept. 18	A. Page Brown.....	785	Architect's fees.....	566 82
Sept. 18	A. Page Brown.....	786	Architect's fees.....	174 54
Sept. 18	A. Page Brown.....	787	Architect's fees.....	193 81
Sept. 26	J. D. Spreckels & Bros. Co.....	788	Cement, account ferry foundation..	16,126 25
Sept. 26	Pope & Talbot.....	789	Piles.....	3,118 57
Sept. 26	Pope & Talbot.....	790	Lumber.....	4,560 66
Oct. 1	James A. McMahon.....	791	Constructing portions of ferry slips	1,049 62
Oct. 8	S. F. Bridge Co.....	792	Ferry foundation.....	59,944 40
Oct. 10	Thomson Bridge Co.....	793	Building four sheds at ferry slips..	2,292 50
Oct. 17	City Street Imp. Co.	794	Paving in front Ferry Slips Nos. 2, 3, 4	1,320 56
Oct. 17	Teredo Proof Pile Co.....	795	Piles.....	4,369 75
Oct. 24	Paraffine Paint Co.....	796	Coating piles.....	1,431 34
Oct. 24	Pope & Talbot.....	797	Piles.....	953 86
Oct. 24	Pope & Talbot.....	798	Lumber.....	2,738 34
Oct. 29	Teredo Proof Pile Co.....	799	Piles.....	2,681 00
Nov. 12	Healy, Tibbitts & Co.....	800	Constructing shed on Clay-St. Wharf	1,383 00
Nov. 21	Paraffine Paint Co.....	801	Coating piles.....	374 06
Nov. 26	Pope & Talbot.....	802	Piles.....	1,326 96
Nov. 26	Pope & Talbot.....	803	Lumber.....	3,283 08
Dec. 3	S. F. Bridge Co.....	804	Pacific-Street Wharf.....	5,279 25
Dec. 3	Thomas H. Soule.....	805	Houses over aprons at Slips 2, 5, 6..	1,662 00
Dec. 13	Teredo Proof Pile Co.....	806	Piles.....	1,364 30
Dec. 13	Atlas Iron Works.....	807	Hydraulic hoist, Ferry Slip No. 2..	522 00

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of—	Amount.
1895.				
Dec. 24	Teredo Proof Pile Co..	808	Piles.....	\$863 80
Dec. 24	Pope & Talbot	809	Piles.....	119 73
Dec. 24	Pope & Talbot	810	Lumber	3,157 39
1896.				
Jan. 2	Fulton Engineering and Ship Building Works	811	Hydraulic hoist, Upper Deck Land- ing	744 00
Jan. 2	S. F. Bridge Co.	812	Pacific-Street Wharf	6,660 00
Jan. 2	Thomas H. Soule	813	Houses over aprons at Slips 2, 5, 6..	3,878 00
Jan. 2	James A. McMahon ..	814	Constructing portions of ferry slips	3,015 00
Jan. 2	Teredo Proof Pile Co..	815	Piles.....	837 90
Jan. 9	Teredo Proof Pile Co..	816	Piles.....	847 00
Jan. 23	Pope & Talbot	817	Lumber	3,122 27
Jan. 23	Pope & Talbot	818	Piles.....	330 13
Jan. 28	Teredo Proof Pile Co..	819	Piles.....	1,085 00
Jan. 30	James A. McMahon ..	820	Constructing portions of ferry slips	3,710 38
Feb. 4	S. F. Bridge Co.	821	Pacific-Street Wharf	5,610 00
Feb. 4	Teredo Proof Pile Co..	822	Piles.....	1,940 75
Feb. 6	Fulton Engineering and Ship Building Works	823	Hydraulic hoist, Upper Deck Land- ing	496 00
Feb. 11	Teredo Proof Pile Co..	824	Piles.....	812 00
Feb. 18	Teredo Proof Pile Co..	825	Piles.....	840 00
Feb. 18	Pope & Talbot	826	Lumber	2,027 77
Feb. 25	S. E. Slade Lumber Co.	827	Lumber	1,029 26
Feb. 27	Teredo Proof Pile Co..	828	Piles.....	3,986 50
Feb. 27	Cotton Bros. & Co.	829	Removing Pier No. 51 and rebuild- ing Pier No. 8	2,179 50
Mar. 5	Teredo Proof Pile Co..	830	Piles.....	2,978 50
Mar. 5	S. F. Bridge Co.	831	Pacific-Street Wharf	3,969 00
Mar. 17	Teredo Proof Pile Co..	832	Piles.....	1,400 00
Mar. 17	Cotton Bros. & Co.	833	Removing Pier No. 51 and rebuild- ing Pier No. 8	1,805 31
Mar. 24	B. McMahon	834	Repairing and rebuilding dolphins at Slips Nos. 4, 5, and 6	2,503 17
Mar. 24	Paraffine Paint Co.	835	Coating piles	2,315 88
Mar. 24	Darby Laydon & Co.	836	Piles.....	1,388 25
Mar. 24	S. E. Slade Lumber Co.	837	Lumber	3,884 89
Mar. 26	Teredo Proof Pile Co..	838	Piles.....	1,579 90
April 6	S. F. Bridge Co.	839	Pacific-Street Wharf	16,460 25
April 6	Teredo Proof Pile Co..	840	Piles.....	2,744 00
April 16	Teredo Proof Pile Co..	841	Piles.....	1,512 00
April 23	Williams Asphaltum Block Paving Co.	842	Paving Pacific-Street Wharf	3,734 64
April 23	Darby Laydon & Co.	843	Piles.....	715 39
April 23	S. E. Slade Lumber Co.	844	Lumber	2,732 92
May 7	Teredo Proof Pile Co..	845	Piles.....	1,375 50
May 12	Teredo Proof Pile Co..	846	Piles.....	1,757 00
May 26	Teredo Proof Pile Co..	847	Piles.....	1,074 50
May 26	S. E. Slade Lumber Co.	848	Lumber	2,491 16
June 2	Main St. Iron Works ..	849	Alteration machinery "Gov. Irwin"	1,500 00
June 23	Teredo Proof Pile Co..	850	Piles.....	2,240 00
June 23	Darby Laydon & Co.	851	Piles.....	1,182 00
June 23	S. E. Slade Lumber Co.	852	Lumber	1,948 65
June 25	Healy, Tibbitts & Co.	853	Shed on Pacific-Street Wharf	4,143 82
Total drawn for fiscal year 1895-96.				\$290,929 16
Total amount drawn from San Francisco Harbor Improvement Fund for the two fiscal years ending June 30, 1896.				\$616,942 42
Total amount transferred to San Francisco Depot Sinking Fund for the two fiscal years ending June 30, 1896				111,144 00
Balance in San Francisco Harbor Improvement Fund June 30, 1896.				82,444 93
				\$810,531 35

STATEMENT OF SAN FRANCISCO DEPOT SINKING FUND.

1894.			
July 1.	To am't transferred from S. F. Harbor Imp. Fund.....	\$4,631 00	
Aug. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Sept. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Oct. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Nov. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Dec. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
1895.			
Jan. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Feb. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Mar. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Apr. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
May 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
June 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
			\$55,572 00
July 1.	To am't transferred from S. F. Harbor Imp. Fund.....	\$4,631 00	
Aug. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Sept. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Oct. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Nov. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Dec. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
1896.			
Jan. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Feb. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Mar. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
Apr. 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
May 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
June 1.	To am't transferred from S. F. Harbor Imp. Fund.....	4,631 00	
			55,572 00
	Balance in Fund, June 30, 1894.....		\$111,144 00
			78,727 00
			\$189,871 00

BALANCE SHEET.

From November 4, 1863, to June 30, 1896.

RECEIPTS.			
From dockage, tolls, wharfage, rents, etc.....			\$13,758,881 40
DISBURSEMENTS.			
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, electric lights, rents, stationery, etc.....	\$2,990,163 27		
Constructing and repairing wharves, sheds, etc.....	5,856,424 02		
Constructing seawall and improving seawall lots.....	2,639,013 05		
Purchase of and constructing dredgers, tugs, and scows.....	208,847 45		
Dredging, cost of.....	1,500,566 44		
Payroll of crew of fire-boat.....	79,539 48		
Suspense account (defalcations).....	5,460 55		
Miscellaneous (damages to wharves, dockage, tolls, etc., returned).....	48,395 14		
Constructing and operating Belt Railroad.....	158,156 07		
Cash in treasury.....	82,444 93		
Balance in S. F. Depot Sinking F'd, June 30, 1894.....	\$78,727 00		
Amount transferred to S. F. Depot Sinking Fund from July 1, 1894, to June 30, 1896.....	111,144 00		
		189,871 00	
<i>Dr.</i> CASH.....			\$13,758,881 40
To amount remitted to State Treasurer.....			\$7,649,789 82
<i>Cr.</i> CASH.....			
By amount drawn from State Treasury.....	\$7,377,473 89		
By cash on hand in Treasury.....	82,444 93		
By amount transferred to S. F. Depot Sinking Fund.....	189,871 00		
			\$7,649,789 82

CONSTRUCTION ACCOUNT No. 1.

WORK UNDER WAY AT THE DATE OF THE LAST BIENNIAL REPORT, AND
SINCE COMPLETED.

Foundation and approach to Union Ferry Depot. San Francisco
Bridge Co., contractors. Date of contract, May 23, 1893.

Contract price.....		\$247,887 00
Deduction for modification of contract prior to June 30, 1894.....	\$1,639 90	
Deduction for modification of contract subsequent to June 30, 1894—		
In tower foundation.....	4,432 50	
In granite levelers for tower.....	1,087 00	
Deduction for change from stepping on piers to slopes, and omission of plastering of soffits to arches.....	950 00	
		<u>8,109 40</u>
Net contract price.....		\$239,777 60
Paid prior to June 30, 1894.....	\$31,740 45	
Paid August 2, 1894.....	11,224 80	
Paid September 6, 1894.....	20,656 12	
Paid October 2, 1894.....	12,430 12	
Paid November 1, 1894.....	18,024 75	
Paid December 6, 1894.....	3,928 01	
Paid January 3, 1895.....	3,875 11	
Paid February 5, 1895.....	5,071 18	
Paid March 7, 1895.....	4,861 12	
Paid April 4, 1895.....	11,981 95	
Paid May 2, 1895.....	12,667 45	
Paid June 4, 1895.....	11,628 89	
Paid July 2, 1895.....	10,472 54	
Paid August 1, 1895.....	10,069 22	
Paid September 3, 1895.....	11,201 49	
Paid October 8, 1895.....	59,944 40	
		<u>\$239,777 60</u>

Cement for foundation and approaches to Union Depot. J. D.
Spreckels & Bros. Co., contractors. Date of contract, July 15, 1893.

Contract price—		
Lot No. 1—13,300 bbls., at \$2 40.....	\$31,920 00	
Lot No. 2—13,300 bbls., at \$2 40.....	31,920 00	
Lot No. 3—13,300 bbls., at \$2 45.....	32,585 00	
		<u>\$96,425 00</u>
Paid prior to June 30, 1894.....	\$47,880 00	
Paid September 6, 1894.....	24,438 75	
Paid December 13, 1894.....	7,980 00	
Paid September 26, 1895.....	16,126 25	
		<u>\$96,425 00</u>

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

Contract price.....		\$23,975 00
Paid prior to June 30, 1894.....	\$16,183 12	
Paid July 6, 1894.....	7,791 88	
		<u>\$23,975 00</u>

Alterations and additions to engines of tug "Gov. Irwin." Date of contract, May 23, 1894. William Deacon, contractor.

Contract price.....		\$3,985 00
Paid July 19, 1894.....	\$2,241 56	
Paid December 11, 1894.....	1,743 44	
		<u>\$3,985 00</u>

Constructing new boilers for tug "Gov. Irwin." Date of contract, May 25, 1894. Moynihan & Aitken, contractors.

Contract price.....		\$4,650 00
Additions to contract—		
Enlarging head and stay bolts.....	\$400 00	
81 extra bolts, 2-in. diameter.....	66 00	
21 ft. new smokestack.....	75 00	
		<u>541 00</u>
		\$5,191 00
Paid August 16, 1894.....	\$2,840 62	
Paid December 6, 1894.....	2,350 38	
		<u>\$5,191 00</u>

CONSTRUCTION ACCOUNT No. 2.

WORK CONTRACTED FOR AND COMPLETED WITHIN THE YEARS JUNE 30, 1894,
TO JULY 1, 1896.

Repairing Folsom-Street Pier No. 2. Date of contract, August 2, 1894.
Darby Laydon & Co., contractors.

Contract price.....		\$5,372 00
Paid September 6, 1894.....	\$1,665 00	
Paid September 27, 1894.....	3,707 00	
		<u>\$5,372 00</u>

Paving East Street. Date of contract, November 13, 1894. City
Street Improvement Co., contractors.

Contract price: New paving, 16 $\frac{3}{8}$ cents per square foot; relaying old blocks, 3 $\frac{3}{8}$ cents per square foot; gut- ters, \$1 40 per linear foot; cesspools, \$66 each; bituminous paving, 13 $\frac{1}{8}$ cents per square foot.		
New stone paving—3,750 square feet, at 16 $\frac{3}{8}$ cents per square foot.....		\$614 06
Relaying stone paving—16,010 square feet, at 3 $\frac{3}{8}$ cents per square foot.....	540 34	
Stone-curbings and gutters—245 linear feet, at \$1 40...	343 00	
Drains and cesspools—5, at \$66.....	330 00	
Bituminous rock paving—17,458 square feet, at 13 $\frac{1}{8}$ cents per square foot.....	2,422 29	
Crossing and patching (as per agreement)—1,820 square feet, at 15 cents per square foot.....	273 00	
Stone crossing (as per agreement)—138 linear feet, at 60 cents per linear foot.....	82 80	
Relaying stone crossing—123 linear feet, at 10 cents per linear foot.....	12 30	
Paving seawall lot No. 8 with cobbles (as per agree- ment)—20,237 square feet, at 8 cents.....	1,618 96	
		<u>\$6,236 75</u>
Paid December 20, 1894.....	\$2,250 00	
Paid February 4, 1895.....	2,367 79	
Paid March 7, 1895.....	1,618 96	
		<u>\$6,236 75</u>

Hydraulic hoist for Ferry Slip No. 6. Date of contract, November 13, 1894. Atlas Iron Works, contractors.

Contract price.....		\$1,650 00
Paid December 11, 1894.....	\$1,237 50	
Paid January 17, 1895.....	412 50	
	<u> </u>	\$1,650 00

Freight shed, fence, and gate on Seawall Lot No. 8. Date of contract, November 23, 1894. F. A. Williams, contractor.

Contract price.....		\$4,293 00
Paid December 27, 1894.....	\$2,897 77	
Paid January 12, 1895.....	1,395 23	
	<u> </u>	\$4,293 00

Bituminous paving, ferry foundation. Date of contract, December 6, 1894. Pacific Paving Co., contractors.

Contract price: 7½ cents per square foot. The area paved was 31,455 square feet, at 7½ cents per square foot.....		\$2,437 76
Paid February 19, 1895.....		2,437 76

Rebuilding Fremont-Street Pier and constructing dry dock slips. Date of contract, December 20, 1894. Darby Laydon & Co., contractors.

Contract price.....		\$7,700 00
Addition to contract.....	\$1,200 00	
Addition to contract.....	2,587 81	
	<u> </u>	\$3,787 81
		<u> </u>
		\$11,487 81
Paid February 5, 1895.....	\$4,076 25	
Paid March 5, 1895.....	1,443 75	
Paid April 4, 1895.....	5,967 81	
	<u> </u>	\$11,487 81

Repairing dry dock slips, Spear Street. Date of contract, December 20, 1894. Darby Laydon & Co., contractors.

Contract price.....	\$4,573 00	
Addition to contract.....	5,369 76	
	<u> </u>	\$9,942 76
Paid February 5, 1895.....	\$1,371 90	
Paid March 5, 1895.....	1,714 87	
Paid March 26, 1895.....	6,855 99	
	<u> </u>	\$9,942 76

Rebuilding Car Ferry Slip No. 1. Date of contract, January 22, 1895. Randall Hunt, contractor.

Contract price.....		\$8,890 00
Paid February 26, 1895.....	\$2,832 00	
Paid April 30, 1895.....	2,889 25	
Paid March 26, 1895.....	3,168 75	
	<u> </u>	\$8,890 00

Repiling Broadway Wharf No. 1, Clay-Street Wharf, and Ferry Slip No. 7. Date of contract, April 23, 1895. Healy, Tibbitts & Co., contractors.

Contract price: Standard piles under sheds, \$3 35 each; standard piles outside sheds, \$1 87 each; brace piles, \$5 90 each.

Constructing hydraulic hoist for Ferry Slip No. 2. Date of contract, August 22, 1895. Atlas Iron Works, contractors.

Contract price.....		\$1,740 00
Paid September 12, 1895.....	\$1,218 00	
Paid December 13, 1895.....	522 00	
	<u> </u>	\$1,740 00

Constructing four sheds at Ferry Slips 5 and 6. Date of contract, September 12, 1895. Thomson Bridge Co., contractors.

Contract price.....	\$1,670 00	
Addition to contract.....	622 50	
	<u> </u>	\$2,292 50
Paid October 10, 1895.....		2,292 50

Constructing storehouse. Date of contract, September 12, 1895. Thomas Day & Son, contractors.

Contract price.....		\$550 00
Paid October 2, 1895.....		550 00

Constructing shed at Pier 1, Clay Street. Date of contract, September 17, 1895. Healy, Tibbitts & Co., contractors.

Contract price.....	\$1,393 00	
Deduction from contract.....	10 00	
	<u> </u>	\$1,383 00
Paid November 12, 1895.....		1,383 00

Constructing water tank for Dredger No. 1. Date of contract, September 24, 1895. John Twigg & Sons, contractors.

Contract price.....	\$1,075 00	
Addition to contract.....	121 70	
	<u> </u>	\$1,196 70
Paid October 19, 1895.....		1,196 70

Paving with bituminous rock in front of Slips 2, 3, and 4. Date of contract, October 8, 1895. City Street Improvement Co., contractors.

Contract price, 7½ cents per square foot. The area paved was 16,769 square feet, at 7½ cents.....		\$1,320 56
Paid October 17, 1895.....		1,320 56

Removing and constructing Pier No. 7, Pacific-Street Wharf. Date of contract, July 30, 1895. San Francisco Bridge Company, contractors.

Contract price.....	\$37,449 00	
Additions to contract.....	529 50	
	<u> </u>	\$37,978 50
Paid December 3, 1895.....	\$5,279 25	
Paid January 2, 1896.....	6,660 00	
Paid February 4, 1896.....	5,610 00	
Paid March 5, 1896.....	3,969 00	
Paid April 6, 1896.....	16,460 25	
	<u> </u>	\$37,978 50

Constructing houses over aprons to Ferry Slips 2, 3, 4, 5, and 6. Date of contract, October 31, 1895. Thomas H. Soule, contractor.

Contract price.....	\$5,540 00	
Addition to contract (houses over Slips 3 and 4).....	3,558 00	
		\$9,098 00
Paid December 3, 1895.....	\$1,662 00	
Paid January 2, 1896.....	3,878 00	
Paid January 23, 1896.....	1,734 52	
Paid February 13, 1896.....	1,823 48	
		\$9,098 00

Iron work for hydraulic hoist and apron at Ferry Slip No. 5. Date of contract, November 19, 1895. Fulton Engineering and Ship Building Works, contractors.

Contract price.....		\$1,240 00
Paid January 2, 1896.....	\$744 00	
Paid February 6, 1896.....	496 00	
		\$1,240 00

Removing the outer portion of Pier No. 51 (Powell Street) and rebuilding Pier No. 8 (Howard No. 2). Date of contract, January 9, 1896. Cotton Bros. & Co., contractors.

Contract price.....	\$3,734 00	
Addition to contract.....	250 81	
		\$3,984 81
Paid February 27, 1896.....	\$2,179 50	
Paid March 17, 1896.....	1,805 31	
		\$3,984 81

Repairing and rebuilding dolphins at Slips 4, 5, and 6. Date of contract, February 11, 1896. B. McMahon, contractor.

Contract price.....	\$2,100 00	
Addition to contract.....	403 17	
		\$2,503 17
Paid March 24, 1896.....		2,503 17

Constructing portions of ferry slips at foot of Market Street. Date of contract, August 20, 1895. James A. McMahon, contractor.

Contract price.....		\$7,775 00
Paid October 1, 1895.....	\$1,049 62	
Paid January 2, 1896.....	3,015 00	
Paid February 3, 1896.....	3,710 38	
		\$7,775 00

Repiling Broadway No. 1.

163 standards under shed, at \$3 35.....	\$546 05	
118 standards outside shed, at \$1 87.....	220 66	
		\$766 71
Paid June 11, 1895.....		766 71

Repiling Clay-Street Wharf.

234 standards under shed, at \$3 35.....	\$783 90	
115 standards outside shed, at \$1 87.....	215 05	
34 braces, at \$5 90.....	200 60	
30 fenders, at \$5 50 (as per agreement).....	165 00	
		\$1,364 55
Paid May 23, 1895.....		1,364 55

Repiling Ferry Slip, No. 7.

136 standards outside of shed, at \$1 87.....	\$254 32	
29 standards under shed, at \$3 35.....	97 15	
4 standards under office building, at \$5 (as per agree't).....	20 00	
3 standards at apron (night w'k), at \$7 50 (as per agree't).....	22 50	
Additional work under tower (as per agreement).....	40 00	
	<hr/>	\$433 97
Paid July 10, 1895.....		433 97

Dredging Channel Street. Date of contract, April 30, 1895. San Francisco Bridge Co., contractors.

Contract price: 10 cents per cubic yard.

The quantities dredged are as follows:

Between east line of Third and west line of Fourth Street.....	12,537 yds.
Between east line of Fourth and west line of Fifth Street.....	20,733 yds.
In front of lot No. 34.....	1,178 yds.

	34,448 yds., at 10 cents.....	\$3,444 80
Paid June 20, 1895.....		3,444 80

Rebuilding Steuart, Spear, and Howard Nos. 1 and 3, wharves. Date of contract, May 9, 1895. Darby Laydon & Co., contractors.

Contract price: Standard piles under shed, \$2 37½ each;
Standard piles outside shed, \$1 37½ each.

Standard piles outside Howard No. 1.....	134
Standard piles outside Howard No. 3.....	267

	401, at \$1 37½.....	\$551 38
Paid July 23, 1895.....		551 38

Steuart-Street Wharf, and bulkhead between Steuart and Spear Streets.

150 standard piles under shed, at \$2 37½ per pile.....	\$356 25	
105 standard piles outside shed, at \$1 37½ per pile.....	144 38	
	<hr/>	\$500 63
Paid July 25, 1895.....		500 63

Coal platform on Seawall Lot No. 11. Date of contract, May 23, 1895. Darby Laydon & Co., contractors.

Contract price.....	\$1,027 00
Paid June 11, 1895.....	1,027 00

Hydraulic hoist at Ferry Slip No. 3. Date of contract, April 26, 1895. Vulcan Iron Works, contractors.

Contract price.....	\$1,824 00	
Paid May 23, 1895.....	\$1,094 40	
Paid June 17, 1895.....	729 60	
	<hr/>	\$1,824 00

Boathouse for Naval Battalion, Howard-Street Wharf No. 3. Date of contract, July 10, 1895. Alexander L. Campbell, contractor.

Contract price.....	\$973 00	
Addition to contract.....	27 00	
	<hr/>	\$1,000 00
Paid July 26, 1895.....	\$900 00	
Paid August 7, 1895.....	100 00	
	<hr/>	\$1,000 00

Removing and rebuilding outer portion of Folsom No. 2. Date of contract, July 16, 1895. James A. McMahon, contractor.

Contract price.....		\$1,648 00
Paid August 13, 1895.....	\$865 20	
Paid August 27, 1895.....	782 80	
		<u>\$1,648 00</u>

Constructing portions of ferry slips at foot of Market Street. Date of contract, August 20, 1895. James A. McMahon, contractor.

Contract price.....		\$7,775 00
Paid October 1, 1895.....	\$1,049 62	
Paid January 2, 1896.....	3,015 00	
Paid February 3, 1896.....	3,710 38	
		<u>\$7,775 00</u>

CONSTRUCTION ACCOUNT No. 3.

WORK CONTRACTED FOR SINCE JUNE 30, 1894, BUT NOT YET COMPLETED.

Constructing shed on Pier No. 7, Pacific-Street Wharf. Date of contract, March 10, 1896. Healy, Tibbitts & Co., contractors.

Contract price.....		\$7,893 00
Paid June 25, 1896.....		4,143 82

Constructing shed on Pier No. 8, Howard-Street Wharf No. 2. Date of contract, March 31, 1896. Galloway, Townley & Co., contractors.

Contract price.....		\$2,654 00
Paid May 13, 1896.....	\$1,580 40	
Paid May 23, 1896.....	296 33	
Paid June 5, 1896.....	617 27	
		<u>\$2,494 00</u>

Alterations and repairs to machinery of tug "Gov. Irwin." Date of contract, April 28, 1896. Main-Street Iron Works, contractors.

Contract price.....		\$2,700 00
Paid June 3, 1896.....		1,500 00

Removing and rebuilding Pier No. 12 (Folsom-Street Wharf No. 1). Date of contract, June 2, 1896. James A. McMahon, contractor.

Contract price.....		\$37,769 00
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Repairing and rebuilding Bryant-Street Wharf, between Main and Spear Streets. Date of contract, June 9, 1896. Galloway, Townley & Co., contractors.

Contract price:		
\$6 00 per pile driven and fastened.		
\$14 75 per 1,000 ft. (B. M.) new lumber furnished and laid.		
50 cents per 1,000 ft. (B. M.) old lumber laid.		

Constructing post office building foot of Market Street. Date of contract, June 9, 1896. Healy, Tibbitts & Co., contractors.

Contract price.....		\$4,938 00
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Hydraulic hoist at Ferry Slip No. 1. Date of contract, June 18, 1896.
Atlas Iron Works, contractors.

Contract price..... \$1,638 00

Building for Spring Valley Water Co. Date of contract, June 18,
1896. Alexander L. Campbell, contractor.

Contract price..... \$543 00

Repiling and repairing Ferry Slip No. 1. Date of contract, June 23,
1896. Healy, Tibbitts & Co., contractors.

Contract price..... \$4,273 00

Repairs to Dredger No. 2 and water-tank. Contract awarded June
30, 1896. John Twigg & Sons, contractors.

Contract price..... \$1,543 00

CONSTRUCTION ACCOUNT No. 4.

SEAWALL.

It has been impossible to make any extension to the seawall during the past two years. The cost of the construction of the approaches to Ferry Slips 2, 3, 4, 5, and 6, on which the Union Depot and Ferry-House is now being erected, and the entire rebuilding of old wharves in a more substantial manner than has heretofore been attempted, but at greater expense, has depleted the San Francisco Harbor Improvement Fund. The policy adopted by the Board, of making all repairs to wharves, etc., of a more enduring character, has prevented accumulations of funds which could be spared for seawall construction. Another factor has been the transference, monthly, of the sum of \$4,631 from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund. This drain upon the resources, amounting in two years to \$111,144, would be about sufficient to complete a section of seawall one thousand feet in length.

The completed seawall has cost as follows:

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

CONSTRUCTION ACCOUNT No. 5.

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.....	4,496 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
June 30, 1895.....	11,587 38	8,857 95	3,434 31	6,875 62	7,791 88	38,547 14
June 30, 1896.....		10,234 05	4,954 96			15,189 01
Totals	\$90,651 26	\$41,553 36	\$18,781 03	\$31,320 79	\$70,478 31	\$252,784 75

REVENUE.

Fiscal Year Ending—	Sale of Rails and Trimmings.	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
June 30, 1895.....		10,118 75	21,600 00	8,972 13	40,690 88
June 30, 1896.....	\$5,934 25	11,730 00	23,100 00	8,060 69	48,824 94
Totals	\$5,934 25	\$49,243 75	\$96,306 43	\$39,731 18	\$191,215 61

CONSTRUCTION ACCOUNT No. 6.

CONSTRUCTION OF UNION DEPOT AND FERRY HOUSE.

Masonry work, Union Depot and Ferry House. Date of contract, January 23, 1896. C. F. McCarthy, contractor.

Contract price..... \$230,000 00

Carpentering, plastering, and glazing, Union Depot and Ferry House. Date of contract, January 23, 1896. Bateman Bros., contractors.

Contract price..... \$48,400 00

January 25, 1896—To draft 33 00

Plumbing and gasfitting, Union Depot and Ferry House. Date of contract, January 23, 1896. E. James Duffy, contractor.

Contract price..... \$11,123 00

Painting, Union Depot and Ferry House. Date of contract, January 23, 1896. Geo. J. Smith & Sons, contractors.

Contract price..... \$12,900 00

specifications for the Union Depot and Ferry House, of which \$6,250 was paid prior to June 30, 1894. The estimate was made on a total cost of \$500,000 for the structure.

REPAIRS AND PILE-DRIVING.

The large traffic of the commerce of this port, entailing a continuous wear and tear on the wharves and bulkheads, has necessitated the purchase of a vast amount of lumber and the employment of a large number of men on the repair force. The Board has had laid, in places exposed to the greatest wear, a patent-block paving, which seems well adapted to withstand the wear of the heavy teaming to which it is subjected. The driveway on Pacific-Street Wharf (Pier No. 7) has been covered with the same material.

Two pile-drivers have also been kept in constant operation. Nearly all the repair piles that have been used have been either coated with preparations to preserve them from the teredo and limnoria, or with built piles which afford protection. The wharves at present, the Board is glad to be able to say, are in a better condition than ever before in the history of the waterfront.

DREDGING.

It has been found necessary to make extensive repairs to the large dredging-plant owned and operated by the State. A new boiler and engine have been placed in the tug-boat "Gov. Irwin," and the hull thoroughly overhauled and repaired. The dredgers and mud-scows have been repaired so as to keep them in serviceable condition.

Before long it will be necessary to have a dredger constructed to take the place of Dredger No. 1, which has long been superannuated.

Although the operating expenses and repairs have been large, yet the cost of material dredged has only been an average of 11.72 cents per cubic yard. When formerly done by contract the cost had been from 36 to 50 cents per cubic yard, which proves that it is true economy for the State to operate its own plant.

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

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salary of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Docking Tugs, and Scaws.	Total.	No. Yards Dredged.	No. Hours Worked.	Cost per Cubic Yard. Cents.
June 30, 1875.	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³ / ₄	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	23,253 03	280,197	2,478 ¹ / ₂	9.01
June 30, 1878	17,188 80	7,372 48	7,754 86	2,666 37	3,032 55	38,214 03	423,684	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
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
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 ¹ / ₂	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ¹ / ₂	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 68	551 80	51,457 50	635,322	3,776 ¹ / ₂	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 ¹ / ₂	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,659 ¹ / ₂	7.68
June 30, 1886	26,634 65	6,233 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹ / ₂	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹ / ₂	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 38	54,082 70	717,600	3,797 ¹ / ₂	7.52
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
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 64	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,209 ¹ / ₂	9.35
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,168	10.73
June 30, 1893	27,655 72	12,858 62	8,696 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,331 46	3,099 10	471 00	58,357 67	677,200	3,743 ¹ / ₂	8.75
June 30, 1895	28,516 20	30,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617

EXCESS OF MONEY IN SAN FRANCISCO DEPOT SINKING FUND.

Under the provisions of the "San Francisco Depot Act," the State Treasurer is authorized, on the first day of each and every month after the date of the bonds issued for the payment of the money used in the construction of the Union Depot and Ferry House, to take from the San Francisco Harbor Improvement Fund the sum of \$4,631 and place the same in the San Francisco Depot Sinking Fund. This is to take place monthly from the date of the bonds, January 1, 1893, and to continue nineteen years, until January 1, 1912. The amount thus transferred would be sufficient to pay both the interest and principal at maturity. The bonds were not sold and delivered until July 1, 1894—eighteen months after their date—and no interest has been or will be paid prior to the latter date. There will be, therefore, at the period of the maturity of the bonds, an excess in the San Francisco Depot Sinking Fund of the amount which would have been paid as interest on the bonds for eighteen months, amounting to \$36,000. The bonds were sold at a premium of $.01\frac{3}{16}$, amounting to \$7,125. By the provisions of the "San Francisco Depot Act," no more than \$600,000 can be expended on the depot. There will be an excess of \$7,125 in the San Francisco Depot Fund, and of \$43,125 in the combined funds. As the San Francisco Harbor Improvement Fund is in a depleted condition, and, owing to the depressed business condition at present prevailing, the income will be diminished, we would suggest that an Act of the Legislature be passed authorizing the State Treasurer to transfer said excesses in the San Francisco Depot Sinking Fund and San Francisco Depot Fund to the San Francisco Harbor Improvement Fund, immediately. "The San Francisco Depot Act" authorizes such transference from the San Francisco Depot Sinking Fund on the maturity and payment of the bonds.

UNION DEPOT AND FERRY HOUSE.

January 17, 1895, the plans and specifications for the Union Depot and Ferry House, to be located on the foundation of the approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6, on the waterfront of the City and County of San Francisco, were adopted by the Board, and the Secretary was directed to advertise in the San Francisco Chronicle, Call, Examiner, Bulletin, Post, and Report, for twenty days prior to the opening of the bids, for proposals for constructing the same; bids to be opened Monday, February 11, 1895, at 2 P. M.

Subsequently, on January 22, 1895, on account of the omission of publication of one day in one of the newspapers, the resolution of January 17, 1895, in regard to publication for twenty times, was vacated

and set aside, and the Secretary was directed to advertise for ten days prior to the opening of the bids in all the above-named papers; bids to be opened February 11, 1895, at 2 P. M.

February 8, 1895, the following resolution was adopted.

Resolved, That the best interests of the State requiring such action on the part of the Board, notice to contractors for proposals or bids for the construction of the Union Depot and Ferry House be and the same is hereby withdrawn, and that any and all bids presented on or before Monday, February 11th, next, be returned by the Secretary to all bidders, unopened.

June 17, 1895, Professor Soulé, of the California University, and Professor Marx, of the Stanford University, who had been employed to examine the foundation of the approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6, on which the Union Depot and Ferry House is to be erected, filed their reports, accompanied by appendices giving calculations in detail of the bearing power of the piling, the load per pile, and a statement in detail of the tests of the material. The conclusions reached were: "First—That the ferry foundations are sufficient in strength and probable durability safely to sustain the weight of the superstructure on which it is proposed, by the adopted plans of the Board, for said superstructure to rest upon them. Second—That the tower of the proposed superstructure, as indicated by the aforesaid adopted plan, will not be a cause of undue strain upon the foundations nor a cause of danger to the entire construction."

September 12, 1895, Percy & Hamilton, architects, who were employed to examine and report upon the plans and specifications prepared by A. Page Brown, for the proposed Union Depot and Ferry House, filed their report. A complete set of the drawings and specifications were furnished them. They reported that, in general, they found the plans of the building very complete, and, in their judgment, well adapted to the objects for which they were designed.

The specifications for the Union Depot and Ferry House having been carefully revised by the Board, and a number of changes made therein before having them printed, the Secretary was instructed, November 7, 1895, to advertise for four weeks in the San Francisco Daily Examiner, San Francisco Wasp, Sacramento Daily Record-Union, and the Los Angeles Daily Times—(those papers, in the opinion of the Board, having the largest circulation in their respective cities)—for proposals for constructing the Union Depot and Ferry House; bids to be opened Tuesday, December 10, 1895, at 2 P. M.

The following bids were received Tuesday, December 10, 1895, and opened in the presence of the respective bidders. The contracts were not awarded until December 24, 1895:

MASONRY WORK, INCLUDING BRICK, STONE, TERRA COTTA, AND FIRE-PROOFING.

Rae Building and Contracting Co.:

Bid No. 1. Embodying all work and materials described in plans and masonry specifications on the basis of exterior and interior walls, where indicated, faced up with Roman buff brick and terra cotta trimmings, interior grand nave being faced up with white enameled brick to the spring line of the arches, and hollow, flat terra cotta floor arches. (Brick to be as per sample herewith submitted, labeled and marked Bid No. 1.) For the sum of.....	\$257,613 00
Bid No. 2. Embodying all work and materials described in plans and masonry specifications on the basis of using the Roman buff brick and terra cotta trimmings, for facing of exterior walls and first story of interior walls, where specified, and facing up interior of grand nave with white enameled brick and white enameled terra cotta trimmings and hollow, flat terra cotta floor arches. (Brick to be as per samples herewith submitted, labeled and marked Bid No. 2.) For the sum of....	\$263,923 00
Bid No. 3. Embodying all work and materials described in plans and masonry specifications on the basis of using the red sand-clay mud pressed brick, and red terra cotta trimmings for facing of exterior walls and first story of interior walls, where specified, and facing up the interior of grand nave with white enameled brick and white enameled trimmings, and hollow, flat terra cotta floor arches. (Brick to be as per samples herewith submitted, labeled and marked Bid No. 3.) For the sum of....	\$256,715 00
Bid No. 4. Embodying all work and materials described in plans and masonry specifications on the basis of using stone (hereafter named) facing for outside of walls and tower in place of Roman buff brick, and facing up interior of grand nave with Roman buff brick and terra cotta trimmings, and white enameled brick up to spring of arches, and hollow, flat terra cotta floor arches. (Brick and stone to be as per samples herewith submitted, labeled and marked Bid No. 4.) Oregon white sandstone. For the sum of.....	\$275,026 00
Price included in above figures for hollow terra cotta tile partitions; no bid per square foot.	

Thomas Butler—(same form of proposal):

Bid No. 1.....	\$246,000 00
Bid No. 2.....	252,248 00
Bid No. 3.....	234,933 00
Bid No. 4, Colusa sandstone.....	290,353 00
Redding sandstone.....	294,353 00
Rochester sandstone.....	294,353 00
Pioneer sandstone.....	298,253 00
Hollow terra cotta tile partitions, 22 cents per square foot.	

J. H. McKay—(same form of proposal):

Bid No. 1.....	\$268,000 00
Bid No. 2.....	274,000 00
Bid No. 3.....	273,000 00
Bid No. 4, Sites sandstone.....	283,000 00
Hollow terra cotta tile partitions, 22 cents and 14 cents per square foot.	

Miller & Beck—(same form of proposal):

Bid No. 1.....	\$246,540 00
Bid No. 2.....	258,540 00
Bid No. 3.....	253,540 00

C. F. McCarthy—(same form of proposal):

Bid No. 1	\$167,000 00
Bid No. 2	173,000 00
Bid No. 3	163,000 00
Bid No. 4, Nevada stone	218,000 00
Arizona red stone	227,000 00
Oregon gray stone	230,000 00
Hollow terra cotta tile partitions, 12 cents per square foot.	

M. McGowan—(same form of proposal):

Bid No. 1	\$232,900 00
Bid No. 2	247,000 00
Bid No. 3	239,000 00

Richardson & Gale—(same form of proposal):

Bid No. 1	\$242,950 00
Bid No. 2	253,780 00
Bid No. 3	248,390 00
Bid No. 4, Nevada stone	291,657 00
Colusa or Redding stone	296,750 00
Arizona or Rochester stone	299,985 00
Oregon gray stone	303,150 00
Hollow terra cotta tile partitions, 22 cents per square foot.	

John McCarthy—(same form of proposal):

Bid No. 1	\$233,740 00
Bid No. 2	246,500 00
Bid No. 3	243,250 00
Hollow terra cotta tile partitions, 22 cents per square foot.	

CONSTRUCTIONAL STEEL AND CAST-IRON WORK, AND OTHER IRON WORK.

D. P. N. Little	\$249,592 00
C. F. McCarthy	199,645 00
San Francisco Bridge Co.	203,863 00
Ralston Iron Works	216,950 00
Risdon Iron and Locomotive Works	188,000 00
Cotton Brothers & Co.	208,000 00
Western Iron Works	209,700 00

CARPENTER WORK, PLASTERING, AND GLAZING.

Cameron & McDonald	\$72,000 00
J. H. McKay	51,900 00
F. A. Williams	61,444 00
Campbell & Pettus	59,870 00
C. F. McCarthy	55,300 00
Peter Creighton	66,000 00
Rae Building and Contracting Co.	56,500 00
T. M. McLachlan	64,500 00
Concannon & Shea	57,338 00
T. H. Day	59,500 00
M. C. Lynch	60,870 00
Bateman Bros.	48,400 00
J. W. Wissinger	55,962 00
Alex. L. Campbell	63,727 00

PLUMBING AND GASFITTING.	
H. Williamson.....	\$12,244 00
E. James Duffy.....	11,123 00
William F. Wilson.....	11,691 00
C. F. McCarthy.....	11,500 00
Edward Hogan.....	12,660 00
Samuel Ickelheimer & Bros.....	11,844 00
Dalziel & Moller.....	12,370 00
W. S. Snook & Son.....	11,900 00
Shepar & Bros.....	14,568 00
J. Doherty.....	13,900 00

ROOFING, SKYLIGHTS, AND GALVANIZED IRON WORK.	
McKay & Gross.....	\$69,900 00
C. F. McCarthy.....	62,000 00
Forderer Cornice Works.....	57,835 00
Conlin & Roberts.....	57,900 00
Dalziel & Moller.....	119,000 00
William Cronan.....	43,599 00
Bateman Bros.....	52,700 00

PAINTING.	
C. F. McCarthy.....	\$16,900 00
George J. Smith & Sons.....	12,900 00
P. N. Kuss.....	19,500 00
W. May.....	16,900 00
J. P. Fraser.....	16,800 00
L. J. Dwyer.....	18,885 00
George C. Gottung.....	34,300 00

The proposals were taken under consideration, the Board taking a recess from time to time in order to verify the figures and thoroughly examine them and the sufficiency of the proposed bondsmen. On December 24, 1895, the contracts were awarded and bonds fixed, as follows:

MASONRY WORK, ETC.	
C. F. McCarthy.....	\$230,000 00
Bond, \$115,000.	
CONSTRUCTIONAL STEEL AND CAST-IRON WORK, ETC.	
Risdon Iron and Locomotive Works.....	188,000 00
Bond, \$94,000.	
CARPENTER WORK, PLASTERING, AND GLAZING.	
Bateman Bros.....	48,400 00
Bond, \$24,000.	
PLUMBING AND GASFITTING.	
E. James Duffy.....	11,123 00
Bond, \$5,500.	
ROOFING, SKYLIGHTS, AND GALVANIZED IRON WORK.	
William Cronan.....	43,599 00
Bond, \$21,500.	
PAINTING.	
Geo. J. Smith & Sons.....	12,900 00
Bond, \$6,500.	
Total aggregate of contracts for Union Depot and Ferry House.	\$534,022 00

The contracts for heating and lighting have not been let.

Since the inception of the proposed construction of the Union Depot and Ferry House, the Board has been subject to vexatious and annoying litigation which has caused great delay to the construction. Injunctions have been granted at different times, but in every instance the decisions have been in favor of the Board, and their actions uniformly upheld. The latest was the suit of James F. Martin against the Board of State Harbor Commissioners, and C. F. McCarthy, contractor for the masonry work of the Union Depot and Ferry House. This was an action to prevent the Board of State Harbor Commissioners from substituting Colusa sandstone for Oregon gray stone. The contract had been awarded to C. F. McCarthy for Oregon gray stone, and afterward modified, substituting Colusa sandstone at the same price. The latter stone was, in the judgment of the Board and according to scientific physical and chemical tests, preferable because of its superior strength and greater durability. The lowest bid received for furnishing Colusa sandstone was \$283,000—\$53,000 more than the bid of C. F. McCarthy, which the Board hoped to save the State. The case was before Judge Slack, Department 10, Superior Court, City and County of San Francisco, who, on July 9, 1896, rendered his decision that "the demurrers to the answers are overruled and the order to show cause why an injunction should not issue is discharged." Subsequently, on September 4th, the action was dismissed by Judge Slack and judgment entered in favor of the Board. (For further litigation against this Board see report of attorney, appended.)

A. Page Brown, who, as architect, had prepared the plans and specifications for the Union Depot and Ferry House, having met with an accident which terminated fatally, the Board on February 11, 1896, appointed Edward R. Swain as architect, to carry on the work of construction. Owing partly to litigation, and also to the necessity of having the larger portion of the iron work rolled in the East, very little constructional work had been done prior to July 1, 1896, but since that date the progress made on the work has been satisfactory, and if no untoward event occurs the Union Depot and Ferry House will be completed within one year.

LEASES—"CHINA BASIN"; SEAWALL LOT No. 7.

By an amendment, approved March 26, 1895, to Section 1 of an Act entitled "An Act to amend an Act entitled 'An Act to amend Section 6 of an Act entitled "An Act concerning the waterfront of the City and County of San Francisco," approved March 15, 1878, and to confer further powers upon the Board of State Harbor Commissioners,' approved March 17, 1880," approved March 19, 1889, the Board was authorized to lease seawall lots numbered from one to sixteen, inclusive, for a

period not exceeding twenty-five years, for such purposes solely as they may deem most advantageous to the commerce of the port. Also, to lease, for a period not exceeding fifty years, and at a rental not exceeding \$1,000 per annum, to any railroad corporation incorporated in this State and not having, at the date of the passage of this Act, any terminal facilities in the City and County of San Francisco, any land belonging to the State, which is required for said purposes, and which lies adjacent or contiguous to any public street or streets designated upon the official map of the City and County of San Francisco.

In pursuance of the powers thus conferred, the Board, in connection with James H. Budd, Governor of the State of California, and Adolph Sutro, Mayor of the City and County of San Francisco, who were constituted ex officio members of the Board for the purposes last above named, met, and after numerous adjournments made for the purpose of considering the proposed lease and protecting the rights of the State, finally, on July 8, 1895, executed a lease to the San Francisco and San Joaquin Valley Railway of the premises known as "China Basin," containing 24½ acres of land, more or less, for a period of fifty years, at an annual rental of \$1,000, payable in advance. Two years' rent has thus far been collected thereon.

August 22, 1895, notice was given in the daily newspapers in the City and County of San Francisco that bids would be received for the letting or leasing of Seawall Lot No. 7, for a term not exceeding twenty-five years, to the highest and best bidder. Two bids were received: one from J. H. Claiborne, Jr., and G. M. Wilde, offering \$1,800 per year for the term of twenty-five years, and one from P. B. Cornwall, offering, for the term of fifteen years, \$150 per month for the first three years and \$200 per month thereafter. The lease was executed to P. B. Cornwall, on the basis of his bid, commencing October 1, 1895.

LITIGATION.

Appended will be found the report of the Attorney of the Board, Mr. Tirey L. Ford, who entered upon his duties April 1, 1895. Since his incumbency a great deal of litigation arising out of the construction of the Union Depot and Ferry House has added to the labors of his position. All of his duties have been performed to the satisfaction of the Board.

E. L. COLNON,
DAN T. COLE,
F. S. CHADBOURNE,

Board of State Harbor Commissioners.

REPORT OF THE CHIEF ENGINEER.

SAN FRANCISCO, September 12, 1896.

To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: I herewith submit to you the following report, showing the general condition of the waterfront:

The foundation of the approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6, which will also serve as foundation for the new Union Depot and Ferry House, was completed September 1, 1895. The same consists of 111 concrete piers of the dimensions of 16 by 28 feet at the base and of 8 feet 6 inches by 28 feet at the top, with depth of 20 feet below city base, and also portion of the concrete seawall in front of Sections 8a and 8b. These are joined together by a series of groined concrete arches (2 feet in thickness at soffit) into one immense area of floor space 160 feet in width by 670 feet in length. This enormous foundation rests on a sub-foundation of grillage supported by over 5,000 piles, each not less than 80 feet in length. 28,000 cubic yards of concrete with 36,000 barrels of cement were required in the construction of the arches and floors. Assuming the weight of concrete to be 4,000 pounds per cubic yard, the total weight of this structure would be 112,000,000 pounds, or 56,000 net tons.

This piece of concrete, pile, and grillage work is undoubtedly one of the largest, if not the largest, of its kind in the world, and required the removal of some 3,000 old and submerged piles, in addition to the concrete, pile, and cement work above mentioned. In the course of its construction some 30,000,000 people passed to and fro over the scene; on an average 150 men were employed continuously for over two years; there was not an accident of any kind whatsoever; and ferry-boats made half-hourly trips from the locality and were not delayed one minute and did not lose a single trip during the whole time. This, I think, is a very creditable showing.

As questions were raised regarding the strength of this foundation and its honesty of construction, Professor Soulé, head of the Department of Civil Engineering of the University of California, and Professor Marx, head of the Department of Civil Engineering of the Leland Stanford Jr. University, were called upon to make a thorough examination and report to the Board. The concrete samples and blocks taken by these gentlemen from four different portions of the foundation, indis-

criminally, were, in the case of the poorest, 40%, and in the case of the best, 90%, above the average strength of concrete of that age. These samples sustained a pressure from 90 to 100 tons per square foot. As further proof of the strength of the construction there have been laid 15-ton girders in such position over the arches as to concentrate a load on them which is about one hundred and twenty times greater than any that they could possibly be compelled to sustain in the use for which they were designed.

The original contract price for this work was \$247,887, but changes during the course of construction were suggested by me which reduced the above amount \$8,109, without impairing the strength or utility of the structure. These changes involved a saving, also, in the amount of cement used, so that in place of 40,000 barrels, as contemplated by the original specifications, only 36,000 barrels were used, thus reducing the cost of the foundation about \$17,000.

Another piece of work of considerable magnitude was the reconstruction of Pier No. 7 (Pacific-Street Wharf). This was commenced November 1, 1895, and completed April 1, 1896. This pier, which is the finest of the kind built on this coast, if indeed there is another like it anywhere, rests on 130 cylindrical supports 4 feet in diameter and of an average length of 45 feet. The shell or cylinder proper of each support is $\frac{3}{16}$ inch boiler steel, each inclosing clusters of three piles standing at different heights, the cylinders being then pumped out and filled with concrete. About 900 cubic yards of concrete and 1,500 barrels of cement were used in the work. Between the layers of concrete are strands of old wire cable, with all the tar and grease removed, which tend to tie the concrete together in the same manner as hair in plaster, the whole mass hermetically sealing the piles and preventing dry-rot. The supporting points in this pier being spaced at a distance of 23 feet from centers, over twice as far apart as in ordinary pile piers, the use of heavier timbers and the trussing of the same were necessary. This increasing of the distance of the supporting points is an advantage, however, as there is less impediment to the ebb and flow of the tide, thus decreasing the necessity for dredging, as there is less tendency of the matter in suspension to deposit. This pier is stiffened sidewise by brace piles similar to those used in other piers, but the line of fender piles differs from former construction, in so far as the same is entirely independent of the pier proper, and consists of piles driven 12 inches away from the outside stringer, thoroughly fastened and connected together by two rows of heavy timbers or ribbing, similar to the manner in which the spring-line of the ferry slips is fastened. To keep the line of fender piles in proper position and lessen the shock to vessels lying alongside of the pier, car-springs of special design are placed between the fender and spring-lines of the pier at intervals of about 20 feet.

Pier No. 7 has a length of 600 feet, and is 100 feet wide. A shed 90 feet in width and 575 feet in length was recently completed thereon. There are several novel features in the construction of this shed, namely: that of comparatively indestructible gutters, and the method of hanging the heavy sliding doors in such a manner as to avoid the danger to pedestrians by the falling of the same in case of derailment. The gutters of the sheds as already in use along the waterfront are a constant source of expense, for the reason that they are of such design and construction as to come in contact with the hoisting apparatus of the vessels using the wharf, much to the damagement of the aforesaid gutters. As to the old gates now in use, the danger of derailment has been remedied as well as the details of construction would allow.

The piers or foundation proper of this wharf, as above described, are as impervious to the attacks of the teredo and limnoria as iron and concrete can make them. The surface of the roadway is covered with block pavement, which has been in use on the crossing of Mission-Street Wharf for the past two and one-half years without showing the slightest sign of wear, and on East Street between Market and Mission for a period during which two different layers of bituminous rock pavement failed to withstand the travel. This portion of the waterfront being undoubtedly the most traveled of any street in San Francisco, the aforesaid pavement is guaranteed by the parties laying it for a period of five years.

The contract for Pier No. 12 (Folsom-Street Wharf No. 1) has been let for similar constructions as the above. The only portion of these piers that is in doubt as to its lasting qualities is the lumber used in the superstructure, which is subject to dry-rot, such as the caps and stringers. The Board, profiting by experience of Eastern and European experiments and those of the Southern Pacific Company, carried through a number of years, have arranged for creosoting such lumber and timber of this wharf as are subject to dry-rot, and it will be their policy in the future to build in the aforesaid manner all such new structures as are designed on permanent lines.

The comparative cost of a pier of this character and of one of similar dimensions built in the old manner, is shown below. I take Powell-Street Wharf, which was about the same dimensions as Pier No. 7 before the former was reduced, and the shed on Lombard-Street Wharf (Pier No. 27), the two structures corresponding in magnitude with Pier No. 7 as completed (shed and all). Powell-Street Wharf never had a shed. Taking, then, the cost of construction of Powell-Street Wharf

and the shed on Lombard-Street Wharf, as shown by the records, we have the following figures:

Pier No. 51 (Powell-Street Wharf).....	\$25,210 40	
Coating piles	16,756 56	
Estimated cost of shed on Pier No. 27	10,530 00	
Total		\$52,496 96
Cost of Pier No. 7, exclusive of shed.....	\$37,978 50	
Paving center roadway.....	1,393 50	
Coating piles	4,121 28	
Cement used in piers—1,565 bbls., at \$2 45.....	3,834 25	
Shed.....	8,293 00	
Total		\$55,620 53
Difference in cost.....		\$3,123 57

While the cost of the shed on Pier No. 7 is some \$2,200 less than that on Lombard-Street Wharf, it is, nevertheless, a shed of acknowledged superiority. Of course, at the time that Pier No. 51 was built, the cost of lumber and the coating of piles were somewhat in excess of what it is at the present time. It is safe to say, however, that the excess of cost of the cylinder pier wharf, with creosoted superstructure and block-paved roadway, would not be more than 25% of that of the old style protected-pile wharf which it has been the custom to build for the past twenty-five years.

The aprons to all passenger ferry slips are now provided with hydraulic hoists. Not only are these a saving in the matter of expense for repairs, but the element of danger through breakage of the hoisting apparatus, compared with the old-style hand or worm gear, as formerly used, is reduced to a minimum. The saving to the various parties using the slips is obvious, as it is an actual fact that *one* man at the San Francisco termini of the Oakland ferries actually does the work, in regard to raising and lowering these bridges, to accommodate the variations in tide and boats, of *three* men, doing the same work at the Oakland Mole with the old-style hand-hoisting gear. The hoists are provided with automatic safety clutches, which it is impossible to disengage unless the bridge is put in motion; and the cost of water (at Spring Valley rates) for operating said bridges is only 6 cents per day.

The bridges for the freight slips at Lombard Street are also operated by hydraulics, so perfected that it is possible for a child to put in motion some 160 tons of bridge and counter-weight. The cost of water used in operating these bridges is nothing, as it is forced into a supply-tank for the use of the Belt Railroad locomotive after being used in raising and lowering the bridges.

East Street has been raised to the official grade within the past two years, it having settled between two and three feet in places between Broadway and Market Streets, and is at the present time the best paved and cleanest street in San Francisco.

The North Pacific Coast Railroad Company, having constructed a car ferry-boat, necessitated the building of sidetracks and corrals, and a freight warehouse; the latter was constructed on Seawall Lot No. 8, at a cost of \$4,293.

The request made by the Chamber of Commerce to extend the Belt Railroad from its present terminus at Vallejo and East Streets to Second and King Streets has not been complied with, for the reason that this extension would cost at least \$160,000, and would destroy a great deal of the present landing space, and consequently require the construction of at least two new piers and the purchase of private property. This structure could only be temporary, and would have to be removed as the building of the seawall progressed in a southerly direction. This in itself shows the necessity of continuing the seawall south from its present terminus. There is constant expense devolving upon the Board from the repairs which are necessary along Bryant, Beale, and Main Streets, by reason of the travel to and from the Pacific Mail Company's dock to these localities necessarily coming on the State's property, and all structures in this locality at present are perishable.

In closing, I will call your attention to the fact that the streets, bulkheads, sheds, wharves, etc., are in better condition than they have ever been before in the history of the waterfront.

Respectfully submitted.

HOWARD C. HOLMES,
Chief Engineer.

REPORT OF J. B. HARRIES, EXPERT ACCOUNTANT.

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To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: In compliance with your request I have examined the books and accounts of the Board of State Harbor Commissioners for the quarter ending June 30, 1896. This, together with previous examinations made by me, covers the two years commencing July 1, 1894, and ending June 30, 1896—the period embraced in your Biennial Report. The few trifling errors or omissions, reported from time to time, have all been rectified, and, finding nothing further in the last examination, I would report the accounting as correct.

BANK AND CASH ACCOUNT.

Balance as per cash book.....	\$18,944 21	
Add tolls not brought to account.....	303 55	
	\$18,228 70	\$19,247 76
Balance at bank.....	\$18,228 70	
Checks and coin in safe.....	1,002 56	
Petty cash account.....	16 50	
	\$19,247 76	\$19,247 76

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Replying to my inquiries, State Controller E. P. Colgan has kindly given me the balance to the credit of this account as it stands on his books:

Balance as per State Controller's books.....	\$62,645 19	
Add remittance by Harbor Commissioners to settle balance of June receipts.....	22,011 46	
	\$82,444 93	\$84,476 65
Balance as per ledger of Commissioners.....	\$82,444 93	
Add long standing difference.....	04	
	\$82,444 97	\$82,444 97
Difference in excess.....	\$2,031 68	

To Controller E. P. Colgan I am indebted for an explanation of this difference. He informs me that drafts Nos. 715, 723, 734, 740, 783, 784, 785, 786, 787, drawn by the Commissioners in favor of A. Page Brown, have not been approved by the Board of Examiners, and consequently remain unpaid.

SAN FRANCISCO DEPOT FUND.

As this account has an important bearing on the general expenditures of the department during the two years covered by the Biennial Report, I give it as it appears on the ledger:

Total amount of bonds	\$600,000 00	
Plus amount of premium received.....	7,125 00	
		\$607,125 00
Less drafts drawn by Harbor Commissioners.....		9,597 44
Balance June 30, 1896		\$597,527 56

This balance has been agreed with the books of State Controller Colgan.

SAN FRANCISCO DEPOT SINKING FUND.

This account in the ledger of the Board of State Harbor Commissioners merely shows the amount monthly transferred to it; but, by the courtesy of the State Treasurer, Levi Rackliffe, I am enabled to give the exact position of the fund at the close of business June 30, 1896, as follows:

RECEIPTS.

Monthly transfer of \$4,631 from San Francisco Harbor Improvement Fund, as per Act of Legislature—February, 1893, to June, 1896, both inclusive—41 months.....	\$189,871 00
Interest on \$70,000 invested in U. S. Registered 4% Bonds of 1907, July 1, 1894, to March 31, 1896.....	4,900 00
Interest on \$50,000 invested in U. S. Registered 4% Bonds of 1925, for quarter ending April 30, 1896	500 00
	\$195,271 00

DISBURSEMENTS.

August 23, 1894—Invested in U. S. Registered 4% Bonds of 1907	\$70,000 00
August 23, 1894—Premium paid on same.....	9,887 50
September 11, 1894—Expenses in purchasing.....	250 00
Interest on \$600,000 San Francisco Depot 4% Bonds July 1, 1894, to December 31, 1895.....	36,000 00
February 25, 1896—Invested in U. S. 4% Registered Bonds of 1925.....	50,000 00
Interest accrued prior to purchase of same.....	88 90
Premium on same.....	6,000 00
Expenses in purchasing same.....	53 95
	\$172,280 35
	\$22,990 65

BALANCE ON HAND.

In United States Bonds	\$120,000 00
Cash balance.....	22,990 65
	\$142,990 65

Total to the credit of this fund.....

The San Francisco Depot Fund bonds were held eighteen months before delivering to the purchasers. The State Treasurer detached

coupons Nos. 1, 2, and 3, representing \$36,000 in interest, which was saved.

The financial statements, embodied in the Biennial Report, have also been examined by me, and I find them correct in every particular.

As to the books and accounts kept in the offices of the Secretary and Storekeeper, they are what only intelligent and conscientious workers can make them—neat, systematic, correct, and reliable.

In the pursuit of my business as an accountant, I seldom meet with accounts more deserving of the praise which I heartily accord.

JULIAN B. HARRIES,
Accountant.

REPORT OF TIREY L. FORD, ATTORNEY FOR THE BOARD.

To the Honorable the Board of State Harbor Commissioners of the State of California :

GENTLEMEN: The undersigned, the attorney of your Honorable Board, begs leave to submit the following report respecting the affairs of his department:

The undersigned entered upon his duties as attorney for the Board on the 1st day of April, 1895, succeeding Hon. F. S. Stratton. The legal affairs of the Board were found to be in excellent condition, evidencing much labor and care upon the part of your attorney's predecessor.

Immediately upon assuming the duties of his office, your attorney was confronted with the many grave and complicated questions arising out of the preliminary arrangements for the construction of the proposed new ferry house and depot at the foot of Market Street, in the City of San Francisco. Among the more important of these questions were those relating to the authority of the Board to employ an architect; the duties of such architect when employed; the manner of advertising for bids; whether the Board is governed by general State laws or by the provisions of the Political Code relating specially to the Board of State Harbor Commissioners; manner in which payments should be made, and from what fund; authority of Board to change plans or specifications after contracts let; and other questions of like character. Many minor questions were also presented, requiring much time and effort in their proper solution. These questions, many of them involving points of law that were new to the jurisprudence of this State, involved an unusual amount of labor, and are still occupying a large share of your attorney's time. Some of these questions have found their way into the courts, notably those as to what law governs the Board in the construction of the proposed new depot and the right of the Board to make needed changes in the plans and specifications, which questions have been determined by the courts in accordance with the views previously expressed by your attorney.

In addition to the above unusual and special matters there have been the ever present legal controversies that unavoidably attend the large and complicated business of protecting and improving the waterfront of San Francisco, involving, as it does, the construction and preservation of seawalls, piers, wharves, and other structures, the dredging of slips and docks, the collection of tolls, wharfage, and dockage, the letting of

many and multifarious contracts, the employment of a large force of employés, and the collection and disbursement of some \$600,000 per annum.

Though considerable time has been devoted to the conduct of cases in court and the preparation therefor, by far the greater portion of the work devolving upon your attorney has been that of a counselor rather than that of an advocate. He has attended the meetings of the Board, rendered numerous opinions, both oral and written, made collections without the necessity of suit, drafted contracts, leases, and other papers, when requested to do so, and performed such other duties as pertained to his department.

At the time your attorney assumed the duties of his office, there was pending in the Supreme Court of this State a suit brought by the Union Transportation Company against the Board, to prevent the execution of an order for the removal of plaintiff's vessel from Clay-Street to Mission-Street Wharf, and involving the authority of the Board to cause such removals. Mr. Stratton, your recent attorney, having conducted the case on behalf of the Board in the trial court, was specially employed by the Board to argue the same in the Supreme Court.

In the matter of the lease of China Basin to the San Francisco and San Joaquin Valley Railroad Company, which matter was also pending at the time your attorney assumed the duties of his office, Mr. Stratton was likewise specially employed by the Board.

Excepting in the two instances last referred to, no special or assistant counsel have been employed by the Board during the time covered by this report.

On the other hand, your attorney has, from time to time, been compelled to employ clerical assistance at his own expense in order to properly attend to the increasing duties of his office.

Following is a detailed account of the present status of all litigation in which the Board is interested:

J. W. Taylor vs. Board of State Harbor Commissioners and J. S. Antonelle.

This suit, while not yet finally determined, and still nominally pending, need not be further considered, since any possible judgment against the Board would be merely against a certain certificate of deposit issued by the Pacific Bank, and now held by your attorney. (See page 31 of last Biennial Report.)

Union Transportation Company vs. Charles F. Bassett et al.

This suit, referred to in a preceding portion of this report, is still pending in the Supreme Court, though the same has been finally submitted, and a decision may be expected at an early day.

Charles F. Bassett et al. vs. J. M. Wood et al. (No. 42,555, Superior Court, Dept. 8.)

This suit involves the rights of numerous defendants to the balance due upon a contract with F. J. & J. W. Owens for construction of portion of seawall. The Board is merely a stakeholder, and is ready to pay the money out as the Court may direct. A motion for new trial has recently been denied, and time for appeal therefrom has not yet expired.

Victor Hoffman vs. Board of State Harbor Commissioners.

Action to enjoin Board from letting contract for construction of new ferry depot, involving manner in which bids and proposals should be invited. Judgment for defendant, and time for appeal has expired.

People vs. Allen. (Three cases.)

Actions pending in the Justice's Court of San Francisco, involving question as to who should pay certain tolls, and also as to amount of tolls to be paid.

E. L. Colnon et al. vs. Pacific Improvement Company et al.

Action brought by the Board to recover the south 30 feet of Channel Street, in San Francisco, between Fifth and Sixth Streets.

Involves two important questions: (1) Jurisdiction of Board over Channel Street beyond Fifth Street; (2) Right of Board to recover possession of wharves built by private parties in the territory within the jurisdiction of the Board.

Now pending in the Superior Court, Department 1.

Michael Klein vs. E. L. Colnon et al. (Superior Court, Dept. 5.)

Action for damages for personal injuries. Pending in Superior Court.

Harbor Commissioners vs. Bark "Enoch Talbot." (U. S. District Court,
Northern District of California.)

Libel to recover dockage due. Case settled by payment of full amount demanded.

O. Erickson et al. vs. E. L. Colnon et al. (Superior Court, Dept. 5.)

Action for damages for personal injuries to defendant Agnes Erickson, wife of defendant O. Erickson. Pending in Superior Court.

Martin vs. Board of State Harbor Commissioners et al. (Superior Court,
Dept. 7.)

Suit brought to enjoin the Board from substituting another building-stone for the one named in the bid of the successful bidder in the matter of stone work for the new ferry depot building.

On demurrer to defendant's answer, the Court decided that the Board had such authority, provided the change did not involve any increased expenditure exceeding \$3,000 above the amount named in the contract, let in pursuance of the bid referred to.

This case has been set for trial upon the merits on the 25th day of the present month (August, 1896).

Respectfully submitted.

TIREY L. FORD,
Attorney for the Board.

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BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE TWO FISCAL YEARS

COMMENCING JULY 1, 1896, AND ENDING JUNE 30, 1898.



SACRAMENTO:

A. J. JOHNSTON, : : : : : SUPERINTENDENT STATE PRINTING.

1899.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, July 1, 1898.

HON. JAMES H. BUDD, *Governor of California, Sacramento, Cal.:*

SIR: Pursuant to the provisions of Section 2537 of the Political Code, the Board of State Harbor Commissioners in charge of the waterfront, in the City and County of San Francisco, herewith respectfully submit the following report for the two (2) fiscal years commencing July 1, 1896, and ending June 30, 1898, embracing a complete statement of all moneys received and disbursements made—from what source received, and for what purpose expended. These and other statements appear in tabulated form under the following exhibits:

Exhibit A—Summary of receipts and disbursements during the last two (2) fiscal years; showing also amounts remitted to State Treasurer.

Exhibit B—Statement showing the condition of the San Francisco Harbor Improvement Fund, June 30, 1898.

Exhibit C—Statement showing the condition of the San Francisco Depot Sinking Fund, June 30, 1898 (per books of State Treasurer).

Exhibit D—Statement showing the condition of the San Francisco Depot Fund, June 30, 1898.

Exhibit E—Comparative statement of receipts and disbursements from the organization of the Commission on November 4, 1863, up to June 30, 1898.

Exhibit F—Statement of receipts and disbursements for the two (2) fiscal years ending June 30, 1898; showing whence the revenue was derived and the purposes for which expended.

Exhibit G—Itemized statement of Harbor Improvement Fund, for the two (2) fiscal years ending June 30, 1898; showing monthly remittances to the State Treasurer and payments made by drafts on State Controller.

Exhibit H—San Francisco Depot Fund, with itemized statement of disbursements made.

Exhibit I—San Francisco Depot Sinking Fund, showing total amount transferred thereto from San Francisco Harbor Improvement Fund, under an Act of the Legislature approved March 17, 1891.

Exhibit J—Balance sheet from the organization of the Commission, November 4, 1863, to June 30, 1898.

Exhibit K—Construction Account No. 1, showing contracts under way at the date of last Biennial Report, and since completed.

Exhibit L—Construction Account No. 2, showing work contracted for and completed within the last two (2) fiscal years.

Exhibit M—Construction Account No. 3, showing work contracted for within the last two (2) fiscal years, but not yet completed.

Exhibit N—Construction Account No. 4, Seawall constructed from 1878 to 1893, showing cost of same.

Exhibit O—Construction Account No. 5, Belt Railroad, its cost and maintenance, and revenue derived therefrom.

Exhibit P—Construction Account No. 6, Union Depot and Ferry House.

Exhibit Q—Statement of cost of dredging by years, since June 30, 1875.

Exhibit R—Statement of foreign and domestic tonnage entering the Golden Gate, by years, since 1864.

Exhibit S—Report of J. B. Harries, Expert Accountant.

Exhibit T—Report of Howard C. Holmes, Chief Engineer of the Board.

Exhibit U—Report of Tirey L. Ford, Attorney of the Board.

Exhibit V—Report of Edward R. Swain, Architect Union Depot and Ferry House.

Section 2524 of the Political Code contains a full description of the waterfront under the control of this Board acting as agents for the State. Briefly outlined, it commences on the north where the easterly line of the Presidio Reservation intersects the waterfront line as established by the Board of State Tide Land Commissioners, and extends to the southern boundary line of the City and County of San Francisco. The distance between these two points, measured along the waterfront, is about 53,000 feet, or a little over ten miles. This frontage will afford ample room for the construction of 240 piers 600 feet long to accommodate at one time 960 ships. Allowing each vessel one month to discharge, load, and repair, the number of wharves could accommodate 11,520 ships in a year, which would represent a tonnage greatly in excess of that of either London or Liverpool.

Chief Engineer Arnold, in a report to the Board in 1873, referring to this harbor, said:

“The area of the Bay of San Francisco, exclusive of the basins known as San Pablo and Suisun bays, reckoned to the line of high water, is two hundred and fifty-seven (257) square miles, of which seventy-nine (79) square miles are within the three-fathom contour line and navigable for large sea-going vessels. The anchorage basin proper, within the boundaries of the City and County of San Francisco and immediately adjacent thereto, embraces an area of fifty-nine (59) square miles, and notwithstanding its great extent, ships riding at anchor in its most exposed localities are seldom damaged by the most violent gales that prevail in the winter months.

“The entrance to the harbor between Fort Point and Lime Point is nine tenths of a mile in width, and the depth of the bar is thirty-three feet at low tide. The earliest charts of the harbor show about the same depth of water, which seems to indicate that no appreciable portion of the vast amount of sediment which is being constantly discharged into the bay effects a lodgment upon the bar.

“This was to be expected, since all the streams of any magnitude which flow into the bay enter it through broad and deep basins, where the river currents slacken and the suspended matter is deposited. Compared with San Francisco Bay, the harbor of New York seems insignificant. New York Bay at high tide covers an area of twenty-two square miles, of which but nine and one half square miles are within the three-fathom line. Add to this the deep water in the North and East rivers, adjacent to the city, and there is a total available area of twenty-one and one half square miles. The entrance at the Narrows is three fourths of a mile in width, very nearly as wide as the Golden Gate, but the depth on the bar does not exceed twenty-two feet at low water.”

From this accurate outline of the harbor of San Francisco it becomes apparent that nature has been indeed generous to this Western metropolis.

The commercial future of San Francisco cannot be overestimated. The increase in trade that will surely follow the completion of the Nicaragua Canal, and the greatly enlarged traffic with Central America and the islands of the Pacific that now seems almost assured, will in the near future advance this port many points on the list of the great commercial marts of the world's commerce.

WHARVES AND BULKHEADS.

Belonging to the State, and at present operated by this Board for commercial traffic by water, are 31 wharves, 10 ferry slips, and about 3 miles of bulkheads.

The material used in the construction of the same consists of piles and lumber.

The approximate number of piles in place on the waterfront is 62,254.

The estimated quantity of lumber now in the wharves and bulkheads is 21,092,227 feet (board measure).

Passing over these wharves and bulkheads, daily, are heavy trucks, carts, wagons, etc., laden with merchandise, to and from vessels lying alongside of wharves in the harbor. The weight of merchandise passing over the State property described will aggregate about 9,000 tons daily.

In addition to this immense traffic, the wharves and bulkheads are also used by pedestrians and the traveling public. The bulkheads are open thoroughfares for the public day and night.

Some idea of the extent of the wear and tear on these plank roadways can therefore be readily formed. To keep the same in good condition at all times is a matter of the first importance to the shipping interests, as well as to the people generally who have more or less business on the waterfront.

The Board has, therefore, kept constantly employed a large number of men on the repair force, and we are pleased to say that the wharves and bulkheads under the Board's jurisdiction are, at the present time, in first-class condition.

PRESERVATION OF PILES AND TIMBER.

The most important subject affecting our wharves is the rapid destruction of piles forming the support of the piers and bulkheads over the waters of the bay. This rapid destruction is caused by the ravages of the marine pests known as the *Teredo navalis* and the *Limnoria terebrans*.

Piles driven in this harbor without treatment to repel the attacks of the marine worms become comparatively unsafe to sustain much weight in from two to four years.

The teredo and limnoria work out their instinctive system of pile destruction by different methods.

The teredo enters the pile between the mud line and the low-water mark, and makes its way across the grain of the wood and into the heart of the pile. It then bores with the grain upward as far as high-water mark, and downward to the line of the mud. When it enters a pile it is of form almost invisible to the naked eye. It feeds and fattens

in the pile with the dust of the wood which it obtains by its constant gnawing, and grows to twelve or fifteen inches in length and three quarters of an inch in diameter. It can exist only in sea-water. By removing from the salt water a pile which it inhabits, the teredo will die in from twenty-four to forty-eight hours. Remove the worm from the wood and it dies almost instantly.

The limnoria cuts the pile across the grain from the outside. The portion of the pile on which it operates is just below the line of high water. It virtually cuts the pile in two.

Of the 62,254 piles in place on the waterfront, 52,285 are exposed to the attacks of the teredo and limnoria; the remaining 9,969 being either below the mud line, or are encased in concrete, and therefore free from attack.

The approximate cost of these 52,285 piles and placing them in position, at present prices, would be about \$637,877. Renewing these piles every four years, on the same basis as to expense, during a period of twenty years would reach the enormous sum of \$3,189,385. It would even exceed this figure, for the reason that when piles are replaced, considerable tearing up of wharf superstructure becomes necessary, and the labor incident thereto would add greatly to the sum stated.

To protect piles from the ravages of the teredo and limnoria, many methods have been patented, both in this country and in Europe. The teredo attacks wood exposed to salt water apparently in all climes, although in some places it only operates during the summer months, while in San Francisco it continues its work of destruction in both summer and winter.

The limnoria is not known to exist in all waters as general as the teredo, but in our bay it has shown itself ambitious to keep equal pace with the teredo in its destructiveness.

These patents embrace different forms of artificial covering for the piles, while others call for the injection of antiseptics and other chemical matter into the pile itself, which is accomplished after a degree of porousness is formed in the wood by extraction of the sap and moisture therefrom.

It has been demonstrated that it is no economy to drive piles where they will be exposed in the salt water, as they come from the forest, without treating them so as to repel the attacks of the marine worms. It has therefore been the policy of this Board for several years past to apply

such treatment to the piles used in this harbor that are exposed to attacks by the teredo and limnoria, as observation and tests elsewhere have proved meritorious and economical.

We feel certain that the good policy of this course will exemplify itself in the prolonged life of the piles so treated, and result in a corresponding reduction in repairs to wharves hereafter.

The subject of timber-preserving is a matter also of great importance. It is a well-known fact that timbers exposed to the air and varied climatic changes become subject to dry-rot. Caps and stringers used in wharf construction should always be perfectly sound. In conjunction with the piles, these caps and stringers must sustain the great weight of freight piled upon the different wharves.

The caps compose the heavy timbers (12 x 12's) resting across the top of the piles. The stringers compose the heavy timbers (4 x 12's) resting across the caps, to which the floor timbers of the wharves are fastened.

Experience in the Eastern States and Europe has now made it almost a settled policy, and one of proved economy, to treat timbers by some preserving process.

This Board, in constructing the last two wharves built on the waterfront, viz: Pacific Street Wharf and Folsom Street Wharf No. 1, have experimented in this direction. The timbers used in Pacific Street Wharf were creosoted, and those in Folsom Street Wharf No. 1 were treated under the process called burnettizing.

The preservation of piles and timbers is the one over-shadowing question in the administration of waterfront affairs. In the course of a trial recently, in the Superior Court of San Francisco, involving a consideration of the merits of the various methods of preserving piles, the fact was brought out, upon the testimony of three of the foremost civil engineers on this Coast, that the method of pile treatment adopted by this Board will preserve the piles for from twenty to twenty-five years.

FREE PUBLIC MARKET.

An Act of the Legislature, approved March 29, 1897, authorized this Board to establish and maintain a Free Public Market upon the waterfront, and further authorized the Board to set apart, upon some convenient portion of the waterfront, a sufficient number of docks and piers contiguous to each other for the reception of all perishable products arriving by boat, rail, or other conveyance, including fruit,

vegetables, eggs, poultry, game, dairy products, and fish, and to permit the sale of such products therein by or for account of producers only, under such regulations as the Board may prescribe.

Considerable attention has been given to this subject-matter with a view to carrying out the mandate of the law. From investigation we approximate the quantity of fruit, vegetables, and perishable products generally arriving in this port annually to be 200,000 tons. This includes arrivals by vessel and rail. The quantity arriving by vessel we approximate 145,000 tons, and by rail 55,000 tons.

The evident intention of the law was to concentrate the fruit, vegetable, and perishable product industry at some point on the waterfront north of Market Street, and to have sales made thereat for account of producers only, with power of regulation vested in the Board.

It is a fact that 83 per cent of the fruit, vegetables, and perishable products have been landed for many years on wharves and bulkheads contiguous to each other, viz: from Jackson Street Wharf on the north to the Ferry Wharf on the south. More than one half of the entire volume of perishable products arriving at this port is now, and has been for years, landed at Jackson Street Wharf; so, therefore, the volume of fruit and perishable products, etc., arriving by the Southern Pacific Company, at Third and Townsend streets, approximating about 35,000 tons annually, constitutes the extent of these products not landed on contiguous territory to Jackson Street.

To arrange for the transfer of these products now landed by the Southern Pacific Company at Third and Townsend streets, to a point on the waterfront north of the Ferry Depot, is a matter fraught with many difficulties, chief among which is that the Belt Railroad system does not extend to Third and Townsend streets.

The Board, after having given the question of the Free Market earnest consideration, and while it realizes the difficulties surrounding the practical execution of the project, have determined, and will at an early day declare by a resolution, that all wharves and bulkheads at which fruit, perishable products, etc., are now landed, shall constitute a Free Public Market.

The Board is also considering the subject of rules and regulations governing the sales of such products on such wharves and bulkheads, and will appoint a superintendent to take charge of the Market.

NEW FERRY DEPOT.

The new Union Depot and Ferry House, at the foot of Market Street, is completed, and will be opened to the public July 11, 1898.

That the necessities of the port were such as to require a stately passenger depot at the gateway to the "Metropolis of the Pacific" is a fact universally conceded. The building just completed, in point of architecture, workmanship, and general grandeur, compares favorably with any structure dedicated to similar use, either in this country or Europe.

Through its magnificent corridors, arcades, and waiting-rooms will pass the tourist from abroad, with whom first impressions are the most lasting, and from the splendor surrounding the entrance leading him within the portals of the "City by the Golden Gate," will he judge of the enterprise and progressiveness of our people, and will, therefore, inspire him to investigate the resources of our great commonwealth.

The dimensions of this building are: Length, 659 feet; width, 156 feet; height from top of foundation to top of parapet wall is 54 feet.

The size of tower is 32 feet square, and the height from foundation to the time-ball on top is 245 feet.

To the top of the flagstaff ball is 275 feet, which is the extreme height.

As described by Chief Engineer Holmes, in his report to the Board September 12, 1896:

"The foundation of the approaches to the Ferry Slips Nos. 2, 3, 4, 5, and 6, which will also serve as foundations for the new Union Depot and Ferry House, was completed September 1, 1895. The same consists of 111 concrete piers of the dimensions of 16 by 28 feet at the base, and of 8 feet 6 inches by 28 feet at the top, with depth of 20 feet below city base, and also portion of the concrete seawall in front of Sections 8a and 8b. These are joined together by a series of groined concrete arches (2 feet in thickness at soffit) into one immense area of floor space 160 feet in width by 670 feet in length. This enormous foundation rests upon a sub-foundation of grillage supported by over 5,000 piles, each not less than 80 feet in length. 28,000 cubic yards of concrete with 36,000 barrels of cement were required in the construction of the arches and floors. Assuming the weight of concrete to be 4,000 pounds per cubic yard, the total weight of this structure would be 112,000,000 pounds, or 56,000 net tons."

On this foundation rests the superstructure for the construction of which the State has issued bonds in the sum of \$600,000, payable in nineteen years from date of issuance. The sum of \$4,631 is transferred monthly from the San Francisco Harbor Improvement Fund to the San

Francisco Depot Sinking Fund, and with the moneys so transferred principal and interest will be fully paid off in nineteen years from the date of the issuance of the bonds.

On the sale of these bonds a premium of \$7,125 was obtained, which makes the amount to start with, in the San Francisco Depot Fund, \$607,125.

Exhibit H of this report contains an itemized account of the expenditures against this fund.

It will be observed from said exhibit, plus additions and minus deductions from original contracts, that the percentage for extra work amounts to only 5.15 per cent.

The lower floor of the Union Depot and Ferry House will be occupied as follows: South wing—Ticket offices, baggage offices, and waiting-rooms of the Southern Pacific Company, and news stand. North wing—Post Office, Wells Fargo & Co., and ticket office, baggage offices, and waiting-rooms of the San Francisco & North Pacific Railroad, and North Pacific Coast Railroad, and news stands in the different waiting-rooms, and Chief Wharfinger's office.

The second floor will be occupied as follows: South wing—Offices of the Harbor Commission, ticket offices and waiting-rooms of the Southern Pacific Company, and news stand. North wing—Business department of the Post Office, Superintendent of the Building; Harbor Pilots Association, and ticket offices and waiting-rooms of the San Francisco & North Pacific Railroad, and the North Pacific Coast Railroad.

There are three offices on the second floor for which no arrangements have been yet made as to occupancy.

Mezzanine floor (third story) will be occupied by the State Board of Trade and the State Mining Bureau, where exhibits of the agricultural and mining industries of the State will be daily open to the public.

Connected with the second story of the building are passenger bridges leading to the upper decks of the different steamers landing at the ferry slips at the foot of Market Street. Attached to these bridges are drop-aprons worked by hydraulic power, which connect with the steamers, and give the passengers who travel on the upper deck of a vessel an opportunity of going direct from the second story of the Ferry Depot to the passenger cabin, and vice versa, in landing on the San Francisco side of the bay, without having to pass on the lower deck, as has been the case heretofore. This change is of great convenience to the lady passengers particularly.

In the second story of the building is a grand central nave or hallway, 659 feet long and 45 feet wide, with mosaic floor, and the sides of the walls lined with Tennessee marble to a height of 12 feet 3 inches.

DREDGING.

There is more or less shoaling in the channels between and alongside the wharves.

A depth of water at different piers and approaches thereto must be maintained at all times for vessels of the deepest draught. This necessitates the constant operation of a dredging plant consisting of two dredgers, four mud scows, and two tow-boats. Both of the latter are fully equipped with all the modern appliances to perform fire duty.

During the last two fiscal years, 1,337,200 cubic yards have been dredged out, at a cost of \$109,965.12, which includes salaries of employés, repairs, coal, and all other expenses of maintaining the dredger plant. The average cost of dredging during the last two years has, therefore, only been 8.23 cents per cubic yard.

Exhibit Q contains a full statement of the cost of this service for the last twenty-four years, during which time the State has operated its own plant. The average cost per year for dredging during this period has been 9.01 cents per cubic yard. When dredging was done by contract, the cost varied from 36 cents to 50 cents per cubic yard.

BELT RAILROAD.

Exhibit O contains a full financial statement in connection with the construction and operation of the Belt Railroad.

The Board of State Harbor Commissioners were authorized to construct such a railroad by Act of the Legislature approved March 19, 1889.

This department, under the jurisdiction of the Board, now performs a very important and valuable service to the commercial community, and will doubtless become in the future more general in its operation. This railroad is about one mile in length, extending from Vallejo Street to Powell Street. Three rails are used, thus making it serviceable for standard and narrow gauge cars.

The railroad companies availing themselves of the service of the Belt Line are the San Francisco & North Pacific, the North Pacific Coast, and the branch of the Southern Pacific Company, formerly known as the South Pacific Coast Railroad. Of late, cars of the Western Division

of the Central Pacific (S. P. Co. system) have been operated on the Belt Line.

The Board has built for these several companies freight depots on waterfront property, alongside of which, cars are switched to unload and receive freight.

Cars are transported on steamers operated by the companies themselves. These steamers land at ferry slips adjoining Lombard Street Wharf. From these steamers the Belt Railroad moves the cars and places them at proper destination on the waterfront, and, vice versa, moves cars back again aboard said steamers.

During the seven years' operation of the Belt Railroad, 98,902 cars have been switched on the principle above set forth.

The extension of the Belt Line along the waterfront south of its present terminus is a matter beset with many difficulties. From Pacific Street on the north to Folsom Street on the south, the State is not in possession of any property that could be used for yard purposes, which is a very necessary adjunct for the proper operation of a railroad of this kind.

There is an immense traffic at the foot of Market Street. Extending the Belt Railroad south, it would be necessary to cross this point, and in this another difficulty presents itself. The seawall is now extended to a point between Market and Mission streets. A further extension to Folsom Street would not give the State any property in waterfront lots on the thoroughfare. When the seawall, however, is extended from Folsom Street south, then much useful property on the south end will come into the possession of the State, and the same can be utilized to advantage.

SAN FRANCISCO DEPOT SINKING FUND.

Commencing January 1, 1893, there has been transferred from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund, the sum of \$4,631 monthly.

Such monthly transfers, in a period of nineteen years, will aggregate a sum sufficient to pay principal, and interest at 4 per cent per annum, on the \$600,000 for which bonds were issued.

The bonds, however, were not sold or delivered until July 12, 1894. Therefore, no interest has been or will be paid on any bonds from January 1, 1893, to July 1, 1894, a period of eighteen (18) months, although the amount transferred to the Depot Sinking Fund during that period includes interest money amounting to \$36,000.

We would therefore recommend the passage of a bill by the Legislature authorizing the transfer of \$36,000 from the San Francisco Depot Sinking Fund to the San Francisco Harbor Improvement Fund.

COMPLETION OF THE SEAWALL.

The bill passed by the last Legislature, providing for an issue of \$1,000,000 in bonds for the completion of the seawall from its present southerly terminus between the foot of Market Street and the foot of Mission Street, and which the Governor, owing to some material fault in the drafting of the measure, declined to sanction, should be readopted by the next Legislature. Nothing is so much needed on the waterfront to place it in a condition permanently to meet the requirements of commerce as the completion of the seawall. For reasons which were set forth in full by our Chief Engineer to the committee of the last Legislature, and which are familiar to every one connected with the maintenance of the vast area of wooden structures from Mission Street to the Mail Dock, it would be a matter of great economy and in accordance with ordinary business sagacity to anticipate the revenues and build the wall at once. The saving in repairs, not to speak of the reclamation of valuable seawall lots, would, in the twenty years covered by the life of the bonds, be more than sufficient to meet the interest and sinking fund demands and leave a handsome surplus. The seawall would thus be obtained without, in reality, the expenditure of a single dollar; whereas, if it is not built in this way, twenty years from now will not, in all probability, see it built for more than a fraction of the distance proposed.

In this connection it is worth while to observe that the proposed bonds would not fall as a burden upon the taxpayers of the State, as a popular error, finding expression occasionally in the newspapers, assumes that the depot bonds fall. These latter, as well as the proposed seawall bonds, would be met, principal and interest, by the ordinary revenues of the Harbor Commission. These revenues are derived from rents, dockage upon vessels, and tolls upon cargoes. It might be said that, as a tax levied upon commodities is paid by the last consumer, these taxes are, after all, State taxes, resting in the final analysis upon citizens in remote sections as well as near by. But this can be true only of the comparatively small percentage of products sent out of this State by producers or brought in for consumption here. There is no tax at all upon cereal products, while the great bulk of other things, being produced outside of this State, and designed for consumption outside of this

State, as for example cargoes from the Orient en route to the East, pays tolls only as it passes by. It is with money thus derived that the Ferry Building and all other improvements on the waterfront have been constructed, and not, as the popular error referred to has it, with taxes levied in an indirect way upon the people of the State.

FIRE AT FOLSOM STREET WHARF.

About 3 P. M. on June 29, 1897, a fire occurred on the new Folsom Street Wharf which had just been completed. The superstructure of the wharf was mostly destroyed. The cause of the fire is unknown.

Contracts were immediately awarded for the re-construction of same, amounting to \$19,833.27.

This is the first loss by fire in the history of the waterfront.

EXPERTING ACCOUNTS.

Exhibit S is a report of J. B. Harries, Expert Accountant.

In this connection we desire to say that the books and accounts of the Commission are experted quarterly.

REPORT OF CHIEF ENGINEER.

Special attention is directed to the report of Howard C. Holmes, Chief Engineer of the Board, which is embraced in Exhibit T.

During the months of September and October, 1897, by direction of the Board, he visited the ports of New York, Boston, and Philadelphia, and examined into the system of wharf building and harbor improvements generally at the places named.

The Chief Engineer, with careful detail, reports the results of his investigations while East, and the information obtained and set forth in his report will be found useful to this and future Boards.

REPORTS OF ATTORNEY AND ARCHITECT.

Subjoined hereto, under the head of Exhibits U and V, will be found the reports of Tirey L. Ford, Attorney of the Board, and Edward R. Swain, Architect of the Union Depot and Ferry House.

Very respectfully,

E. L. COLNON,

P. J. HARNEY,

RUDOLPH HEROLD, JR.,

Commissioners.

EXHIBIT A.
SUMMARY OF RECEIPTS AND DISBURSEMENTS.

RECEIPTS.		DISBURSEMENTS.				
	1896-97.	1897-98.	Total.	1896-97.	1897-98.	Total.
From dockage	\$161,584 40	\$166,889 50	\$328,473 90	Salaries of Commissioners, Secretaries, Engineers, Draughtsman, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office	\$86,933 70	\$176,907 50
From tolls	182,860 93	194,718 10	377,579 03	Construction, including building of new wharves, slips, sheds, sewers, and roadways, maintenance and repairs of waterfront streets, old wharves, buildings, ferry depot foundation, roadway, and seawall	319,085 55	632,688 66
From rents of wharves, seawall lots, special dock privileges, including reserving of berths, ferry slips, Belt Railroad freight sheds and offices	3,331 25	4,041 64	7,372 89	Wharf cleaning	28,809 18	63,681 38
From sale of old material (urgent repairs)	197,060 82	195,977 85	393,038 67	Seawall account	55,686 31	109,965 12
From Fisherman's Wharf, exclusive of rents	566 85	1,657 75	2,224 60	General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses	6,658 01	6,658 01
From miscellaneous, damage to property, etc.	3,828 25	3,436 25	7,264 50	Belt Railroad construction and maintenance	18,305 69	47,030 25
From Belt Railroad, switching	1,231 55	1,191 96	2,423 51	Fire account	11,422 57	29,881 20
From sale of old material (Dredgers Nos. 1 and 2)	11,619 25	13,313 50	24,932 75	Total disbursements	\$546,772 34	\$1,078,702 47
Duplication payroll, Dredger No. 1	39 75	---	39 75	Amount remitted to State Treasurer	224,702 65	481,314 86
Duplication payroll, Sweepers.	---	374 50	374 50			
Total receipts	\$562,123 05	\$581,601 05	\$1,143,724 10			
Amount drawn from S. F. Harbor Improvement Fund.	226,419 29	189,813 94	416,233 23			
	\$788,542 34	\$771,474 99	\$1,560,017 33			

1896

During the last two fiscal years there was collected the sum of \$1,143,784.10, and expended \$1,078,702.47, exclusive of the money transferred by the Controller from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund. The money thus transferred to the Depot Sinking Fund by authority of an Act approved March 17, 1891, during the last two fiscal years, amounts to \$111,144, which would bring the total expenditures to \$1,189,846.47.

EXHIBIT B.

The following shows the condition of the San Francisco Harbor Improvement Fund June 30, 1898:

Amount in fund July 1, 1896	\$82,444 93	
Amount remitted to June 30, 1898	481,314 86	
	<hr/>	\$563,759 79
Amount drawn out to June 30, 1898 (ordinary expenditures).....	\$416,233 23	
Amount transferred to San Francisco Depot Sinking Fund	111,144 00	
Amount in fund July 1, 1898	36,382 56	
	<hr/>	563,759 79

EXHIBIT C.

The following shows the condition of the San Francisco Depot Sinking Fund June 30, 1898 (per books of State Treasurer):

Total amount transferred from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund	\$301,015 00	
Interest on United States Bonds purchased.....	16,000 00	
	<hr/>	\$317,015 00
United States Bonds purchased	\$170,000 00	
Premiums paid on same	29,887 50	
Expenses entailed in purchase	463 20	
Interest accrued on same	138 65	
Interest paid on \$600,000 San Francisco Depot Bonds..	84,000 00	
Cash on hand in State Treasury	32,525 65	
	<hr/>	317,015 00

EXHIBIT D.

The following shows the condition of the San Francisco Depot Fund June 30, 1898:

Total amount of fund	\$607,125 00	
Amount drawn out to June 30, 1898	586,298 23	
	<hr/>	
Amount in fund July 1, 1898	\$20,826 77	

EXHIBIT E.

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS—1863-1898.

Fiscal Year.	Receipts.	Expenses.	Percentage per Year.	Consumption and Repairs.	Seawall	Dredging.	Purchase of Dredgers, Scows, and Repairs.	Constructing and Operating Belt Railroad.	Miscellaneous	Remitted State Treasurer	Drawn from State Treasurer.
1863-64	\$117,848 28	\$25,354 84	21.50	\$67,599 82					\$976 25	\$71,897 39	\$47,680 02
1864-65	177,393 66	32,439 10	18.28	80,875 15		\$44,106 50				123,365 23	62,334 82
1865-66	183,716 80	35,531 42	19.02	19,065 42	\$3,607 00	10,300 00				132,023 96	47,568 50
1866-67	336,409 36	41,233 95	11.95	88,525 78	266 50	41,021 00			380 62	268,573 45	64,345 94
1867-68	294,304 28	55,531 92	18.87	82,791 27	250,991 97	32,338 00			561 18	217,528 06	354,121 12
1868-69	287,890 53	52,130 77	18.11	38,779 83	262,323 13	80,100 00				212,532 07	310,213 27
1869-70	252,649 56	54,684 40	21.65	35,545 04	165,892 68	35,258 00				180,623 37	272,670 93
1870-71	148,917 03	37,782 65	25.37	53,693 31		53,944 40				96,097 90	73,914 13
1871-72	195,031 14	61,006 70	31.28	28,146 62		32,293 20				103,877 82	53,944 40
1872-73	190,330 47	69,858 63	36.50	78,776 28		32,293 20				91,042 59	80,640 23
1873-74	265,709 06	77,938 05	29.33	104,175 98	2,321 85	42,478 56	\$34,070 00		6,344 01	166,150 23	168,769 62
1874-75	373,541 72	68,617 14	18.37	209,540 80	1,978 25	33,835 71	3,725 00			245,369 00	189,549 17
1875-76	372,078 74	65,976 57	17.73	162,000 25		40,802 70				249,450 44	146,716 69
1876-77	448,087 25	79,208 85	17.68	284,023 05		15,351 45				310,909 33	266,661 37
1877-78	446,516 82	84,326 72	18.88	112,628 95	4,803 38	38,214 40	15,351 45		1,665 88	285,521 50	162,712 80
1878-79	466,420 55	97,162 63	20.83	164,560 55	107,991 87	60,454 68	82,068 79		595 50	274,370 87	241,764 39
1879-80	427,687 56	100,667 57	23.53	141,022 14	309,652 90	51,675 28	3,948 84		2,510 53	240,414 91	419,439 27
1880-81	419,437 49	102,746 75	24.49	199,972 97	383,174 96	51,462 52	1,173 50		4,785 32	204,782 41	527,487 44
1881-82	355,005 64	104,255 15	29.91	86,102 58	92,804 98	48,743 45			4,320 00	249,919 90	131,140 42
1882-83	436,030 54	107,883 69	24.74	179,089 82	34,949 22	51,457 50	5,247 00		28,129 37	194,860 84	165,586 90

All Dredging up to 1874 was done under Contract, Since by Commissioners

Building Sheds, Wharves, Bulkheads, etc., Ferry Foundation and Repairs on Same

From Dockage, Tolls, Wharfage, Rents, etc...

From the Organization of the Commission

1883-84.	501,243 25	115,231 30	22.98	173,997 19	76,461 63	60,780 40	-----	-----	6,863 55	254,497 78	186,588 60
1884-85.	500,702 10	116,194 14	23.20	248,607 11	195,706 95	52,258 80	-----	-----	4,933 50	259,702 01	376,700 41
1885-86.	483,851 04	117,693 22	24.32	197,612 03	157,963 82	46,675 40	-----	-----	4,324 00	249,431 18	289,838 61
1886-87	527,890 96	128,584 90	24.35	153,529 29	53,403 50	78,046 99	-----	-----	5,742 95	245,509 83	136,926 50
1887-88.	580,152 51	138,993 05	23.95	294,855 61	36,300 98	54,082 70	-----	-----	5,450 62	294,861 66	244,452 11
1888-89.	619,537 54	139,552 06	20.91	231,353 84	101,586 24	62,424 96	-----	-----	10,152 33	321,605 12	247,137 61
1889-90.	599,105 58	131,262 52	21.91	301,063 18	115,419 48	51,588 91	-----	-----	5,257 21	306,148 20	311,633 96
1890-91.	600,821 20	115,579 39	19.23	269,542 63	65,810 20	53,230 81	-----	-----	9,600 62	319,721 19	232,991 25
1891-92.	651,112 11	114,860 89	17.64	275,083 97	122,112 90	56,081 70	-----	-----	81,307 46	360,206 68	366,205 44
1892-93.	629,957 55	121,882 55	19.34	319,991 36	72,023 44	54,871 48	35,384 00	-----	15,933 10	334,575 70	320,477 89
1893-94.	583,674 58	123,039 43	21.08	338,570 00	23,158 22	58,357 87	-----	-----	14,643 63	291,417 59	260,327 66
1894-95.	586,618 61	137,684 55	23.47	444,366 85	55 00	48,132 14	31,532 29	-----	30,755 26	215,278 73	326,013 26
1895-96	593,207 89	135,267 13	22.57	390,935 35	-----	50,295 44	6,343 58	-----	15,189 01	285,523 58	290,929 16
1896-97	562,123 05	133,138 80	23.68	319,085 55	-----	55,686 31	-----	-----	11,422 37	256,612 21	226,419 29
1897-98	581,661 05	151,598 53	26.06	313,603 11	6,638 01	54,278 81	-----	-----	18,458 63	224,702 65	189,813 94
	\$14,902,665 50	\$3,274,900 60	-----	\$6,489,112 68	\$2,645,671 06	\$1,610,531 56	\$208,847 45	\$188,037 27	\$148,167 32	\$8,131,104 68	\$7,793,707 12
Balance in San Francisco Depot Sinking Fund, June 30, 1896.											
Amount transferred to San Francisco Depot Sinking Fund, fiscal years 1896-97 and 1897-98											
Balance in Treasury June 30, 1898											
											189,871 00
											111,144 00
											36,382 56
											\$8,131,104 68

EXHIBIT F.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1898.

RECEIPTS.	1896-97.	1897-98.	Total.
Section 1, Seawall Wharf	\$6,472 65	\$7,851 12	\$14,323 77
Section 2, Seawall Wharf	4,319 50	4,100 50	8,420 00
Section 3, Seawall Wharf	10,739 67	12,648 23	23,387 90
Section 4, Seawall Wharf	6,987 11	7,701 88	14,688 99
Fisherman's Wharf	4,309 25	3,919 25	8,228 50
Union Street Wharf	12,374 36	16,403 93	28,778 29
Green Street Wharf	18,482 77	15,342 00	33,824 77
Vallejo Street Wharf	10,945 50	9,416 94	20,362 44
Broadway Wharf, No. 1	16,425 10	18,542 68	34,967 78
Broadway Wharf, No. 2	14,296 70	14,387 64	28,684 34
Pacific Street Wharf	8,300 65	9,483 11	17,783 76
Jackson Street Wharf	16,511 23	15,389 76	31,900 99
Washington Street Wharf	16,277 79	15,542 73	31,820 52
Ferries	87,711 06	90,189 54	177,900 60
Mission Street Wharf	13,438 43	13,609 23	27,047 66
Mission Street Wharf, No. 2	23,264 10	25,098 11	48,362 21
Howard Street Wharf	12,213 20	12,541 96	24,755 16
Howard Street Wharf, No. 2	9,612 95	9,956 85	19,569 80
Howard Street Wharf, No. 3	8,444 01	7,946 75	16,390 76
Folsom Street Wharf	2,051 10	1,697 85	3,748 95
Folsom Street Wharf, No. 2	16,898 70	18,307 12	35,205 82
Harrison Street Wharf	8,276 58	9,723 06	17,999 64
Steuart Street Wharf	9,444 73	9,123 71	18,568 44
Spear Street Wharf	11,795 83	13,772 33	25,568 16
Main Street Wharf	13,015 30	15,011 55	28,026 85
Beale Street Wharf	18,941 28	21,544 06	40,485 34
Fremont Street Wharf	7,373 05	7,836 38	15,209 43
Third Street Wharf	7,001 35	5,905 65	12,907 00
Berry Street Wharf	12,861 10	7,543 86	20,404 96
Channel Street Wharf	4,708 59	4,480 65	9,189 24
Center Street Wharf	1,732 01	1,491 13	3,223 14
California Dry Dock	6,600 00	6,050 00	12,650 00
Pacific Mail Steamship Company	22,200 00	23,400 00	45,600 00
Southern Pacific Company (rent)	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls)	55,220 00	59,172 98	114,392 98
United States Barge Office	240 00	40 00	280 00
Space for scales	900 00	960 00	1,860 00
Revenue from Seawall lots	12,120 00	11,660 80	23,780 80
Sale of old material (urgent repairs)	566 85	1,657 75	2,224 60
Sale of old material (Dredger No. 1)	9 75	-----	9 75
Sale of old material (Dredger No. 2)	30 00	-----	30 00
Central Basin	360 00	370 00	730 00
Belt Railroad revenue	27,219 25	28,413 50	55,632 75
Damages, wharfage, sales, etc.	1,231 55	1,191 96	2,423 51
China Basin	1,000 00	1,000 00	2,000 00
Rent U. S. Customs Department	-----	1,600 00	1,600 00
Duplication payroll, Dredger No. 1	-----	374 50	374 50
Duplication payroll, Sweepers	-----	60 00	60 00
Amount drawn from San Francisco Harbor Improvement Fund	\$562,123 05	\$581,661 05	\$1,143,784 10
Totals	226,419 29	189,813 94	416,233 23
Totals	\$788,542 34	\$771,474 99	\$1,560,017 33

EXHIBIT F—Continued.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1898.

DISBURSEMENTS.	1896-97.	1897-98.	Total.
Salaries of Commissioners, Secretaries, and Clerks	\$20,640 00	\$21,350 85	\$41,990 85
Salaries of Chief Engineer and Assistants	7,200 00	7,273 40	14,473 40
Salaries of Chief Wharfinger and Assistant	4,758 05	5,154 05	9,912 10
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Wharfingers	27,141 65	26,979 15	54,120 80
Salaries of Collectors	18,950 00	19,054 80	38,004 80
Salaries of Watchmen	5,844 00	7,761 55	13,605 55
Expense account	16,554 72	20,674 48	37,229 20
Urgent repairs	49,081 99	58,330 85	107,412 84
Repairs (contract)	131,613 46	103,400 41	235,013 87
Pile-driving	25,394 89	24,965 04	50,359 93
Cleaning wharves	28,809 18	34,872 20	63,681 38
Wharf offices and furniture	169 87	795 85	965 72
Legal expenses	841 20	6,078 05	6,919 25
Fire account	5,029 12	6,861 23	11,890 35
Dredger No. 1	12,420 43	19,689 00	32,109 43
Dredger No. 2	22,411 61	15,188 77	37,600 38
Tug Governor Markham	8,350 84	8,785 22	17,136 06
Tug Governor Irwin	12,503 43	10,615 82	23,119 25
Construction account	112,995 21	126,906 81	239,902 02
Seawall account	6,658 01	-----	6,658 01
Dockage refunded	544 40	431 70	976 10
Tolls refunded	85 25	247 95	333 20
Wharfage refunded	9 45	-----	9 45
Rent refunded	-----	48 00	48 00
Belt Railroad expense	11,422 57	18,458 63	29,881 20
Damages, wharfage, sales, etc.	100 80	448 53	549 33
Remitted to State Treasurer, account San Francisco Harbor Improvement Fund	\$531,930 13	\$546,772 34	\$1,078,702 47
Totals	256,612 21	224,702 65	481,314 86
Totals	\$788,542 34	\$771,474 99	\$1,560,017 33

EXHIBIT G.

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR TWO FISCAL YEARS ENDING JUNE 30, 1898.

RECEIPTS.

1896—Aug.	To amount remitted by Commissioners for July ..	\$13,254 89	
Sept.	To amount remitted by Commissioners for Aug. ..	17,296 69	
Oct.	To amount remitted by Commissioners for Sept. ..	23,606 24	
Nov.	To amount remitted by Commissioners for Oct. ...	26,686 83	
Dec.	To amount remitted by Commissioners for Nov. ...	31,016 51	
1897—Jan.	To amount remitted by Commissioners for Dec. ...	27,802 29	
Feb.	To amount remitted by Commissioners for Jan. ...	22,474 81	
March	To amount remitted by Commissioners for Feb. ...	18,851 87	
April	To amount remitted by Commissioners for Mar. ...	19,554 04	
May	To amount remitted by Commissioners for Apr. ...	21,574 51	
June	To amount remitted by Commissioners for May ...	19,561 28	
July	To amount remitted by Commissioners for June ...	14,932 25	
			\$256,612 21
1897—Aug.	To amount remitted by Commissioners for July ..	\$17,789 56	
Sept.	To amount remitted by Commissioners for Aug. ..	13,079 52	
Oct.	To amount remitted by Commissioners for Sept. ..	23,597 81	
Nov.	To amount remitted by Commissioners for Oct. ...	23,903 45	
Dec.	To amount remitted by Commissioners for Nov. ...	23,288 05	
1898—Jan.	To amount remitted by Commissioners for Dec. ...	16,219 80	
Feb.	To amount remitted by Commissioners for Jan. ...	14,703 98	
March	To amount remitted by Commissioners for Feb. ...	18,931 98	
April	To amount remitted by Commissioners for Mar. ...	20,790 48	
May	To amount remitted by Commissioners for Apr. ...	17,873 73	
June	To amount remitted by Commissioners for May ...	17,680 72	
July	To amount remitted by Commissioners for June ...	16,843 57	
			224,702 65
	Total amount remitted		\$481,314 86
	Balance in S. F. Harbor Imp. F'd, July, 1896.		82,444 93
			\$563,759 79

DISBURSEMENTS.

Date.	Order.	No.	On Account of—	Amount.
1896.				
July 1	Teredo Proof Pile Co. .	854	Piles	\$1,568 00
2		855	Void	
21	Teredo Proof Pile Co. .	856	Piles	1,438 50
23	S. E. Slade Lumber Co. .	857	Lumber	3,614 94
23	Darby Laydon & Co. .	858	Piles	593 13
28	Teredo Proof Pile Co. .	859	Piles	962 50
28	Paraffine Paint Co. .	860	Coating piles	2,422 01
30	Main St. Iron Works .	861	Alterations to mach. "Gov. Irwin" ..	1,200 00
Aug. 4	Atlas Iron Works .	862	Hydraulic hoist for Ferry Slip No. 1.	1,228 50
6	Teredo Proof Pile Co. .	863	Piles	1,680 00
6	Healy, Tibbitts & Co. .	864	Repling and repairing Ferry Slip No. 1	2,403 56
6	Healy, Tibbitts & Co. .	865	Post Office building	2,777 63
18	Darby Laydon & Co. .	866	Piles	2,205 39
25	Teredo Proof Pile Co. .	867	Piles	2,107 00
27	S. E. Slade Lumber Co. .	868	Lumber	3,761 25
Sept. 8	Teredo Proof Pile Co. .	869	Piles	2,222 50
15	Healy, Tibbitts & Co. .	870	Shed on Pier No. 7, Pacific St. Wharf ..	4,049 18
15	Healy, Tibbitts & Co. .	871	Repairs to Ferry Slip No. 1	2,403 96
15	James A. McMahon .	872	Pier No. 12, Folsom St. No. 1	12,525 00
15	Healy, Tibbitts & Co. .	873	Post Office building	2,452 37
15	Atlas Iron Works .	874	Hydraulic hoist, Slip No. 1	409 50
22	S. E. Slade Lumber Co. .	875	Lumber	3,551 61
24	Teredo Proof Pile Co. .	876	Piles	1,830 50
Oct. 9	San Fran. Bridge Co. .	877	Repairing and repling outer half Bryant Street	4,785 04
15	Teredo Proof Pile Co. .	878	Piles	2,674 00

EXHIBIT G—SAN FRANCISCO HARBOR IMPROVEMENT FUND—DISBURSEMENTS—Continued.

Date.	Order.	No.	On Account of—	Amount.
1896.				
Oct. 27	James A. McMahon ..	879	Constructing Pier No. 12, Folsom No. 1	\$3,551 29
27	Darby Laydon & Co.	880	Piles	536 45
27	Pacific Pine Lum. Co.	881	Piles	217 56
27	S. E. Slade Lumber Co.	882	Lumber	4,015 33
29	Teredo Proof Pile Co.	883	Piles	437 50
Nov. 12	S. F. Timber Preserving Co.	884	Piles creosoted	2,139 25
19	S. F. Timber Preserving Co.	885	Creosoting piles	1,468 75
19	S. F. Timber Preserving Co.	886	Creosoting piles	541 75
24	Pacific Pine Lum. Co.	887	Piles	996 79
27	S. E. Slade Lumber Co.	888	Lumber	3,333 14
Dec. 8	Pacific Pine Lum. Co.	889	Piles	1,217 90
8	S. F. Timber Preserving Co.	890	Creosoting piles	2,337 25
8	S. F. Timber Preserving Co.	891	Creosoting timber for Pier No. 12 ..	2,127 22
8	James A. McMahon ..	892	Constructing Pier No. 12	3,687 19
8	H. R. Rood & Co.	893	Coating piles	970 80
8	Darby Laydon & Co.	894	Constructing Sec. "B," Seawall	2,922 95
17	Paraffine Paint Co.	895	Coating piles	1,665 57
17	S. F. Timber Preserving Co.	896	Creosoting piles	980 00
22	H. R. Rood & Co.	897	Coating piles	576 00
22	Darby Laydon & Co.	898	Widening approach to Fremont St. . .	1,186 00
22	S. E. Slade Lumber Co.	899	Lumber	4,400 41
1897.				
Jan. 5	James A. McMahon ..	900	Constructing Pier No. 12	6,454 31
12	San Fran. Bridge Co.	901	Extending pier between Fremont and P. M. S. S. Co.'s Pier	4,414 65
12	Pacific Pine Lum. Co.	902	Piles	814 26
12	S. F. Timber Preserving Co.	903	Creosoting piles and lumber	5,448 82
12	Reddy, Campbell & Metson	904	Attorneys for various persons constructing Sec. "B," Seawall	1,936 81
14	S. F. Timber Preserving Co.	905	Creosoting piles	663 00
26	Paraffine Paint Co.	906	Coating piles	1,702 15
26	S. E. Slade Lumber Co.	907	Lumber	2,875 18
26	Pacific Pine Lum. Co.	908	Piles	877 26
28	Pacific Pine Lum. Co.	909	Piles	1,306 62
28	S. F. Timber Preserving Co.	910	Creosoting piles	3,456 75
28	H. A. Powell	911	Constructing Sec. "B," Seawall	1,356 95
Feb. 2	Alex. L. Campbell	912	Constructing shed on pier between Fremont St. & P. M. S. S. Co.'s	1,998 15
4	James A. McMahon ..	913	Repling and repairing Pier No. 11, Broadway No. 2	1,711 50
4	Pacific Pine Lum. Co.	914	Piles	731 15
16	H. R. Rood & Co.	915	Coating piles	2,040 00
18	Paraffine Paint Co.	916	Coating piles	435 13
18	R. D. Chandler and Elizabeth Kerr as executor and executrix of the estate of Wm. Kerr, deceased.	917	Constructing Sec. "B," Seawall	441 30
23	S. E. Slade Lumber Co.	918	Lumber	4,620 24
23	Pacific Pine Lum. Co.	919	Piles	880 56
25	Pacific Pine Lum. Co.	920	Piles	927 58
25	H. R. Rood & Co.	921	Coating piles	880 00
Mar. 2	Alex. L. Campbell	922	Constructing shed on pier between Fremont St. & P. M. S. S. Co.'s	1,089 90
4	S. F. Timber Preserving Co.	923	Creosoting	4,959 43
4	S. F. Timber Preserving Co.	924	Creosoting piles	1,372 75

EXHIBIT G—SAN FRANCISCO HARBOR IMPROVEMENT FUND—DISBURSEMENTS—Continued.

Date.	Order.	No.	On Account of—	Amount.
1897.				
Mar. 4	S. F. Timber Preserving Co.-----	925	Creosoting piles -----	\$1,661 25
23	H. R. Rood & Co.	926	Coating piles -----	5,834 40
23	S. F. Timber Preserving Co.-----	927	Creosoting piles -----	4,061 25
23	Pacific Pine Lum. Co. ..	928	Piles -----	574 21
25	S. E. Slade Lumber Co. ..	929	Lumber -----	4,075 49
25	Pacific Pine Lum. Co. ..	930	Piles -----	1,158 79
25	S. F. Timber Preserving Co.-----	931	Creosoting piles -----	297 00
30	James A. McMahon ..	932	Constructing Pier No. 12 ..	13,519 25
Apr. 1	Risdon Iron & Locomotive Works ..	933	Flagpole and time-ball service ..	1,435 00
15	Alex. L. Campbell.....	934	Constructing shed on pier between Fremont St. & P. M. S. S. Co.'s....	1,818 15
15	James A. McMahon ..	935	Repiling Vallejo St. Wharf ..	612 16
15	Healy, Tibbitts & Co. ..	936	Repiling and repairing Powell St. Wharf ..	1,373 00
15	Darby Laydon & Co.	937	Piles ..	99 24
22	Thomas H. Day ..	938	Shed on Pier No. 12, Folsom No. 1 ..	2,100 00
29	S. E. Slade Lumber Co. ..	939	Lumber ..	2,110 91
May 10	Darby Laydon & Co.	940	Piles ..	1,862 72
10	S. F. Timber Preserving Co.-----	941	Creosoting ..	3,498 00
19	Thomas H. Day ..	942	Shed on Pier No. 12, Folsom No. 1 ..	4,559 00
19	S. F. Timber Preserving Co.-----	943	Creosoting timber for Pier No. 7 ..	2,198 00
27	Darby Laydon & Co.	944	Piles ..	819 87
June 3	Vulcan Iron Works....	945	Hydraulic hoist, Second St.	1,790 00
3	H. R. Rood & Co.	946	Coating piles ..	1,260 00
15	Thomas H. Day ..	947	Branch Receiving Hospital ..	1,283 50
24	S. E. Slade Lumber Co. ..	948	Lumber ..	3,685 33
24	Darby Laydon & Co.	949	Piles ..	915 95
24	Vulcan Iron Works....	950	Hydraulic hoist, Slip No. 4 ..	1,324 00
24	H. R. Rood & Co.	951	Coating piles ..	1,901 60
24	H. R. Rood & Co.	952	Coating piles ..	649 60
29	S. E. Slade Lumber Co. ..	953	Lumber ..	2,372 00
			Total drawn for fiscal year 1896-97	\$226,419 29
July 6	James A. McMahon ..	954	Repiling and repairing Steuart St. ..	\$1,332 04
22	Healy, Tibbitts & Co. ..	955	Trussing superstructure, Pier No. 7 ..	1,397 34
22	Redwood Lumber Co. ..	956	Paving approach to Pier No. 12 ..	434 28
27	Darby Laydon & Co.	957	Piles ..	959 15
27	Darby Laydon & Co.	958	Repairs to Spear Street Wharf ..	2,289 32
Aug. 10	Vulcan Iron Works....	959	Hydraulic hoists, Slip No. 3 ..	2,448 00
10	S. F. Timber Preserving Co.-----	960	Creosoting ..	1,954 25
10	H. R. Rood & Co.	961	Coating piles ..	1,468 00
10	H. Wangenheim ..	962	Two Jewell filters ..	1,950 00
24	S. F. Timber Preserving Co.-----	963	Creosoting piles ..	3,154 50
27	S. E. Slade Lumber Co. ..	964	Lumber ..	5,403 91
27	Darby Laydon & Co.	965	Piles ..	2,681 54
31	S. E. Slade Lumber Co. ..	966	Lumber ..	5,583 18
Sept. 14	Healy, Tibbitts & Co. ..	967	Repiling and repairing Sec. B, 1, 2, 3, Seawall ..	2,773 75
14	Vulcan Iron Works....	968	Hydraulic hoist, Slip No. 2 ..	1,224 00
14	S. F. Timber Preserving Co.-----	969	Creosoting piles ..	514 00
16	S. F. Timber Preserving Co.-----	970	Creosoting ..	4,565 75
Oct. 5	Pacific Pine Lum. Co. ..	971	Piles ..	85 46
5	Vulcan Iron Works....	972	Hydraulic hoists, Slips 4, 5, 6 ..	1,836 00
5	James A. McMahon ..	973	Repiling Sec. 4 and Fisherman's Wharf ..	1,225 00
5	S. F. Timber Preserving Co.-----	974	Creosoting piles ..	400 00
29	Darby Laydon & Co.	975	Piles ..	2,481 73

EXHIBIT G—SAN FRANCISCO HARBOR IMPROVEMENT FUND—DISBURSEMENTS—Continued.

Date.	Order.	No.	On Account of—	Amount.
1897.				
Nov. 2	Vulcan Iron Works...	976	Hydraulic hoists	\$1,836 00
2	S. E. Slade Lumber Co.	977	Lumber	4,529 75
2	S. E. Slade Lumber Co.	978	Lumber	5,201 02
10	Thomson Bridge Co....	979	Reconstructing Pier No. 12.....	4,112 25
18	H. R. Rood & Co....	980	Coating piles	2,364 40
24	Darby Laydon & Co....	981	Piles	2,622 96
30	S. E. Slade Lumber Co.	982	Lumber	4,612 82
Dec. 7	Thomas Day	983	Shed on approach to Slip No. 7.....	1,325 00
21	C. F. McCarthy	984	Terra cotta, etc., Station "D," P. O.	270 00
28	S. E. Slade Lumber Co.	985	Lumber	3,119 18
28	Darby Laydon & Co....	986	Piles	1,326 08
28	Darby Laydon & Co....	987	Repiling and repairing Pier No. 9..	4,388 71
28	Herrin-Hall-Marvin Co.	988	Vault lining, Station "D," P. O. ..	375 00
1898.				
Jan. 4	S. F. Timber Preserv- ing Co.	989	Burnettizing	3,805 56
11	Ed. B. Hindes & Co....	990	Wooden shutters, Station "D," P.O.	102 00
11	J. D. Spreckels & Bros. Co.	991	Cement	1,410 00
18	Cahill-Hall Elevator Co.	992	Elevator, Station "D," P. O.	882 30
18	S. F. Timber Preserv- ing Co.	993	Burnettizing	55 36
20	E. James Duffy	994	Leader pipes for passenger bridges.	324 00
25	Thomson Bridge Co....	995	Reconstructing Pier No. 12.....	4,744 10
28	E. James Duffy	996	Plumbing, Station "D," P. O.	557 00
28	Bateman Bros.	997	Carpenter work, Station "D," P. O.	2,989 00
28	Geo. J. Smith & Sons .	998	Painting, Station "D," P. O.	275 00
28	Darby Laydon & Co....	999	Piles	1,511 91
Feb. 4	S. E. Slade Lumber Co.	1000	Lumber	4,300 88
4	J. D. Spreckels & Bros. Co.	1001	Cement	1,527 50
11	C. F. McCarthy	1002	News stands, etc.	2,915 00
11	Darby Laydon & Co....	1003	Piles	3,592 78
11	S. F. Bridge Co.	1004	Repairing Lombard and Beale Street Wharves	1,372 09
18	Redwood Standard Blk. Paving Co.	1005	Paving Pier No. 12	2,945 28
18	Bateman Bros.	1006	Wooden floors on approach to ferry slips	2,156 00
25	S. E. Slade Lumber Co.	1007	Lumber	3,854 86
25	S. F. Bridge Co.	1008	Repiling and repairing Pier No. 5..	1,368 49
25	Darby Laydon & Co....	1009	Piles	623 95
25	S. F. Timber Preserv- ing Co.	1010	Creosoting	2,802 50
Mar. 4	Thomson Bridge Co....	1011	Foundation for boiler	2,994 00
4	Thomas Day	1012	Constructing shed on Pier No. 12...	1,601 10
4	Gray Bros.	1013	Concrete floor on approach to ferry slips	1,125 00
11	J. D. Spreckels & Bros. Co.	1014	Cement	1,645 00
11	S. F. Bridge Co.	1015	Repairs Mission No. 1	1,762 94
17	Bateman Bros.	1016	News stands	2,947 00
17	Cal. Art. Metal W'ks .	1017	Guard railings	300 00
17	Cal. Art. Metal W'ks .	1018	Mail box, brass grilles, Station "D"	365 75
24	S. F. Timber Preserv- ing Co.	1019	Creosoting piles	1,921 75
24	Healy, Tibbitts & Co..	1020	Rebuilding and widening Green St.	1,872 36
31	Darby Laydon & Co....	1021	Piles	381 10
24	S. E. Slade Lumber Co.	1022	Lumber	1,211 76
24	Joshua Hendy Ma- chine Works	1023	Iron curb	295 00
April 5	Pacific Bridge Co.	1024	Approaches to ferry slips	6,786 50
5	C. F. McCarthy	1025	Marble front for counter	295 00
5	Gray Bros.	1026	Concrete floors on approach to ferry slips	750 00

EXHIBIT G—SAN FRANCISCO HARBOR IMPROVEMENT FUND—DISBURSEMENTS—Continued.

Date.	Order.	No.	On Account of—	Amount.
1898.				
April 12	Thomas Day	1027	Shed on Pier No. 12	\$5,514 90
	J. D. Spreckels & Bros. Co.	1028	Cement	1,880 00
19	Babcock & Wilcox Co.	1029	Boiler, pumps, etc.	2,743 12
26	S. E. Slade Lumber Co.	1030	Lumber	2,778 74
26	Cal. Art. Metal W'ks	1031	Grille partitions	1,865 00
26	Geo. B. Campbell	1032	Offices on Pier No. 12	763 00
May 10	P. J. O'Neill	1033	Painting and whitewashing Pier No. 12	730 00
	Pacific Bridge Co.	1034	Approaches to ferry slips	1,162 50
25	Geo. B. Campbell	1035	Shed on pier between Slips 3 and 4	1,420 20
26	S. E. Slade Lumber Co.	1036	Lumber	3,671 97
June 8	W. W. Montague & Co.	1037	Approaches to Slips 2, 3, 4, 5, 6.	2,100 00
8	Braidi & Pasquali	1038	Approaches to slips	800 00
8	Darby Laydon & Co.	1039	Piles	200 65
17	Duffey Bros.	1040	Plumbing approaches to ferry slips.	382 66
17	Gray Bros.	1041	Concrete floors on approaches to ferry slips	1,361 58
21	Cal. Artistic Metal and Wire Works	1042	Brass railings	325 00
28	Darby Laydon & Co.	1043	Piles	236 92
28	E. Howard Watch and Clock Co.	1044	Clock	2,550 00
	Void	1045		
28	Geo. B. Campbell	1046	Repairing dolphin bet. Slips 3 and 4	974 48
28	S. E. Slade Lumber Co.	1047	Lumber	3,859 03
28	J. D. Spreckels & Bros. Co.	1048	Cement	1,880 00
				\$77,205 09
Total amount drawn for fiscal year 1897-98				\$189,813 94
Total amount drawn for fiscal year 1896-97				226,419 29
Total amount drawn from San Francisco Harbor Improvement Fund for the two fiscal years ending June 30, 1898				\$416,233 23
Total amount transferred to San Francisco Depot Sinking Fund for the two fiscal years ending June 30, 1898				111,144 00
Balance in San Francisco Harbor Improvement Fund June 30, 1898				36,382 56
				\$563,759 79

EXHIBIT H.

DISBURSEMENTS FROM SAN FRANCISCO DEPOT FUND.

Date.	Order.	No.	On Account of Union Depot and Ferry House.	Amount.
1896.				
July 2	Risdon Iron and Loco- motive Works	4	Iron work	\$2,982 90
9	Bateman Bros.	5	Carpentering, plastering, glazing	1,060 50
21	Edward R. Swain	6	Architect fees	335 47
Aug. 4	Risdon Iron and Loco- motive Works	7	Iron work	55,745 23
4	Edward R. Swain	8	Architect fees	1,514 81
	Bateman Bros.	9	Carpentering, plastering, glazing	5,115 00
Sept. 3	Risdon Iron and Loco- motive Works	10	Iron work	12,180 14
3	Edward R. Swain	11	Architect fees	324 80
Oct. 1	Risdon Iron and Loco- motive Works	12	Iron work	14,676 42
1	Edward R. Swain	13	Architect fees	391 37

EXHIBIT H—SAN FRANCISCO DEPOT FUND—DISBURSEMENTS—Continued.

Date.	Order.	No.	On Account of Union Depot and Ferry House.	Amount.
1896.				
Nov. 5	Risdon Iron and Locomotive Works	14	Iron work	\$21,048 62
10	Edward R. Swain	15	Architect fees	697 69
Dec. 3	Risdon Iron and Locomotive Works	16	Iron work	16,975 42
3	Edward R. Swain	17	Architect fees	452 67
8	Risdon Iron and Locomotive Works	18	Iron work	729 30
17	Risdon Iron and Locomotive Works	19	Iron work	1,550 00
17	C. F. McCarthy	20	Masonry work	4,641 00
1897.				
Jan. 5	Risdon Iron and Locomotive Works	21	Iron work	1,449 00
5	Edward R. Swain	22	Architect fees	310 17
12	Bateman Bros.	23	Carpentering, plastering, glazing	972 00
Feb. 2	Edward R. Swain	24	Architect fees	302 95
2	C. F. McCarthy	25	Masonry work	2,641 00
2	E. James Duffey	26	Plumbing and gasfitting	5,067 80
4	Risdon Iron and Locomotive Works	27	Iron work	600 00
Mar. 2	C. F. McCarthy	28	Masonry work	11,171 44
2	E. James Duffey	29	Plumbing and gasfitting	2,747 79
2	Edward R. Swain	30	Architect fees	1,195 57
4	J. D. Spreckels & Bros. Co.	31	Cement	129 25
Apr. 16	Bateman Bros.	32	Carpentering, plastering, glazing	1,125 72
1	C. F. McCarthy	33	Masonry work	9,315 00
1	Risdon Iron and Locomotive Works	34	Iron work	716 85
6	E. James Duffey	35	Plumbing and gasfitting	2,466 03
6	Edward R. Swain	36	Architect fees	366 68
6	J. D. Spreckels & Bros. Co.	37	Cement	646 25
22	Bateman Bros.	38	Carpentering, plastering, glazing	1,404 84
May 29	C. F. McCarthy	39	Masonry work	11,540 25
10	E. James Duffey	40	Plumbing and gasfitting	847 65
10	Edward R. Swain	41	Architect fees	647 82
10	J. D. Spreckels & Bros. Co.	42	Cement	1,880 00
27	C. F. McCarthy	43	Masonry work	19,290 30
27	William Cronan	44	Galvanized iron work	2,087 35
27	Risdon Iron and Locomotive Works	45	Iron work	539 15
27	Edward R. Swain	46	Architect fees	738 88
June 3	J. D. Spreckels & Bros. Co.	47	Cement	3,055 00
24	Bateman Bros.	48	Carpentering, plastering, glazing	2,094 32
24	Risdon Iron and Locomotive Works	49	Iron work	300 00
29	C. F. McCarthy	50	Masonry work	13,475 25
29	William Cronan	51	Galvanized iron work	6,644 61
29	Edward R. Swain	52	Architect fees	607 36
July 13	J. D. Spreckels & Bros. Co.	53	Cement	\$246,797 62
27	C. F. McCarthy	54	Masonry work	\$3,055 00
27	Edward R. Swain	55	Architect fees	17,330 25
27	W. W. Montague & Co.	56	"Heating"	889 76
28	Wm. Cronan	57	Galvanized iron work	2,428 53
Aug. 10	Bateman Bros.	58	Carpentering, plastering, glazing	6,426 03
10	J. D. Spreckels & Bros. Co.	59	Cement	2,232 57
Sept. 7	J. D. Spreckels & Bros. Co.	59	Cement	2,232 50
10	Edward R. Swain	60	Cement	117 50
10	C. F. McCarthy	61	Architect fees	701 25
10	C. F. McCarthy	62	Masonry work	13,717 80
10	Wm. Cronan	63	Galvanized iron work	9,064 71
10	Bateman Bros.	64	Carpentering, plastering, glazing	1,965 00

EXHIBIT H—SAN FRANCISCO DEPOT FUND—DISBURSEMENTS—Continued.

Date.	Order.	No.	On Account of Union Depot and Ferry House.	Amount.
1897.				
Sept. 10	Geo. J. Smith & Sons	65	Painting	\$1,551 04
Oct. 5	C. F. McCarthy	66	Masonry work	9,681 00
5	Edward R. Swain	67	Architect fees	506 29
5	Wm. Cronan	68	Galvanized iron work	4,617 50
5	Edw. B. Hindes & Co.	69	Rolling wooden doors	1,039 50
5	Edw. B. Hindes & Co.	70	Rolling wooden doors	835 50
12	Bateman Bros.	71	Carpentering, plastering, glazing	6,026 25
12	J. D. Spreckels & Bros. Co.	72	Cement	235 00
Nov. 2	Edward R. Swain	73	Architect fees	917 52
2	Risdon Iron & L. Wks.	74	Iron work	4,575 00
2	Bateman Bros.	75	Carpentering, plastering, glazing	4,361 25
2	Wm. Cronan	76	Galvanized iron work	5,520 00
2	C. F. McCarthy	77	Masonry work	8,516 53
10	J. D. Spreckels & Bros. Co.	78	Cement	705 00
10	Edw. B. Hindes & Co.	79	Rolling wooden doors	846 00
10	Edw. B. Hindes & Co.	80	Rolling wooden doors	922 50
10	Geo. J. Smith & Sons	81	Painting	1,211 25
30	Bateman Bros.	82	Carpentering, plastering, glazing	11,040 25
30	C. F. McCarthy	83	Masonry work	15,591 75
30	Edward R. Swain	84	Architect fees	1,571 44
30	Wm. Cronan	85	Galvanized iron work	2,875 00
30	Geo. J. Smith & Sons	86	Painting	2,163 75
Dec. 3	Risdon Iron & L. Wks.	87	Iron work	1,076 83
7	Risdon Iron & L. Wks.	88	Iron work	2,970 00
28	W. W. Montague & Co.	89	"Heating"	1,320 00
28	Geo. J. Smith & Sons	90	Painting	1,683 75
28	C. F. McCarthy	91	Masonry work	15,808 50
28	Edward R. Swain	92	Architect fees	452 05
1898.				
Jan. 4	J. D. Spreckels & Bros. Co.	93	Cement	235 00
4	Bateman Bros.	94	Carpentering, plastering, glazing	2,700 00
6	Risdon Iron & L. Wks.	95	Iron work	45,950 00
6	Bateman Bros.	96	Carpentering, plastering, glazing	2,230 45
11	Edw. B. Hindes & Co.	97	Rolling wooden doors	203 25
11	Edw. B. Hindes & Co.	98	Rolling wooden doors	334 50
18	Cal. Artistic Metal & Wire Co.	99	Steel collapsing gates	1,827 00
27	Geo. J. Smith & Sons	100	Painting	862 50
Feb. 4	C. F. McCarthy	101	Masonry work	10,700 14
4	Wm. Cronan	102	Galvanized iron work	1,425 00
4	Edward R. Swain	103	Architect fees	662 00
11	Bateman Bros.	104	Carpentering, plastering, glazing	1,012 50
18	C. F. McCarthy	105	Masonry work	487 38
18	Edw. B. Hindes & Co.	106	Rolling wooden doors	740 00
18	Edw. B. Hindes & Co.	107	Rolling wooden doors	653 75
25	C. F. McCarthy	108	Masonry work	7,185 75
25	Bateman Bros.	109	Carpentering, plastering, glazing	345 00
Mar. 4	Edward R. Swain	110	Architect fees	298 23
4	Cal. Artistic Metal & Wire Co.	111	Steel collapsing gates	609 00
11	Bateman Bros.	112	Carpentering, plastering, glazing	990 00
4	William Cronan	113	Galvanized iron work	2,956 00
17	Geo. J. Smith & Sons	114	Painting	1,200 00
24	Herrin - Hall - Marvin Co.	115	Vault necking and front	200 00
Apr. 5	Edward R. Swain	116	Architect fees	210 20
12	C. F. McCarthy	117	Masonry work	5,973 53
May 17	C. F. McCarthy	118	Masonry work	53,983 34
17	W. W. Montague & Co.	119	Heating	842 72
26	E. James Duffey	120	Plumbing	337 50
June 4	C. F. McCarthy	121	Masonry work	2,500 00
8	Bateman Bros.	122	Carpentering, plastering, glazing	418 30
21	Bateman Bros.	123	Carpentering, plastering, glazing	12,008 75
29	William Cronan	124	Galvanized iron work	1,025 30
				\$93,977 25

EXHIBIT H—SAN FRANCISCO DEPOT FUND—DISBURSEMENTS—Continued.

Total amount drawn for fiscal year 1897-98	\$329,903 17
Total amount drawn for fiscal year 1896-97	246,797 62
Total amount drawn for two fiscal years ending June 30, 1898	\$576,700 79
Amount drawn prior to June 30, 1896	9,597 44
Total amount drawn out to June 30, 1898	\$586,298 23
Amount of fund	\$600,000 00
Premium on sale of bonds	7,125 00
Total amount of fund	\$607,125 00
Total amount drawn out to June 30, 1898	586,298 23
Balance in fund June 30, 1898	\$20,826 77

EXHIBIT I.

STATEMENT OF THE SAN FRANCISCO DEPOT SINKING FUND.

1896—July 1	To am't transferred from S. F. Harbor Imp. Fund..	\$4,631 00	
Aug. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Sept. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Oct. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Nov. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Dec. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
1897—Jan. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Feb. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Mar. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
April 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
May 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
June 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
			\$55,572 00
1897—July 1	To am't transferred from S. F. Harbor Imp. Fund..	\$4,631 00	
Aug. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Sept. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Oct. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Nov. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Dec. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
1898—Jan. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Feb. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
Mar. 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
April 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
May 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
June 1	To am't transferred from S. F. Harbor Imp. Fund..	4,631 00	
			55,572 00
	Balance in Fund, June 30, 1896		\$111,144 00
			189,871 00
			\$301,015 00

EXHIBIT J.

BALANCE SHEET—FROM NOVEMBER 4, 1863, TO JUNE 30, 1898.

RECEIPTS.		
From dockage, tolls, wharfage, rents, etc.		\$14,902,665 50
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, electric lights, rent, stationery, etc.	\$3,274,900 60	
Constructing and repairing wharves, sheds, etc.	6,489,112 68	
Constructing seawall and improving seawall lots	2,645,671 06	
Purchase of and constructing dredgers, tugs, and scows.	208,847 45	
Dredging, cost of	1,610,531 56	
Payroll of crew of fire-boat	91,429 83	
Suspense account (defalcations)	5,460 55	
Miscellaneous (damages to wharves, dockage, tolls, rent returned, etc.)	51,276 94	
Constructing and operating Belt Railroad	188,037 27	
Cash in treasury	36,382 56	
Balance in S. F. Depot Sinking F'd June 30, 1896	\$189,871 00	
Amount transferred to S. F. Depot Sinking Fund from July 1, 1896, to June 30, 1898	111,144 00	301,015 00
		<u>\$14,902,665 50</u>
Dr. CASH.		
To amount remitted to State Treasurer		\$8,131,104 68
Cr. CASH.		
By amount drawn from State Treasury	\$7,793,707 12	
By amount transferred to S. F. Depot Sinking Fund	301,015 00	
By cash on hand in treasury	36,382 56	
		<u>\$8,131,104 68</u>

EXHIBIT K.

CONSTRUCTION ACCOUNT No. 1.

WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT, AND SINCE COMPLETED.

Constructing shed on Pier No. 7, Pacific Street Wharf. Date of contract, March 10, 1896. Healy, Tibbitts & Co., contractors.

Contract price	\$7,893 00	
Additions to contract	400 00	
		<u>\$8,293 00</u>
Paid prior to June 30, 1896	\$4,143 82	
Sept. 15, 1896—Paid	4,049 18	
Less deduction for inferior painting	100 00	
		<u>\$8,293 00</u>

Constructing shed on Pier No. 8, Howard Street Wharf No. 2. Date of contract, March 31, 1896. Galloway, Townley & Co., contractors.

Contract price	\$2,654 00	
Paid prior to June 30, 1896	\$2,494 00	
Aug. 18, 1896—Paid	160 00	
		<u>\$2,654 00</u>

Alterations and repairs to machinery of tug "Gov. Irwin." Date of contract, April 28, 1896. Main Street Iron Works, contractors.

Contract price	\$2,700 00	
Paid prior to June 30, 1896	\$1,500 00	
July 30, 1896—Paid	1,200 00	
		<u>\$2,700 00</u>

Removing and rebuilding Pier No. 12, Folsom Street Wharf No. 1.
Date of contract, June 2, 1896. James A. McMahon, contractor.

Contract price	\$37,769 00	
Addition to contract	1,968 00	
	<hr/>	\$39,737 00
Sept. 15, 1896—Paid	\$12,525 00	
Oct. 27, 1896—Paid	3,551 25	
Dec. 8, 1896—Paid	3,687 19	
Jan. 5, 1897—Paid	6,454 31	
Mar. 30, 1897—Paid	13,519 25	
	<hr/>	\$39,737 00

Repairing and rebuilding Bryant Street, between Main and Spear Streets. Date of contract, June 9, 1896. Galloway, Townley & Co., contractors.

Contract price—	
\$6 00 per pile driven and fastened.	
14 75 per 1000 ft. (B. M.) new lumber furnished and laid.	
50 cents per 1000 ft. (B. M.) old lumber laid.	

Postoffice building, foot of Market Street. Date of contract, June 9, 1896. Healy, Tibbitts & Co., contractors.

Contract price	\$4,938 00	
Addition to contract	292 00	
	<hr/>	\$5,230 00
Aug. 6, 1896—Paid	\$2,777 63	
Sept. 15, 1896—Paid	2,452 37	
	<hr/>	\$5,230 00

Hydraulic hoist at Ferry Slip No. 1. Date of contract, June 18, 1896. Atlas Iron Works, contractors.

Contract price	\$1,638 00	
Aug. 4, 1896—Paid	\$1,228 50	
Sept. 15, 1896—Paid	409 50	
	<hr/>	\$1,638 00

Building for Spring Valley Water Company. Date of contract, June 18, 1896. Alexander L. Campbell, contractor.

Contract price	\$543 00	
Addition to contract	20 25	
	<hr/>	\$563 25
July 9, 1896—Paid		563 25

Repiling and repairing Ferry Slip No. 1. Date of contract, June 23, 1896. Healy, Tibbitts & Co., contractors.

Contract price	\$4,273 00	
Addition to contract	534 52	
	<hr/>	\$4,807 52
Aug. 6, 1896—Paid	\$2,403 56	
Sept. 15, 1896—Paid	2,403 96	
	<hr/>	\$4,807 52

Repairs to Dredger No. 2 and water tank. Contract awarded June 30, 1896. John Twigg & Son, contractors.

Contract price	\$1,543 00	
Additions to contract	3,230 00	
	<hr/>	\$4,773 00
July 18, 1896—Paid	\$900 00	
July 25, 1896—Paid	800 00	
Aug. 21, 1896—Paid	3,073 00	
	<hr/>	\$4,773 00

EXHIBIT L.

CONSTRUCTION ACCOUNT No. 2.

WORK CONTRACTED FOR AND COMPLETED WITHIN THE YEARS JUNE 30, 1896, TO JULY 1, 1898.

Repairing and rebuilding outer half of Bryant Street. Date of contract, August 6, 1896. San Francisco Bridge Co., contractors.

Contract price—		
\$7 75 per pile driven and fastened.		
\$13 88 per 1000 feet (B. M.) new lumber furnished and laid.		
\$2 90 per 1000 feet (B. M.) old lumber furnished and laid.		
Amount of work—		
173 piles, at \$7 75	\$1,340 75	
242,816 feet (B. M.) new lumber, at \$13 88	3,370 28	
12,770 feet (B. M.) old lumber, at \$2 90	37 03	
Extras and work	36 98	
	<hr/>	\$4,785 04
Oct. 12, 1896—Paid		4,785 04

Extending pier between Fremont and P. M. S. S. Co.'s pier. Date of contract, November 10, 1896. San Francisco Bridge Co., contractors.

Contract price	\$4,281 00	
Additions to contract	133 65	
	<hr/>	\$4,414 65
Jan. 12, 1897—Paid		4,414 65

Constructing shed on Pier No. 12 (Folsom Street No. 1). Date of contract, November 19, 1896. Thomas H. Day, contractor.

Contract price	\$6,649 00	
Additions to contract	10 00	
	<hr/>	\$6,659 00
April 22, 1897—Paid	\$2,100 00	
May 19, 1897—Paid	4,559 00	
	<hr/>	\$6,659 00

Widening approach to Fremont Street Pier. Date of contract, December 1, 1896. Darby Laydon & Co., contractors.

Contract price	\$1,186 00	
Dec. 22, 1896—Paid		1,186 00

Repiling and repairing Pier No. 11 (Broadway No. 2). James A. McMahon, contractor. Date of contract, December 17, 1896.

Contract price—		
\$3 75 per pile for standard piles.		
\$2 85 per pile for fender piles.		
Amount of work—		
369 standard piles driven, at \$3 75	\$1,383 75	
115 fender piles driven, at \$2 85	327 75	
		\$1,711 50
Feb. 4, 1897—Paid		1,711 50

Shed on pier between Fremont Street and P. M. S. S. Co.'s pier. Alexander L. Campbell, contractor. Date of contract, December 29, 1896.

Contract price	\$4,844 00	
Addition to contract	62 20	
		\$4,906 20
Feb. 2, 1897—Paid	\$1,998 15	
Mar. 2, 1897—Paid	1,089 90	
Apr. 15, 1897—Paid	1,818 15	
		4,906 20

Repiling and repairing Pier No. 13 (Vallejo Street). James A. McMahon, contractor. Date of contract, February 23, 1897.

Contract price	\$498 00	
Addition to contract	114 16	
		\$612 16
Apr. 15, 1897—Paid		612 16

Repiling and repairing Pier No. 51 (Powell Street). Healy, Tibbitts & Co., contractors. Date of contract, March 9, 1897.

Contract price	\$1,373 00	
Apr. 15, 1897—Paid	1,373 00	

Elevator, Station "D," Post Office. Cahill-Hall Elevator Co., contractors. Date of contract, March 9, 1897.

Contract price	\$730 00	
Addition to contract	152 30	
		\$882 30
Jan. 18, 1898—Paid		882 30

Hydraulic hoist, Second Street. Vulcan Iron Works, contractors. Date of contract, March 22, 1897.

Contract price	\$1,790 00	
June 3, 1897—Paid	1,790 00	

Hydraulic hoist, Ferry Slip No. 4. Vulcan Iron Works, contractors. Date of contract, April 20, 1897.

Contract price	\$1,324 00	
June 24, 1897—Paid	1,324 00	

Branch receiving hospital. Thomas H. Day, contractor. Date of contract, May 10, 1897.

Contract price	\$1,195 00	
Addition to contract	88 50	
	<hr/>	\$1,283 50
June 15, 1897—Paid		1,283 50

Paving Pier No. 12 (Folsom No. 1). Redwood Lumber Co., contractors. Date of contract, May 19, 1897.

Contract price: $11\frac{3}{4}$ cents per square foot.	
Area paved, 48×77 feet = 3,696 square feet, at $11\frac{3}{4}$ cents per square foot	\$434 28
July 22, 1897—Paid	434 28

Repiling and repairing Steuart Street Wharf. James A. McMahon, contractor. Date of contract, May 24, 1897.

Contract price—		
\$5 70 per pile under shed.		
5 15 per pile outside shed.		
Amount of work—		
Driving 32 piles under shed, at \$5 70	\$182 40	
Driving 77 piles outside shed, at \$5 15	396 55	
Driving 45 fender piles, at \$4 50	202 50	
Furnishing and driving one 40-foot fender pile	8 50	
Laying and fastening stringers and caps	22 34	
Furnishing, laying, and fastening comp. stringers, chocks, etc., 385 lineal feet, at \$1 35	519 75	
	<hr/>	\$1,332 04
July 6, 1897—Paid		1,332 04

Repiling and repairing Spear Street. Darby Laydon & Co., contractors. Date of contract, June 1, 1897.

Contract price—		
\$4 70 per pile driven under shed.		
3 70 per pile driven.		
Amount of work—		
Laying, fitting, and fastening 33,144 feet (B. M.) of caps, chocks, and mudsills, at \$8 per M	\$265 15	
Laying, fitting, and fastening 59,659 feet (B. M.) of stringers, at \$6 per M	357 95	
Laying, fitting, and fastening 101,845 feet (B. M.) of planks and curbs, at \$5 per M	509 22	
Driving and fastening 268 standard, fender, and mooring piles, at \$3 70	991 60	
Driving and fastening 22 standard piles under shed, at \$4 70	103 40	
Resetting one mooring bit and furnishing bolts for same	5 00	
Blocking up 114 piles under shed, at 50 cents	57 00	
	<hr/>	\$2,289 32
July 27, 1897—Paid		2,289 32

Jewell filters, Union Depot. H. Wangenheim, contractor. Date of contract, June 2, 1897.

Contract price	\$1,950 00
Aug. 10, 1897—Paid	1,950 00

Hydraulic hoists for Ferry Slips Nos. 3 and 4. Vulcan Iron Works, contractors. Date of contract, June 30, 1897.

Contract price	\$2,448 00
Aug. 10, 1897—Paid	\$1,224 00
Oct. 5, 1897—Paid	612 00
Nov. 2, 1897—Paid	612 00
	<hr/>
	2,448 00

Hydraulic hoists for Ferry Slips Nos. 2 and 3. Vulcan Iron Works, contractors. Date of contract, July 29, 1897.

Contract price	\$2,448 00
Aug. 10, 1897—Paid	\$1,224 00
Sept. 14, 1897—Paid	1,224 00
	<hr/>
	2,448 00

Repiling and repairing Sections "B," 1, 2, and 3, Seawall. Healy, Tibbitts & Co., contractors. Date of contract, July 13, 1897.

Contract price	\$1,693 00
and \$3 55 per pile for additional standard or fender piles.	

Extra work—

Driving 5 cluster piles, 4 spring piles, 12 standard piles, and 4 posts in Section "B"; 20 standard piles, and 220 fender piles in Sections 1, 2, and 3—265 piles, at \$3 55	940 75
Extra bolting of 220 fender piles, at 50 cents	110 00
Extra work on cluster	30 00
	<hr/>
	\$2,773 75

Sept. 14, 1897—Paid	2,773 75
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Repiling and repairing Section 4 of Seawall, and Bulkhead. James A. McMahon, contractor. Date of contract, August 10, 1897.

Contract price	\$965 00
Driving and fastening 52 extra piles, at \$5 per pile...	260 00
	<hr/>
	\$1,225 00
Oct. 5, 1897—Paid	1,225 00

Reconstructing Pier No. 12 (Folsom No. 1). Thomson Bridge Co., contractors. Date of contract, August 24, 1897.

Contract price	\$8,180 00
Addition to contract	676 35
	<hr/>
	\$8,856 35
Nov. 10, 1897—Paid	\$4,112 25
Jan. 25, 1898—Paid	4,744 10
	<hr/>
	8,856 35

Hydraulic hoists, Ferry Slips Nos. 5 and 6. Vulcan Iron Works, contractors. Date of contract, August 9, 1897.

Contract price.....		\$2,448 00
Oct. 5, 1897—Paid	\$1,224 00	
Nov. 2, 1897—Paid	1,224 00	
		<u>2,448 00</u>

Constructing shed on Pier No. 12 (Folsom No. 1). Thomas H. Day, contractor. Date of contract, September 27, 1897.

Contract price.....		\$7,116 00
Mar. 4, 1898—Paid	\$1,601 10	
Apr. 12, 1898—Paid	5,514 90	
		<u>7,116 00</u>

Repiling and repairing Pier No. 9 (Broadway No. 1). Darby Laydon & Co., contractors. Date of contract, October 26, 1897.

Contract price.....	\$3,072 00	
Addition to contract.....	1,316 71	
		<u>\$4,388 71</u>
Dec. 28, 1897—Paid		4,388 71

Building a shed on approach to Ferry Slip No. 7. Thomas H. Day, contractor. Date of contract, November 2, 1897.

Contract price.....	\$1,325 00	
Dec. 7, 1897—Paid		1,325 00

Burnettizing timber used in construction of Pier No. 12. San Francisco Timber Preserving Co., contractors. Date of contract, November 2, 1897.

Contract price: \$14 per M.		
Amount burnettized, 275,780 ft., at \$14 per M.		\$3,860 92
Jan. 4, 1898—Paid	\$3,805 56	
Jan. 18, 1898—Paid	55 36	
		<u>3,860 92</u>

Carpentering, plastering, and glazing, Station "D," Post Office. Bate-man Bros., contractors. Date of contract, November 20, 1897.

Contract price.....	\$2,989 00	
Jan. 28, 1898—Paid.....		2,989 00

Plumbing, Station "D," Post Office. E. James Duffey, contractor. Date of contract, November 11, 1897.

Contract price.....	\$557 00	
Jan. 28, 1898—Paid.....		557 00

Rolling wooden shutters, Station "D," Post Office. Edward B. Hindes & Co., contractor. Date of contract, November 11, 1897.

Contract price.....	\$102 00	
Jan. 11, 1898—Paid.....		102 00

Vault and door, Station "D," Post Office. Herrin-Hall-Marvin Co., contractors. Date of contract, November 24, 1897.

Contract price.....	\$375 00
Dec. 28, 1897—Paid.....	375 00

Terra cotta, etc., Station "D," Post Office. C. F. McCarthy, contractor. Date of contract, November 24, 1897.

Contract price.....	\$270 00
Dec. 28, 1897—Paid.....	270 00

Mail box and grille work, Station "D," Post Office. California Artistic Metal and Wire Co., contractors. Date of contract, November 24, 1897.

Contract price.....	\$365 75
Mar. 17, 1898—Paid.....	365 75

Painting, Station "D," Post Office. George J. Smith & Sons, contractors. Date of contract, December 14, 1897.

Contract price.....	\$275 00
Jan. 28, 1898—Paid.....	275 00

Dolphin for Car Ferry Slip at foot of Lombard Street, and repairing Beale Street. San Francisco Bridge Co., contractors. Date of contract, December 21, 1897.

Contract price—	
Dolphin at Car Ferry Slips.....	\$677 10
\$23 75 per M. for furnishing, etc., new lumber Beale Street.	
\$6 80 per M. for refitting, etc., old lumber Beale Street.	
\$5 82 for driving, etc., each new pile Beale Street.	
Furnishing and laying 18,216 ft. new lumber, at \$23 75 per M.	432 63
Relaying, etc., 24,032 ft. old lumber, at \$6 80 per M. ..	163 42
Driving 12 new piles, at \$5 82.....	69 84
Redriving 5 old piles, at \$5 82.....	29 10
	—————
	\$1,372 09
Feb. 11, 1898—Paid.....	1,372 09

Ticket windows, Union Depot. C. F. McCarthy, contractor. Date of contract, December 14, 1897.

Contract price.....	\$2,915 00
Feb. 11, 1898—Paid.....	2,915 00

Partitions between waiting-rooms, Union Depot. California Artistic Metal and Wire Co., contractors. Date of contract, January 4, 1898.

Contract price.....	\$1,865 00
Apr. 26, 1898—Paid.....	1,865 00

News stand (marble), Union Depot. C. F. McCarthy, contractor. Date of contract, January 11, 1898.

Contract price.....	\$295 00
Apr. 5, 1898—Paid.....	295 00

Leader pipes for passenger bridges, Union Depot. Duffey Bros., contractors. Date of contract, January 11, 1898.

Contract price	\$324 00
Jan. 20, 1898—Paid	324 00

News stands, first and second floors, Union Depot. Bateman Bros., contractors. Date of contract, January 11, 1898.

Contract price (1st floor, \$1,397 00; 2d floor, \$1,585 00)	\$2,982 00
Deduction from	35 00
	<hr/>
	\$2,947 00

Mar. 17, 1898—Paid

2,947 00

Wooden floors on approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6. Bateman Bros., contractors. Date of contract, January 18, 1898.

Contract price	\$2,156 00
Feb. 18, 1898—Paid	2,156 00

Repiling and repairing Pier No. 5 (Jackson Street Wharf). San Francisco Bridge Co., contractors. Date of contract, January 17, 1898.

Contract price—	
\$5 64 per pile to drive, fit, and fasten under shed.	
2 36 per pile to drive, fit, and fasten outside shed.	
5 71 per M. to fit and fasten lumber.	
Driving 191 piles under shed, at \$5 64 per pile	\$1,077 24
Driving 88 piles outside shed, at \$2 36 per pile	207 68
Laying and fastening 14,636 feet (B. M.) of curbs, chocks, stringers, and planking, at \$5 71 per M.	83 57
	<hr/>
	\$1,368 49
Feb. 25, 1898—Paid	1,368 49

Repiling and repairing Pier No. 2 (Mission No. 1). San Francisco Bridge Co., contractors. Date of contract, January 17, 1898.

Contract price—	
\$5 64 per pile to drive, fit, and fasten under shed.	
2 36 per pile to drive, fit, and fasten outside shed.	
5 71 per M. to fit and fasten lumber.	
Driving, fitting, and fastening 83 piles outside shed, at \$2 36 per pile	\$195 88
Driving, fitting, and fastening 260 piles under shed, at \$5 64 per pile	1,466 40
Fitting and fastening 17,620 feet (B. M.) lumber, at \$5 71 per M.	100 66
	<hr/>
	\$1,762 94
Mar. 11, 1898—Paid	1,762 94

Foundation for steam boiler. Thomson Bridge Co., contractors. Date of contract, January 17, 1898.

Contract price	\$2,994 00
Mar. 4, 1898—Paid	2,994 00

Great Seal of the State of California in Union Depot. Braidi & Pasquali, contractors. Date of contract, February 11, 1898.

Contract price	\$800 00
June 8, 1898—Paid	800 00

Painting and whitewashing shed and office, Folsom No. 1. P. J. O'Neil, contractor. Date of contract, April 5, 1898.

Contract price.....	\$780 00	
Deduction from contract.....	50 00	
		\$730 00
May 10, 1898—Paid.....		730 00

Offices on Folsom Wharf No. 1. George B. Campbell, contractor. Date of contract, April 7, 1898.

Contract price.....	\$763 00	
Apr. 26, 1898—Paid.....	763 00	

Extra work on approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6. E. James Duffey, contractor. Date of contract, June 16, 1898.

Contract price.....	\$382 66	
June 18, 1898—Paid.....	382 66	

EXHIBIT M.

CONSTRUCTION ACCOUNT No. 3.

WORK CONTRACTED FOR SINCE JUNE 30, 1896, BUT NOT YET COMPLETED.

Removing, rebuilding, and widening southerly half of Pier No. 15, Green Street Wharf. Healy, Tibbitts & Co., contractors. Date of contract, October 26, 1897.

Contract price.....	\$17,832 00	
Mar. 24, 1898—Paid.....	1,872 36	

Clock machinery, etc., for tower, Union Depot. E. Howard Watch and Clock Co., contractors. Date of contract, November 3, 1897.

Contract price.....	\$3,630 00	
June 28, 1898—Paid.....	2,550 00	

Changing heating pipes, Station "D," Post Office. W. W. Montague & Co., contractors. Date of contract, November 24, 1897.

Contract price.....	\$64 00	
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Guard railings, Union Depot. California Artistic Metal and Wire Co., contractors. Date of contract, January 17, 1898.

Contract price.....	\$462 00	
Mar. 17, 1898—Paid.....	300 00	

Concrete floors on approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6. Gray Bros., contractors. Date of contract, January 17, 1898.

Contract price.....	\$2,972 50	
Addition to contract.....	1,007 20	
		\$3,979 70
Mar. 4, 1898—Paid.....	\$1,125 00	
April 5, 1898—Paid.....	750 00	
June 17, 1898—Paid.....	1,361 58	
		\$3,236 58

Radiators, Union Depot. W. W. Montague & Co., contractors. Date of contract, January 28, 1898.

Contract price.....	\$2,927 00
June 8, 1898—Paid	2,100 00

Sidewalk on approach to ferry slips. Pacific Bridge Co., contractors. Date of contract, February 4, 1898.

Contract price.....	\$7,724 00
Addition to contract	2,600 00
April 25, 1898—Paid.....	\$6,786 50
May 17, 1898—Paid.....	1,162 50
	\$7,949 00

Steam boiler, pumps, tank, piping, etc. Babcock & Wilcox Co., contractors. Date of contract, February 4, 1898.

Contract price.....	\$3,850 00
April 19, 1898—Paid	2,743 12

Firebox, boiler, and steam drum, Dredger No. 2. P. F. Dundon, contractor. Date of contract, February 18, 1898.

Contract price.....	\$2,087 00
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Replanking a portion of dolphin between Slips 3 and 4, and erecting a shed thereon. George B. Campbell, contractor. Date of contract, April 19, 1898.

Contract price.....	\$2,367 00
Addition to contract	177 68
May 25, 1898—Paid.....	\$1,420 20
June 28, 1898—Paid.....	974 48
	\$2,394 68

Settees for Union Depot. Peterson & Schemp, contractors. Date of contract, May 17, 1898.

Contract price	\$45 each
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Cleaning windows, Union Depot. S. Marengo, contractor. Date of contract, May 11, 1898.

Contract price.....	\$270 00
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Repiling and repairing Lombard Street Wharf. San Francisco Bridge Company, contractors. Date of contract, May 24, 1898.

Contract price: \$11 per pile driven outside shed; \$13 30 per pile driven inside shed; \$33 per M for lumber in place.	
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Repiling and repairing Spear Street Wharf. James A. McMahon, contractor. Date of contract, May 24, 1898.

Contract price: \$13 15 per pile driven outside shed; \$13 75 per pile driven under shed; \$22 per M for lumber in place.	
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Pipe-line with hose reels, Union Depot. Duffey Bros., contractors. Date of contract, July 23, 1898.

Contract price.....	\$1,105 00
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Steel lining for baggage rooms, Union Depot. Ralston Iron Works, contractors. Date of contract, May 31, 1898.

Contract price..... \$367 00

Bulletin boards, Union Depot. San Francisco Novelty and Plating Works, contractors. Date of contract, May 31, 1898.

Contract price..... \$426 00

Lamp posts, Union Depot. Thos. Day Co., contractors. Date of contract, May 17, 1898.

Contract price..... \$498 00

EXHIBIT N.

CONSTRUCTION ACCOUNT No. 4.

SEAWALL.

It has been impossible to make any extension to the Seawall during the past two years. The cost of the construction of the approaches to Ferry Slips 2, 3, 4, 5, and 6, on which the Union Depot and Ferry House is erected, and the entire rebuilding of old wharves in a more substantial manner than has heretofore been attempted, but at greater expense, has depleted the San Francisco Harbor Improvement Fund. The policy adopted by the Board, of making all repairs to wharves, etc., of a more enduring character, has prevented accumulations of funds which could be spared for seawall construction. Another factor has been the transference, monthly, of the sum of \$4,631 from the San Francisco Harbor Improvement Fund to the San Francisco Depot Sinking Fund. This drain upon the resources, amounting in two years to \$111,144, would be about sufficient to complete a section of seawall one thousand feet in length.

The completed seawall has cost as follows :

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

EXHIBIT O.

CONSTRUCTION ACCOUNT No. 5.

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.....	4,496 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
June 30, 1895.....	11,587 38	8,857 95	3,434 31	6,875 62	7,791 88	38,547 14
June 30, 1896.....		10,234 05	4,954 96			15,189 01
June 30, 1897.....		8,507 75	2,914 82			11,422 57
June 30, 1898.....		9,553 75	5,515 38	3,389 50		18,458 63
	\$90,651 26	\$59,614 86	\$27,211 23	\$34,710 29	\$70,478 31	\$282,665 95

Revenue.

Fiscal Year Ending—	Sale of Rails and Trimmings.	Switchin 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
June 30, 1895.....		10,118 75	21,600 00	8,972 13	40,690 88
June 30, 1896.....	\$5,934 25	11,730 00	23,100 00	8,060 69	48,824 94
June 30, 1897.....		11,619 25	23,400 00	10,007 05	45,026 30
June 30, 1898.....		13,313 50	23,400 00	11,244 70	47,958 20
	\$5,934 25	\$74,176 50	\$143,106 43	\$60,982 93	\$284,200 11

EXHIBIT P.

CONSTRUCTION ACCOUNT No. 6.

UNION DEPOT AND FERRY HOUSE.

Masonry work, Union Depot and Ferry House. Date of contract, January 23, 1896. C. F. McCarthy, contractor.

Contract price		\$230,000 00
Additions to contract—		
Sept. 19, 1896	\$2,416 00	
Jan. 26, 1897	1,492 00	
June 29, 1897	836 15	
Dec. 21, 1897	2,385 00	
Feb. 4, 1898	487 38	
		\$7,616 53
Deductions—		
May 13, 1897	\$3,840 00	
Mar. 5, 1898	226 62	
		4,066 62
		\$3,549 91
		<u>\$233,549 91</u>
Dec. 18, 1896—Paid	\$4,641 00	
Feb. 3, 1897—Paid	2,641 00	
Mar. 3, 1897—Paid	11,171 44	
Apr. 1, 1897—Paid	9,315 00	
Apr. 29, 1897—Paid	11,540 25	
May 27, 1897—Paid	19,290 30	
June 29, 1897—Paid	13,475 25	
July 27, 1897—Paid	17,330 25	
Sept. 13, 1897—Paid	13,717 50	
Oct. 6, 1897—Paid	9,631 00	
Nov. 3, 1897—Paid	8,516 53	
Nov. 30, 1897—Paid	15,591 75	
Dec. 29, 1897—Paid	15,808 50	
Feb. 4, 1898—Paid	10,700 14	
Feb. 19, 1898—Paid	487 38	
Feb. 26, 1898—Paid	7,185 75	
Apr. 13, 1898—Paid	5,973 53	
June 4, 1898—Paid	53,983 34	
June 4, 1898—Paid	2,500 00	
		\$233,549 91

Cement, Union Depot and Ferry House. Date of contract, December 29, 1896. J. D. Spreckels & Bros. Co., contractors.

Contract price: \$2 35 per bbl.		
Amount used: 5,230 bbls., at \$2 35 per bbl.		\$12,290 50
Mar. 26, 1897—Paid	\$129 25	
Apr. 22, 1897—Paid	646 25	
May 13, 1897—Paid	1,880 00	
June 23, 1897—Paid	3,055 00	
July 15, 1897—Paid	3,055 00	
Aug. 11, 1897—Paid	2,232 50	
Sept. 14, 1897—Paid	117 50	
Nov. 11, 1897—Paid	235 00	
Nov. 11, 1897—Paid	705 00	
Jan. 5, 1898—Paid	235 00	
		\$12,290 50

Carpentering, plastering, and glazing, Union Depot and Ferry House.
Date of contract, January 23, 1896. Bateman Bros., contractors.

Contract price		\$48,400 00
Additions to contract—		
Jan. 14, 1897	\$2,994 00	
May 13, 1897	2,995 00	
Sept. 21, 1897	551 25	
Jan. 4, 1898	2,230 45	
Jan. 17, 1898	345 00	
	<hr/>	\$9,115 70
Deductions from contract—		
Nov. 24, 1897	\$175 00	
June 2, 1898	50 00	
June 2, 1898	140 00	
	<hr/>	365 00
		<hr/>
		\$8,750 70
		<hr/>
		\$57,150 70
Paid prior to June 30, 1896	\$33 00	
July 9, 1896—Paid	1,060 50	
Aug. 11, 1896—Paid	5,115 00	
Jan. 12, 1897—Paid	972 00	
Mar. 16, 1897—Paid	1,125 72	
Apr. 22, 1897—Paid	1,404 84	
June 24, 1897—Paid	2,094 32	
Aug. 11, 1897—Paid	2,247 57	
Sept. 10, 1897—Paid	1,965 00	
Oct. 18, 1897—Paid	6,026 25	
Nov. 3, 1897—Paid	4,361 25	
Dec. 2, 1897—Paid	11,040 25	
Jan. 4, 1898—Paid	2,700 00	
Jan. 12, 1898—Paid	2,230 45	
Feb. 12, 1898—Paid	1,012 50	
Feb. 26, 1898—Paid	345 00	
Mar. 12, 1898—Paid	990 00	
June 8, 1898—Paid	418 30	
June 27, 1898—Paid	12,008 75	
	<hr/>	\$57,150 70

Rolling wooden shutters, Union Depot and Ferry House, first floor.
Date of contract, August 24, 1897. Edward B. Hindes, contractor.

Contract price		\$2,960 00
Oct. 6, 1897—Paid	\$1,039 50	
Nov. 13, 1897—Paid	846 00	
Jan. 12, 1898—Paid	334 50	
Feb. 23, 1898—Paid	740 00	
	<hr/>	\$2,960 00

Rolling wooden shutters, Union Depot and Ferry House, second floor.
Date of contract, August 24, 1897. Edward B. Hindes, contractor.

Contract price		\$2,615 00
Oct. 6, 1897—Paid	\$835 50	
Nov. 13, 1897—Paid	922 50	
Jan. 12, 1898—Paid	203 25	
Feb. 23, 1898—Paid	653 75	
	<hr/>	\$2,615 00

Constructional iron and steel work, Union Depot and Ferry House. Date of contract, March 20, 1896. Risdon Iron and Locomotive Works, contractors.

Contract price		\$188,000 00
Additions to contract—		
Oct. 29, 1896	\$1,550 00	
Oct. 30, 1896	1,449 00	
Nov. 5, 1896	824 00	
Nov. 5, 1896	461 30	
Feb. 4, 1897	600 00	
Feb. 26, 1897	600 00	
Feb. 26, 1897	400 00	
Sept. 14, 1897	975 00	
Dec. 2, 1897	2,970 00	
		\$9,829 30
Deductions from contract—		
Aug. 7, 1897	\$4,000 00	
Aug. 24, 1897	200 00	
		4,200 00
		\$5,629 30
		\$193,629 30
Paid prior to June, 1896	\$9,564 44	
July 2, 1896—Paid	2,982 90	
Aug. 4, 1896—Paid	55,745 23	
Sept. 3, 1896—Paid	12,180 14	
Oct. 1, 1896—Paid	14,676 42	
Nov. 5, 1896—Paid	21,048 62	
Dec. 3, 1896—Paid	16,975 42	
Dec. 8, 1896—Paid	729 30	
Dec. 17, 1896—Paid	1,550 00	
Jan. 5, 1897—Paid	1,449 00	
Feb. 4, 1897—Paid	600 00	
April 1, 1897—Paid	716 85	
June 2, 1897—Paid	539 15	
June 25, 1897—Paid	300 00	
Nov. 3, 1897—Paid	4,575 00	
Dec. 2, 1897—Paid	1,076 83	
Dec. 3, 1897—Paid	2,970 00	
Jan. 10, 1898—Paid	45,950 00	
		\$193,629 30

Heating, Union Depot and Ferry House. Date of contract, April 15, 1897. W. W. Montague & Co., contractors.

Contract price	\$5,675 00
Addition to contract	335 00
	\$6,010 00
July 28, 1897—Paid	\$2,428 53
Dec. 30, 1897—Paid	1,320 00
May 19, 1898—Paid	842 72
	\$4,591 25
Balance due	1,418 75
	\$6,010 00

Vault necking, and door. Date of contract, November 24, 1897. Herrin-Hall-Marvin Co., contractors.

Contract price	\$200 00
April 2, 1898—Paid	200 00

Plumbing and gasfitting, Union Depot and Ferry House. Date of contract, January 23, 1896. E. James Duffey, contractor.

Contract price.....		\$11,123 00
Additions to contract—		
Jan. 12, 1897.....	\$2,063 00	
Jan. 14, 1897.....	715 00	
Feb. 2, 1897.....	475 00	
Feb. 18, 1897.....	700 00	
		\$3,953 00
Deduction from contract—May 13, 1897.....		550 00
		<u>\$3,403 00</u>
		<u>\$14,526 00</u>
Feb. 3, 1897—Paid	\$5,067 80	
Mar. 4, 1897—Paid	2,747 79	
Apr. 8, 1897—Paid	2,466 03	
May 11, 1897—Paid	847 65	
May 28, 1897—Paid	337 50	
		\$11,466 77
Balance due.....		<u>3,059 23</u>
		\$14,526 00

Roofing, skylights, and galvanized iron work, Union Depot and Ferry House. Date of contract, January 28, 1896. William Cronan, contractor.

Contract price.....		\$43,599 00
Additions to contract—		
Dec. 10, 1896.....	\$2,875 00	
Aug. 24, 1897.....	1,392 00	
Oct. 26, 1897.....	2,978 00	
Mar. 4, 1898.....	2,956 00	
		\$10,201 00
Deductions from contract—Jan. 12, 1898.....		345 00
		<u>\$9,856 00</u>
		<u>\$53,455 00</u>
June 17, 1897—Paid	\$2,087 35	
June 30, 1897—Paid	6,644 61	
July 28, 1897—Paid	6,426 03	
Sept. 10, 1897—Paid	9,064 71	
Oct. 6, 1897—Paid	4,617 50	
Nov. 3, 1897—Paid	5,520 00	
Dec. 1, 1897—Paid	2,875 00	
Feb. 4, 1898—Paid	1,425 00	
Mar. 5, 1898—Paid	2,956 00	
June 29, 1898—Paid	1,025 30	
		\$42,641 50
Balance due.....		<u>10,813 50</u>
		\$53,455 00

Steel folding or collapsing gates, Union Depot and Ferry House. Date of contract, August 17, 1897. California Artistic Metal and Wire Co., contractors.

Contract price.....		\$2,436 00
Jan. 18, 1898—Paid	\$1,827 00	
Mar. 4, 1898—Paid	609 00	
		<u>\$2,436 00</u>

Painting Union Depot and Ferry House. Date of contract, January 23, 1896. George J. Smith & Sons, contractors.

Contract price.....	\$12,900 00	
Deduction from contract—December 21, 1897.....	313 85	
		<u>\$12,586 15</u>
Sept. 10, 1897—Paid	\$1,551 04	
Nov. 11, 1897—Paid	1,211 25	
Dec. 1, 1897—Paid	2,163 75	
Dec. 30, 1897—Paid	1,683 75	
Jan. 28, 1898—Paid	862 50	
Mar. 18, 1898—Paid	1,200 00	
		<u>\$8,672 29</u>
Balance due.....		<u>3,913 86</u>
		<u>\$12,586 15</u>

RECAPITULATION.

Contractors.	Amount of Contract.	Amount Paid.	Amount Due.
C. F. McCarthy.....	\$233,549 91	\$233,549 91	-----
J. D. Spreckels & Bros. Co.....	12,290 50	12,290 50	-----
Bateman Bros.	57,150 70	57,150 70	-----
Edward B. Hindes	5,575 00	5,575 00	-----
Risdon Iron and Locomotive Works	193,629 30	193,629 30	-----
California Artistic Metal and Wire Co.....	2,436 00	2,436 00	-----
Herrin-Hall-Marvin Co.	200 00	200 00	-----
E. James Duffey.....	14,526 00	11,466 77	3,059 23
William Cronan.....	53,455 00	42,641 50	10,813 50
W. W. Montague & Co.....	6,010 00	4,591 25	1,418 75
George J. Smith & Sons	12,586 15	8,672 29	3,913 86
Edward R. Swain.....	14,095 01	14,095 01	-----
Totals	<u>\$605,503 57</u>	<u>\$586,298 23</u>	<u>\$19,205 34</u>

Amount in San Francisco Depot Fund.....	\$600,000 00
Premium on sale of bonds.....	7,125 00
Total	<u>\$607,125 00</u>
Total amount of contracts.....	605,503 57
Balance	<u>\$1,621 43</u>
Balance in fund June 30, 1898	\$20,826 77
Balance due on contracts:	
E. James Duffey.....	\$3,059 23
William Cronan.....	10,813 50
W. W. Montague & Co.	1,418 75
George J. Smith & Sons	3,913 86
	<u>19,205 34</u>
Balance in fund.....	<u>\$1,621 43</u>

EXHIBIT Q.

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salaries of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Docking Dredgers, Tugs, and Scaws.	Total.	No. Yards Dredged.	No. Hours Worked.	Cost per Cubic Yard, Cents.
June 30, 1875.....	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348¾	10.76
June 30, 1876.....	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877.....	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478½	9.01
June 30, 1878.....	17,188 80	7,972 48	7,754 86	2,666 37	3,032 55	38,214 40	423,654	3,080	9.02
June 30, 1879.....	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
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
June 30, 1881.....	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962½	7.02
June 30, 1882.....	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639½	7.62
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
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
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
June 30, 1886.....	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758½	6.87
June 30, 1887.....	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175½	12.97
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
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
June 30, 1890.....	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891.....	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206½	9.35
June 30, 1892.....	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893.....	27,655 72	12,858 62	8,596 79	3,633 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894.....	28,350 30	17,505 81	8,931 46	3,069 10	471 00	58,357 67	677,200	3,743½	8.75
June 30, 1895.....	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896.....	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617
June 30, 1897.....	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898.....	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407

EXHIBIT R.

STATEMENT OF FOREIGN AND DOMESTIC TONNAGE ENTERING THE
GOLDEN GATE BY YEARS SINCE 1864.

	Foreign.	Domestic.	Total.
1864.....			750,295
1865.....			708,703
1866.....			750,169
1867.....			924,872
1868.....	451,367	655,458	1,106,825
1869.....	416,833	757,000	1,173,833
1870.....	376,064	691,824	1,067,888
1871.....	347,843	701,440	1,049,283
1872.....	498,374	749,345	1,247,719
1873.....	553,284	750,026	1,303,310
1874.....	690,114	867,208	1,557,322
1875.....	604,464	984,005	1,588,469
1876.....	721,466	1,073,228	1,794,694
1877.....	607,264	1,006,999	1,614,263
1878.....	715,843	966,088	1,681,931
1879.....	668,675	945,307	1,613,982
1880.....	727,155	935,253	1,662,408
1881.....	985,258	1,068,681	2,053,939
1882.....	1,006,083	1,177,095	2,183,178
1883.....	991,892	1,060,536	2,052,428
1884.....	963,720	886,247	1,849,967
1885.....	803,173	1,066,719	1,869,892
1886.....	796,651	1,053,899	1,850,550
1887.....	926,810	1,213,801	2,140,611
1888.....	1,081,160	1,416,578	2,497,738
1889.....	1,106,849	1,367,962	2,474,811
1890.....	991,822	1,306,199	2,298,021
1891.....	1,402,125	1,282,320	2,684,445
1892.....	1,148,402	1,307,348	2,455,750
1893.....	1,144,750	1,289,807	2,434,557
1894.....	1,142,398	1,205,601	2,347,999
1895.....	1,208,058	1,297,703	2,505,761
1896.....	1,298,949	1,325,595	2,624,544
1897.....	1,106,561	1,345,020	2,451,581
1898 (to June 30).....	530,173	655,669	1,185,842
Total tons.....	26,013,580	32,409,961	61,557,580

Tonnage for the years 1864-65-66-67 not segregated.

EXHIBIT S.

REPORT OF EXPERT ACCOUNTANT.

SAN FRANCISCO, August 5, 1898.

The Honorable Board of State Harbor Commissioners, San Francisco:

GENTLEMEN: With the examination of the quarter ending June 30, 1898, I have now completed the examination of books and accounts of the State Harbor Commissioners for the two years ending June 30, 1898.

I find that the accounts under the various heads stand as follows:

BANK AND CASH ACCOUNTS.

1898, June 30—Cash balance, as per cash book.....	\$14,881 88
Represented by—	
Balance in hands of Crocker-Woolworth National	
Bank	\$12,914 83
Coin and checks in safe	1,967 05
	<u>\$14,881 88</u>

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Through the kindness of State Controller E. P. Colgan in furnishing me with the required information, I am enabled to reconcile his balance with that of the Harbor Commissioners.

1898, June 30—State Controller's balance	\$37,811 32
Deduct drafts outstanding (Nos. 1033, 1036, 1037, and 1039 to 1048 inclusive), aggregating	18,272 29
	<u>\$19,539 03</u>
Add remittance by Harbor Commissioners in settlement of business for month of June	16,843 57
	<u>\$36,382 60</u>

This agrees with the balance as per Harbor Commissioners' ledger.

SAN FRANCISCO DEPOT FUND.

1896, June 30—Balance as per Harbor Commissioners' Ledger (<i>vide</i> last Biennial Report)	\$597,527 56
Less—	
1898, June 30—Drafts drawn against this fund July 1, 1896, to date	576,700 79
	<u>\$20,826 77</u>

I am also favored by State Controller E. P. Colgan with the

Balance of this fund, according to his books	\$34,703 54
Deduct drafts outstanding (Nos. 119, 123, and 124)	13,876 77
	<u>\$20,826 77</u>

SAN FRANCISCO DEPOT SINKING FUND.

As the Harbor Commissioners' books merely give the monthly transfer of \$4,631 from the San Francisco Harbor Improvement Fund to the Depot Sinking Fund, it is only through the courtesy of State Treasurer W. S. Green that a statement of this account is had, of which the following is a synopsis:

STATE TREASURER— <i>Dr.</i>	
1896, July 1—To balance of cash on hand (<i>vide</i> last Biennial Report).....	\$22,990 65
1898, June 30—To monthly transfers from San Francisco Harbor Improvement Fund—	
24 months, at \$4,631.....	111,144 00
Interest on \$70,000 U. S. bonds, 4%, 24 months ..	5,600 00
Interest on \$50,000 U. S. bonds, 4%, 24 months ..	4,000 00
Interest on \$50,000 U. S. bonds, 4%, 6 months ..	1,000 00
	\$144,734 65
<i>Cr.</i>	
1897, Nov. 27—By investment in 4% U. S. bonds.....	\$50,000 00
By premium paid on U. S. 4% bonds..	14,000 00
By exchange and brokerage on U. S. 4% bonds	159 25
By interest accrued on U. S. 4% bonds.	49 73
1898, June 30—By interest on \$600,000 S. F. Depot bonds, 4%, 24 months, to December 31, 1897	48,000 00
	112,209 00
Cash on hand.....	\$32,525 65

Present condition of this account:

Cash balance	\$32,525 65
Invested in United States 4% bonds	170,000 00
Total	\$202,525 65

The errors found by me in the course of my quarterly examinations covering the two years ending June 30, 1898, being only clerical, few in number, and of a trivial nature not affecting the financial accounting, were corrected on discovery. I have, therefore, great pleasure in reporting everything correct.

All the financial statements contained in the present Biennial Report have also been carefully examined by me, verifying them by the Harbor Commissioners' books, with which they are in strict consonance.

REMARKS.

The present balance to the credit of the San Francisco Harbor Improvement Fund, \$36,382.60, may appear small when compared with balance of former years, but it must be remembered that the San Francisco Depot Sinking Fund has been created by a monthly transfer of \$4,631 from the former to the latter, in conformity with the Act of the Legislature, which for sixty-five months amounts to \$301,015. This,

added to the sum of \$336,202.60 paid out of the same fund for the foundations of the new depot, would bring the present balance to the credit of the San Francisco Harbor Improvement Fund to the sum of \$673,600.20—a greater sum than has heretofore been reached.

As to the payment of the \$600,000 San Francisco Depot Bonds, the financial situation is highly satisfactory, having already enough in the sinking fund to cover over one third of the amount.

The general rule is that all large undertakings cost more than first estimates, and the new Ferry Depot is no exception; but the benefits to the general public must be considered fully commensurate with the outlay, and the imposing structure will ever stand as a fitting monument to the enterprise of California and the intelligence of the Commissioners and others concerned.

With regard to the Secretary's books and accounts, they merit a meed of well-earned praise, as they evince more than ordinary care and correctness.

I am, gentlemen, yours faithfully,

JULIAN B. HARRIES,

Accountant.

EXHIBIT T.

REPORT OF CHIEF ENGINEER.

To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: Pursuant to a resolution passed by the Board on August 17, 1897, I visited the Atlantic ports of New York, Boston, and Philadelphia, for the purpose of investigating their methods of wharf construction and other improvements pertaining to waterfront matters.

I spent some eighteen days in New York, twelve days in Boston, and four in Philadelphia. During those periods I investigated the subjects of wharf and dock building generally, the methods of ferry-slip construction, the question of timber and pile preservation, and of seawall and harbor embankment construction. I also looked somewhat into the question of freight handling between ship and car (involving the matter of belt railroads), and in a general way the question of pavement as applied to the roadways of piers and approaches thereto.

After a general description of the waterfront of these three cities and their method of regulation, I propose to take up the above-mentioned subjects seriatim.

NEW YORK.

The ownership of the wharves and docks of New York is about evenly divided between the municipality and private parties, but the waterfront is controlled by a Department of Docks consisting of three commissioners. Said Department was established in 1870. Before that time there had been no systematic plan for the construction of wharves around the city, private owners building to suit their own convenience. Under the management of the Department, with the advice of their Chief Engineer, Mr. G. S. Greene, Jr., a systematic construction of piers and seawall is continuously going on.

In 1890, a bulkhead or seawall line was established by a Board of United States Engineers, around the entire island; all new work is made to conform to this line. The Department has already built some three miles of solid masonry wall in conformity thereto, which will be continued until the whole island is surrounded. All wharves constructed by private parties are now made to conform to the established waterfront line.

The Department at the present time is engaged in the reclamation of a portion of the waterfront on North River above West Eleventh Street.

This section was filled in many years ago (by authority of the Legislature), but it has narrowed the river to such an extent that it makes it impossible to build piers of sufficient length to suit the demands of commerce in this portion of the city for nearly a mile.

The reclamation above spoken of consists in the removal of all obstructions to a depth of at least thirty feet of water. These obstructions consist of wharves, crib work, solid filling, and buildings from three to six stories in height. I saw at work in this locality ten dredgers and five pile-drivers. The area to be removed at present is about 700 feet wide and 2,000 feet long, and this reclamation, together with the new proposed piers and seawall, will cost not less than seven millions of dollars. It contemplates a marginal street at the head of the piers 250 feet in width, for the accommodation and better handling of the immense traffic which centers at this location.

All new piers are built by the commissioners, and are leased for a term of years, but all sheds and upper works are planned and built by and at the cost of lessees to suit their needs; the plans, however, are approved by the Department of Docks.

The commissioners have just completed on the pier at the foot of East Twenty-fourth Street, a shed that is known as a recreation building; it is two stories in height and some 60 feet in width and 600 feet in length. The lower story, or wharf proper, is open, and is used as a landing place for general merchandise. The upper floor is devoted to the free use of the general public, and is partially closed by means of drop sides and ornamental railing; the entire floor (with the exception of a band stand, refreshment counter located in the center, and seats around the sides) is clear. The roof construction is of steel, having arched trusses, and is ornamental in design and finish. The interior, when lighted with electric lights, is very attractive, and on the warm nights of midsummer is crowded to its fullest extent with the poorer classes. The commissioners intend building two more of these structures in other locations on the waterfront.

All the repairs on the waterfront, all of the concrete blocks used in the construction of the seawall, and a large part of the construction are done directly by the employés of the commission. Some of the larger contracts, such as dredging, furnishing, and filling of material, are done by contract. There is in charge of this construction and repair department a chief engineer and forty assistant engineers; aggregating an annual payroll for this Department of \$64,500. In addition to this there are employed some two hundred and seventy-five laborers and dock builders. The Department has a floating property, which consists of one 100-ton derrick, three 12-ton derricks, one 10-ton derrick, two tugboats, sixteen pile-driving scows, one steam launch, two

naphtha launches, twenty scows for lumber and building material, and thirty-eight yawl boats.

I desire to say to this commission that I was treated both by the Harbor Board and their Chief Engineer, Mr. George S. Greene, Jr., with the greatest courtesy, and was given every facility for obtaining information and data. Mr. Greene accompanied me on the Department tugboat up both rivers and to the various construction departments, and furnished me with plans and specifications of all the larger work.

BOSTON.

Boston harbor consists, essentially, of an outer and inner harbor, each accessible from the sea by a distinct channel and united by a deep waterway. The inner harbor, or harbor proper, lies to the north and westward of Long Island. Four rivers discharge their waters into the basin of this harbor: the Charles, Mystic, and the Chelsea rivers from the north, and the Neponset from the south. The direct entrance from the sea is by Broad Sound. The harbor is subdivided into several minor harbors, and contains many islands which provide shelter from storm during anchorage. The range of tide varies from 9 to 12 feet. The area of water inside the harbor all west of a line extended from Point Allerton, Lovells and Deer islands, is forty-six square miles, thirteen of which have a depth of 18 feet at mean low water, and eight of the thirteen a depth of 24 feet and over. The shore frontage, without reference to its use or occupation, is some forty-four and five-eighths miles, divided as follows:

BELOW BRIDGES.

Waterfront of city proper	1 $\frac{3}{8}$ miles.
Charleston, exclusive of Navy Yard.....	1 $\frac{1}{4}$ miles.
Portion of Chelsea frontage	$\frac{3}{4}$ mile.
East Boston, exclusive of unimproved flats	2 $\frac{5}{8}$ miles.
South Boston to reserve channel	1 $\frac{3}{4}$ miles.
Total	7 $\frac{5}{8}$ miles.

ABOVE BRIDGES.

Chelsea Creek, from First Bridge to Sales Creek	3 $\frac{1}{2}$ miles.
Mystic River, Chelsea Bridge to Medford line	6 miles.
South Channel	1 mile.
Chelsea River to United States Arsenal.....	14 miles.
Fort Point Channel to South Bay.....	4 miles.
Millers River	1 mile.
Neponset River, from Commercial Point to Milton's lower mills ..	7 $\frac{1}{2}$ miles.
Total	37 miles.

Of the 49,370 feet of the actual wharf frontage below the bridges (not including the Navy Yard), 8,400 are owned by railroads, 30,970 by private individuals, land companies, and other corporations; 9,150 feet of the waterfront on the south side of the harbor east of Fort Point

Channel and extending to the reserve channel, as yet partially, and in some cases not at all developed, is owned by the Commonwealth, and about 1,000 feet of frontage on the peninsula is owned by the Municipality.

Below the bridges there is an excess of two hundred wharves, all owned by railroad companies and private parties. However, all new structures and the replacing of old into the tidewaters are under the jurisdiction of the Board of Harbor and Land Commissioners. This board was created in 1879; it consists of three members, who are appointed by the Governor, with the advice and consent of the Council, to serve a term of three years, a new commissioner being appointed before the first day of July of each year. They have charge of all the land, flats, and rights in tidewater belonging to the Commonwealth. They have charge of the Connecticut River, having the same powers as regards to it as they have in relation to tidewater. All fresh-water ponds in the Commonwealth over ten acres in area are placed in their charge, with substantially the same power. They control the removal of material from all beaches or bars, in order to prevent removal in any case where they consider such removal is liable to interfere or injure navigability of the waters in the vicinity. It is also their duty to remove from tidewaters, wrecks which are obstructing navigation, an annual appropriation of \$5,000 being made for that purpose.

They have the right to lease for purposes not injurious to navigation any parts of the land of the Commonwealth for periods not exceeding five years. They also have the right to sell, with the consent of the Governor, lands on the back bay at public auction, or by private sale, single lots not exceeding 100 feet frontage.

They can make contracts for the improvement, use, or other disposition of the lands at or near South Boston, known as Commonwealth Flats.

The board has the power to license any person to build or to extend a wharf, pier, dam, seawall, bridge, or other structure, or to fill land or flats, or to drive piles over the tidewater, upon such terms as they may prescribe, so long as it is within the established harbor line. The parties or corporation desiring such proposed structure must submit plans of same, and the board shall appoint a time for hearing all parties that may be in any way interested in the proposed structure.

The amount of tidewater displaced by any structure below high-water mark must be ascertained by the board, and they must require the parties causing such displacement to make compensation therefor by either excavating between high and low water some part of the harbor to such an extent as to create a basin for an equivalent amount of tidewater as the amount displaced, or by paying in lieu of such excavation a sum not exceeding 37 cents per cubic yard for the tidewater displaced;

the reason for the same being the maintenance of the tidal area of the harbor.

The anchorage and placing of vessels are under the jurisdiction of the Police Department, the Harbormaster being a deputy of the Chief of Police and captain of the police boat.

On April 17, 1895, by authority of the Legislature, a State Board on Docks and Terminal Facilities (for the Port of Boston) was appointed by the Governor, by and with the consent of the Council, consisting of three persons, one being the chairman of the Board of Harbor and Land Commissioners. Their duties were to investigate the policy of public ownership and control of the docks and wharves. This board reported to the Senate and House of Representatives of the Commonwealth, in April, 1897. The summary of their report, which is the gist of their conclusions, is as follows:

“That a portion of the foreshore should forever be preserved in the ownership and control of the people for uses and purposes such as the need of changing conditions may, from time to time, require, but that it is neither necessary nor desirable that the entire foreshore of the harbor should be thus held; on the contrary, a diversified ownership is believed to be the healthiest, and, therefore, the acquisition of certain parcels within the limits of the City of Boston as hereinbefore described is recommended.”

During the existence of this board (their duties having ceased upon the filing of their report) they held daily sessions, taking testimony and collecting data from all parts of the world. A committee visited personally seventeen of the principal seaports of Great Britain and the continent of Europe; conferences were held with United States consuls and leading merchants and officials of these ports; inspections were also made of the chief Atlantic seaports, and data were received from the port of San Francisco.

The Board of Harbor and Land Commissioners of Boston have undoubtedly one of the most valuable and extensive collections of data with regard to harbor and waterfront matters in existence.

During my sojourn in Boston, I was treated by the members of this commission, Mr. Woodward Emery and Mr. Clinton White, with the greatest courtesy; they furnished me with every facility, both by land and water, for obtaining data. I visited with them all the important localities of the harbor. Mr. Clinton White, who also acted as secretary for the Commission on Docks and Terminal Facilities, is a veritable encyclopedia on harbor matters. I desire, also, to thank Mr. Frederick N. Wales, the secretary of the commission, for all the valuable printed matter with regard to the same. Mr. Frank W. Hodgdon, Chief Engineer, not only furnished me with valuable plans and specifications, but put me in touch with the railroad and city officials of his city.

I am indebted to Mr. John E. Cheney, Assistant City Engineer, for plans of the Boston ferry slips and aprons and valuable specifications on street-paving.

There has been quite an amount of improvement, such as filling and reclamation on the South Boston flats, done in the past few years under the direction of this commission, and they have recently contracted for a pier in this locality some 400 feet wide and 1,200 feet long.

Before leaving this subject, I wish to say a few words with regard to the south station of the Boston Terminal Company, which is in course of erection. The depot proper is 560 feet wide, having a clear central span of 228 feet 6 inches, and two side spans of 165 feet 9 inches each; is 600 feet long, and 83 feet from under side of roof truss to floor and 106 feet to apex of roof. This depot, when finished, will rest on a foundation of over 40,000 piles, 26,000 having already been driven. There will be 700 trains daily in and out of the same. The local and suburban trains will occupy the basement floor, the tracks being in the form of a loop, being continuous and thus avoiding switching. The first floor will be occupied entirely by through trains.

PHILADELPHIA.

The location of the port of Philadelphia is at the junction of the Delaware and Schuylkill rivers, 103 miles inland. There is an available waterfront on the two rivers for commercial purposes of about 33 miles. The wharves are all owned by corporations and private parties owning the land at the head of the same, but they are built under license and according to the specifications of a Board of Wardens, appointed under legislative action. The Wardens are nineteen in number; sixteen are elected by the City Councils, one by the Council of Chester, one by the Council of Bristol, and the Master Warden is appointed by the State. The Master Warden is the legal head of the board. These Port Wardens make all the rules governing the harbor as to anchorage, etc.; they license the pilots, make the rules governing them, and have entire charge of the system so far as their discipline is concerned in the exercise of their duties; they also regulate the dredging of the various slips between the wharves as to the time and extent of same, which dredging, however, is paid for by the parties owning the adjacent wharves.

The parties owning lots on the waterfront of sufficient frontage (or with the consent of the adjacent property owners) to leave a slip of 150 feet on either side of same, may, by license from the Port Wardens, build a wharf to the pier head line by conforming to the plans of said Wardens and the payment of the cost of advertising (\$20) and an additional fee of \$25.

There is also a Board of Harbor Commissioners, whose duties are

principally advisory as to changes in the waterfront and pier head lines, and who report to the City Councils. In the question of condemnation of wharf property for the purposes of improvement, they act jointly with the Port Wardens. This board consists of six citizens selected by the Presidents of the Select and Common Councils, the Chief Engineer of the city, and a United States Army consulting engineer, detailed by the Secretary of the Navy.

The improvement of the waterfront is authorized by legislative action, and is done by the City of Philadelphia under the guidance of the Harbor Commissioners and Port Wardens. The improvement contemplates a bulkhead and pier head lines. Delaware Avenue, which runs along the head of the present docks, was widened to 150 feet with a view of filling in with solid material. The City Engineer is at present at work on plans for a solid masonry bulkhead along this avenue, similar in construction to those used in New York City. The plan proposed provides for wharves from 75 to 100 feet in width and from 550 to 700 feet in length. The city has recently appropriated \$815,000 for these improvements. All of this remodeling comes under the Board of Port Wardens and the Board of Harbor Commissioners, and they have the power to give notices in writing to the owners of the property affected by any change in construction to conform by removal or reconstruction to such changes, and in case of the said party so notified failing to prosecute the work prescribed within six months, the city has the power to condemn and appropriate the property and riparian rights, and the same becomes vested in the city; the owner receiving compensation for the taking.

I am greatly indebted for much valuable information and many courtesies to Mr. W. R. Tucker, Master Warden of the port of Philadelphia; also to the Chief Engineer of the city, Mr. George S. Webster, who has furnished me with many valuable plans and specifications of intended improvements.

I have received, through the courtesy of Mr. William Hunter, the principal assistant to the Chief Engineer of the Reading Railroad, plans and specifications of a pier and ferry rack now in course of construction, known as Pier No. 8, Philadelphia.

I am indebted to Mr. W. H. Brown, Chief Engineer of the Pennsylvania Railroad, for plans of the Twenty-third Street terminal station in New York City, showing waiting-rooms and upper deck bridges for ferry-boats.

NEW YORK WHARVES.

In New York City, in wharves of the same area, they use about double the number of standard or bearing piles (with the exception of the four outer bents) as are used in those of San Francisco. These piles are

driven 10 feet from center to center longitudinally, and about 5 feet transversely; the outer pile in each bent is cut off one foot below the grade of the balance, and is capped with a longitudinal sub-cap 12 inches square. The balance of the standard piles in each bent are cut off to conform with a crown of 4 inches in a 60-foot wharf, and are capped transversely with 12 x 12 inch timbers.

The piles, after being stayed into position, are mortised into caps having tenons $7\frac{1}{2}$ inches wide longitudinally, with the caps $3\frac{1}{2}$ inches thick and 3 inches long; the caps are also drift-bolted to each standard pile with a wrought iron bolt 1 inch square. (In San Francisco the caps are merely drift-bolted to each pile with a 1-inch round iron drift bolt.)

The joints in the caps in the New York wharves are made to come over the standard piles, and in place of being butted, as is done here, they are scarfed in what is known as a ship carpenter's splice.

The stringer system, or as they call it there, rangers, are of 12 x 12 inch timber, spaced 5 feet apart, or so as to come directly over each standard pile, the outside stringers being composed of two pieces. All joints are formed half way between the bents of piles, and are secured with fish plates of 6 x 12 inch timber, one on each side, fastened with screw bolts; these stringers are fastened to each cap with drift bolts of square iron.

The covering of the wharf is of two thicknesses of 4 inches each; the lower or upper deck plank is laid at right angles with the stringer system, the planks being from 8 to 10 inches in width, and are laid 2 inches apart; the openings, however, are filled with 2 x 2 inch timbers at the caps and at the crossing of the rangers or stringers. The top layer or sheathing is composed of 4 x 10 inch planking, which is laid close and diagonally with the line of the wharf, forming an angle of 45 degrees with its general line. The length of these planks is such that they break joints alternately on the rangers or deck planks.

The main bracing of the wharf is by means of piles driven at an angle of eight horizontal to twelve vertical, one on each side of wharf at each bent; they are butted against the lower side of double rangers or outside stringers and the longitudinal sub-cap, and are fastened to this latter and to the second standard pile, in each bent, at intersections with screw bolts. There is an additional bracing in each bent as follows: A tie beam of 5 x 10 inch timber is fastened to each pile at each bent transversely with the line of the wharf at low water; from the outer end of this tie beam there are "A" braces of 5 x 10 inch timber extending to, meeting, and butting together at the top of the cross cap at center of wharf. These "A" braces are also fastened to each pile at each intersection and to the caps with screw bolts.

The curb, or as it is called in New York, the backing block, is laid

directly on the surface of the planking of the wharf, flush with the outside edge of wharf, and fastened to the planking and outside stringers with drift bolts.

In place of fender piles, the outside standard piles are utilized for fastening vertical fenders of 8 x 12 inch white oak timbers, extending from the sub-caps to the line of low water; there are also two lines of horizontal fenders of 8 x 12 inch white oak extending the entire length of the wharf (with the exception of the four outer bents); one of these is fastened to the before mentioned sub-caps, and the other to the backing block; between these vertical fenders there are placed intermediate fenders of the same material, but reaching merely between the two longitudinal fenders.

In place of mooring piles there is used a cast-iron mooring bit similar to the ones now used along the various sections of the seawall in San Francisco. Those in New York, however, are placed on top of the backing blocks, and fastened thereto and to the outside rangers; these bits are spaced about 50 feet apart.

The four outer bents of the wharves are spaced about 20 feet from center to center. They consist of a double row of piles, each row containing the same number of piles as are under the regular caps, or making this row of double the carrying capacity of those caps. Each double cap consists of four pieces of 12 x 12 inch timber, being equivalent to a single cap 24 inches square. These bents are additionally strengthened by being bolted together, chocked between piles, and braced; they are also sheeted to the line of mean low water with horizontal planking 5 inches thick.

The end piles in each of these bents and the sheathing are so arranged that they present a rounded edge to the current. This is covered for a distance of four feet with an armature of boiler steel $\frac{1}{2}$ inch in thickness and 6 feet in height, securely fastened to piles and sheathing.

The outer sheathing of the end bent of piles is covered with an additional vertical sheathing of plank 5 inches thick. The outer corners of wharves were rounded on a 2 $\frac{1}{2}$ -foot radius, and have corner bands of steel $\frac{1}{2}$ inch thick, 10 feet long, and 5 feet wide; these corners are protected with four fender piles of white oak; the ends of the four outer bents are also protected with an oak fender pile in addition to the horizontal fenders before mentioned.

The wider spacing of the outer bent, the additional bracing, and armature plates are for protection against floating ice. The stringer system in these outer four bents varies from that in the balance of wharf to the extent that the rangers are doubled in number and thickness, and are chocked in a manner similar to the caps in this locality.

The standard of the New York wharves as to carrying capacity is about double that of the San Francisco wharves, their limit as to load

allowed being 500 pounds to the square foot. The timber for superstructure used there is what is known as hard yellow pine. The standard piles are generally of spruce, and vary from 50 to 80 feet in length. The wharf timbers rarely exceed 30 feet in length.

Any wharf on which it is contemplated building a shed or other structure is provided with an additional system of piling and stringers for the foundation of same. Some of the larger piers are what is known as double-deck, *i. e.*, they are covered with a two-story shed, the upper floor being used for the landing of merchandise or for passenger purposes. The columns supporting shed, the foundation stringers, and the floor system of upper deck, together with the frame work of the shed, are all of structural steel. These sheds are designed and paid for by the parties leasing the piers, the Department of Docks merely passing on the plans.

BOSTON WHARVES.

There is a pier to be constructed by the Harbor and Land Commissioners on South Boston flats, which when completed will be 400 feet wide and 1,200 feet long. It consists of a central core of solid material 300 feet in width and 1,150 feet in length, inclosed by a retaining wall of rough granite, the slopes being protected by a platform wharf of piling around both sides and end. The method of building this wall (which is the same as the bulkhead or river wall) is as follows:

A trench 70 feet in width is first dredged around the entire exterior lines of the proposed pier, having a depth of 30 feet at mean low water at its outer line and 20 feet at its inner line; this depth of 20 feet being a bench 30 feet in width, measured outwardly from which line it slopes to meet the outer cut of 30 feet. In this trench, five rows of piles are driven, 2 feet from centers transversely and 2 feet 6 inches longitudinally. They are capped with 6 x 12 inch spruce timbers, laid on their flat and tree-nailed to each pile. These caps are then covered with spruce planking 3 inches thick, forming a platform 8 feet 6 inches wide. There is also a brace or spur shore pile battering outwards driven between each bent and also capped with a 6 x 12 timber; this pile is also secured to a girder of 6 x 12 running longitudinally with the platform and fastened to each standard pile at each intersection. Before the platform is placed on these piles (which are sawed off one foot below mean low water) the trench is filled with broken rock or cobbles to the level of the top of the piles. The surface of this embankment thus formed is covered on the sea slope with large rock of 1½ feet in thickness, laid on a slope of 1½ to 1, the inner slope being 2 to 1 and the width of the embankment on top is 8 feet 6 inches—the width of the platform.

On top of this wooden platform above described, is built a retaining wall of rough granite laid dry with headers and stretchers, the size of the stone being 2 feet thick, 3 to 4 feet in width, and from 4 to 6 feet in

length. The top or coping stone are roughly dimensioned and cover the entire width of the wall at the top. The wall is 8 feet wide at the bottom, battering inwards from the sea to 4 feet 6 inches at top, and having a height of 14 feet. The top of the wall is 14 feet above mean low water, and its outer edges are 50 feet in-board from the exterior line of the pier. As a protection to the inner surface, a wall of loose rock is laid against the same. The entire area inclosed is then filled up to the grade of the top of the wall with dredged material taken from the harbor. Around both sides and ends of this wall there is then built a wharf or platform (similar to that on the outer side of the seawall and thoroughfare here in San Francisco). It is 50 feet in width, and is supported on eight rows of piles driven about 6 feet apart transversely and 8 feet longitudinally. These are capped with timbers of 14 x 14 fastened to each pile. The wharf is braced with two rows of spur-shores longitudinally, battering outwards, or the reverse of the usual way. The first, which is located at the first row of standard piles from the inner side, is notched out and fastened to that pile at a point half way between high and low water. The other is located at the middle standard pile, and is fastened thereto at the line of high water. The stringer system of this wharf consists of a main stringer on either side 12 x 12, the intermediates being 6 x 12 placed 2 feet from centers. They are all drift-bolted to caps.

The fender piles are capped with a 14 x 14 timber, which extends above the planking about 6 inches, thus acting both as chocks and as a backing log; the fender piles are also fastened to the adjacent standard piles.

The wharf is additionally braced with two girder planks at each bent: one is set level and just above the line of low water; the other is on an angle battering inwards, and extends from the outside standard pile at the line of the bottom of the caps and reaches to the bottom girder at the inner line of the wharf. They are both fastened to each standard pile at each intersection with screw bolts. The entire surface of the wharf is covered with 3-inch planking. Most of the piles used are of oak. The wharf, or wooden portion of this pier, would have a safe carrying capacity of at least 600 pounds to the square foot, while that of the core is unlimited.

Wooden Wharves.—The ordinary wooden wharves of Boston are constructed as follows:

Standard piles, generally of oak, are driven 9 feet transversely and 10 feet longitudinally. They are bound together on top with two girder caps of 6 x 10 inch hard pine, and fastened to piles with 1-inch screw bolts; the girder caps are let into the piles, so that the same are spaced 3 inches apart. The outside stringers are of 10 x 12 inch and all inside stringers of 6 x 12 inch hard pine, spaced 2 feet from center to center.

The wharves are covered with 3-inch hard pine planks. The wharves are braced by brace piles, called there spur-shores; they are of oak, and are shouldered against the outer standard pile at about 1 foot below mean high water, and fastened thereto with $1\frac{1}{4}$ -inch screw bolts. In addition to bracing with piles, each bent has a set of crossbraces of 4 x 8 inch oak, running from a point about 2 feet above mean low water to the under side of the girder caps. These braces are fastened to each standard pile at each intersection with 1-inch screw bolts; a horizontal tie of 4 x 8 inch oak is also placed 1 foot above mean low water and fastened to each pile in each bent with 1-inch screw bolts.

Fender piles of oak are driven in transverse lines, with standard piles close up against the outer ones, and fastened thereto just below the girder cap with $1\frac{1}{4}$ -inch screw bolts. The fender piles are cut off 9 inches below the top of the planking, and are capped with 12 x 12 inch hard pine caps running longitudinally. These caps answer as longitudinal fenders, and projecting 3 inches above the planking also as a curb or backing block.

Mooring piles of oak are driven just inside of outer stringers, and are held in place by 4-inch planks fitted down into adjoining stringers and around mooring piles.

The corners of these wharves are similarly piled and finished as are the wharves of Philadelphia and New York.

A safe load for these wharves would be about 300 pounds per square foot.

PHILADELPHIA WHARVES.

These wharves, with the exception of two outer bents, are constructed as follows:

Standard piles are, as prescribed by the rules of the Board of Port Wardens, driven in bents located longitudinally, 10 feet from center to center. The piles in these bents are 5 feet apart from centers transversely, and before being cut off at the proper level, they are straightened and stay-lathed into position. They are then bound together transversely with girder plank of 6 x 12 inch, gained into piles, equally on each side, leaving a tenon of 4 inches thick, 12 inches long, and the width being the full diameter of the pile. They are fastened to each pile with two screw bolts. The cap proper is a single piece of 8 x 16 inches laid on its flat, covering the pile and being flush on each edge with the girders; they are drift-bolted to the piles and well spiked to the girder planks, or clamps, as they are called.

The wharf is braced in the following manner: At the line of mean low water two girders of 5 x 10 inches are fastened to each pile in each bent, one on either side of the pile; the spaces between these planks and the four outer piles on each side are chocked with 12 x 12 inch timbers securely bolted to the girder plank. The bents are then diagonally

braced with "A" braces of 5 x 10 on each side, making four in number, dividing the said bent into two panels; *i. e.*, a set of braces extend from the girder either way from the center of the wharf to a point at under side of deck line, distant from the outside of wharf one-fourth of its entire width. From the outside of wharf, at this same lower girder, another set extends to the bottom deck, and, meeting the first set, they are bolted to each pile at each intersection with galvanized screw bolts.

The stringer system is composed of an outside stringer of 12 x 14 inches and intermediates of 6 x 14 inches laid 2 feet 6 inches from centers. They are dapped or gained out at caps 1 inch. The floor is composed of two layers of 3-inch plank, dressed to a uniform thickness; the first is laid at right angles to the axis of the wharf, and the planks are placed 6 inches apart, these spaces over the stringers being filled solid for the full width of the same. The planks in the outer section of this layer, about 12 feet in length, are creosoted with 14 pounds of dead oil to the cubic foot; they are fastened to the stringers with wrought spikes $\frac{1}{2}$ inch square and 7 inches long.

The sheathing plank or upper layer are laid close and at an angle of 45 degrees with the axis of the wharf, and are spiked to the lower plank with 5-inch wire nails averaging 3 feet apart.

The backing log or curb is a 10 x 12 inch white oak timber, raised above the planking of the wharf and supported on blocking of 2 x 12 inches laid 5 feet apart.

Fender and brace piles are used only on the outer bents. The usual system of fenders is a series of 6 x 8 inch white oak timbers placed horizontally around the wharf between the top and the line of mean low water. They are placed about 6 inches apart, and are fastened to vertical furring pieces of 8 x 12 inch yellow pine, which are bolted to the front row of standard piles in each bent, these piles being surfaced off to receive them.

The two outer bents are constructed as to spacing, protection, number of piles and braces as are the New York wharves. They have rounded corners, white oak fender piles, and in addition, fender piles at the ends of these two outer bents; they have also brace piles and corner bands and chocks connecting fender piles.

In addition to the regular standard piles, clusters of four piles each are driven on both sides of the wharf at intervals of 20 feet. They are capped with a solid platform of 12-inch timbers bolted together about 4 feet square, having a covering of 3-inch plank and braced with two incline piles, the whole being tied to adjacent standard piles with girts of 8 x 10 inches. From this platform so built, there is carried a hollow column of structural steel, composed of two 15-inch channel beams placed 6 inches apart and connected with steel diaphragms on either side. These columns extend upward to the under surface of the plank-

ing, and are there again tied to the standard piles with girts of 5 x 12 inch timbers. The hollow portion of the column is then filled solid with concrete. The object of these columns is to serve as a foundation for the posts of a contemplated shed.

Mooring bits are used in the Philadelphia wharves in place of mooring piles. They are placed about 50 feet apart on either side of the wharf, and are fastened to special foundation timbers.

On wharves that are designed for the use of vessels having lower ports for loading, they have what they call drop gangways. They vary from 12 to 14 feet in width and are about 24 feet long. In these gangways they use an apron or bridge which can be raised or lowered to suit the varying heights of the tide.

The method adopted is to counterweight this bridge or apron; and, for moving the same, use what is known as a worm gear hoist, which consists of a right and left hand worm engaging with gear wheels to which a chain wheel is attached, the whole being almost a counterpart of the device used here on the various aprons at the ferry slips before the hydraulic system was adopted.

There is a wharf in course of construction in Philadelphia for the Reading Railroad Company, known as Pier 8, which differs somewhat from the one above described, inasmuch as the outer standard piles are sub-capped with side caps of 12 x 12 timber, mortised and tenoned, and the outside stringers compounded, consisting of two pieces of 12 x 14. The posts of the proposed shed have no independent piling, but rest on a special floor beam. The wharf is braced additionally to the above described sway braces with a brace or batter pile at each bent on each side of the wharf, and the caps proper are of 12 x 12, in addition to the girders and clamps. In this wharf all piles and timbers are creosoted with 10 pounds of dead oil to the cubic foot.

The Philadelphia wharves have a capacity of at least 700 pounds to the square foot, with a factor of safety of three.

After looking into the various methods of wharf constructions of the cities of New York, Boston, and Philadelphia, the question arises, in what respect do they vary from those of San Francisco and what improvement could be made in our wharves?

WHARVES OF SAN FRANCISCO.

From the foregoing description of piled wharves in Boston, New York, and Philadelphia harbors, it is readily seen that they are constructed to carry a much greater load than are ours. The Eastern wharves are designed for loads varying from 400 to 600 pounds per square foot, with a factor of safety of four; whereas, the maximum loads for our wharves are 250 pounds per square foot, with the same factor of safety; but this factor decreases very quickly and materially, as piles in some localities

of this bay are attacked by the wood-destroying pests soon after construction.

Comparing the construction of Eastern wharves with those of San Francisco, I venture to say that, leaving aside those parts in the Eastern wharves which are designed to resist the floating ice, the details of construction of our wharves are simpler; having no gains or tenons they are not so apt to suffer from dry rot; the fact of having but few joints in caps and stringers they are, consequently, in this respect superior to the Eastern structures. This construction of our wharves is, however, greatly owing to the better materials at our disposal, and for which the Coast is famous.

The length of timbers for wharf construction in the East very rarely exceeds 40 feet, but generally timbers up to 30 feet in length only, are specified and used. In our wharves timbers of from 60 to 100 feet and over in length have frequently been employed, and are to be had with only a very small additional cost. With piles it is the same in Eastern wharf construction; a pile 60 feet long is considered a very long pile, whereas on this Coast piles from 100 to 130 feet in length can be had at any time.

The carrying capacity of our wharves may have been sufficient in past years, but with the increase of commerce and a required quicker loading and discharging of vessels, especially steamers, which latter must sometimes be dispatched in a very short time, and loads intended for shipping must be partially stored on the wharves while the boats are still discharging, the carrying capacity of the wharves should be brought up to those of Eastern structures. To do this, standard piles should be driven not more than 6 feet transversely, and not more than 8 feet longitudinally; the caps and stringers could remain about the same as in present wharves. All piles should be either protected by coating or creosoted to prevent the attack of the teredo and the limnoria, as these pests are more numerous and far more destructive to wooden structures in our waters than they are in the Eastern harbors above mentioned. As to preserving piles and timbers for wharf construction, I shall treat this subject more fully later on in this report.

No wharf or structure in this bay designed for durability should rest on unprotected or unpreserved piling; but the most effective way of checking the destruction of marine insects is by placing such structure on cylinder piers, as used under piers Nos. 7 and 13, or on iron cylinders or columns, where less depth of water and mud and a hard bottom are found.

Such structures, designed for a carrying capacity of 500 pounds per square foot, would not only insure perfect safety at all times, but also the greatest durability and consequently minimum cost for repairs.

Admitting that the original cost of such structures is 40 per cent

in excess of the amount of wooden ones, the constant repairing required on the latter, and the loss of revenue during the progress of such repairs, would soon make up the difference in the original cost.

The solid piers, as constructed in Boston Harbor under the jurisdiction of the Board of Harbor and Land Commissioners, and described in this report, would, after the completion of our seawall to about the foot of Channel Street, become very applicable and perhaps necessary to our harbor front, and I suggest, even at this early period, that at least two such structures ought to be constructed at some future time. It is not necessary to adopt the Eastern construction of these piers, nor will I advance a plan and details for the same to be built here, but as to the locality of same, there should be constructed one to the north at about the foot of Bay Street, and the other one south at about the foot of Brannan or Bryant Street. The dimensions of same should not be less than about 800 feet in length (projecting 200 feet beyond the pier head line), and from 300 to 400 feet in width. Such piers would be of very essential advantage to our front for the following reasons:

First—They would create breakwaters, and in time of stormy weather the one located to the north against northerly storms and the one to the south against southerly ones, thereby giving protection to the wharves and ships lying between same. An objection may be raised against such structures, inasmuch as they would to a certain extent shut off the current along the waterfront, and thereby create eddies, which would tend to cause the solid materials carried in suspension in the water to settle and lessen the depth of the water between wharves. This, however, in my opinion is not liable to occur any more than at present. Each wharf, ferry slip, and ship lying alongside of a wharf, and projecting at right angles against the current, as is the case in our system, produces eddies, and consequently 'permits the suspended materials to settle and deposit in the slips between wharves. Constant dredging, as is done at present between slips, will be required, whether these piers are constructed or not.

Second—Such structures would also serve as an outlet for the main sewage of this city, which could be carried in sewers built of any requisite size to deep water and discharged directly into the current of the bay, thereby doing away with the present system by which the sewers discharge their polluted waters along the waterfront, distributing obnoxious materials all along the seawall and generating unhealthy gases. It has been very thoroughly shown that sewers intended for discharging sewage matter off shore, and which were suspended from the superstructure of wharves, have been failures, whether constructed of iron or of wood; in both cases the sewers were limited in size, and in the first, the salt water corroded the iron in a very short time, and in the latter, the marine pests attacked and destroyed the wood in a still

shorter time. In addition to these faults, sewers constructed of either iron or wood are exposed to the waves and strong currents, causing a constant working and racking, which is detrimental to both the sewer and the wharf from which it is suspended.

Third—Another advantage which would be gained from these structures, would be the bringing together of ship and car—a desire so much cherished by our mercantile community. Under our present system of wharves this is hardly practicable, as they are too narrow to allow a proper curve connection with the Belt Railroad, and also to accommodate, at the same time, vehicles, cars, and stored merchandise. These wharves could therefore be especially assigned to ships which bring or take goods in transit.

FERRY SLIPS. •

The ferry slips and aprons in use in New York, Boston, and Philadelphia are all of similar construction, differing but slightly in detail. The connected lines of piles forming the slip proper (known as spring piles here, and called ferry racks in the East) are much lighter in detail of construction and less symmetrical in appearance in the Eastern cities than they are here in San Francisco.

However, most of the Eastern ferry-boats are much smaller than those in use here, and they have less tide to contend with in entering the slips; also, the lumber and piles obtainable here are much better adapted for this purpose than is the Eastern material.

All of the aprons or bridges leading to the lower decks of the Eastern ferry-boats are supported at their outer ends on pontoons allowing them to rise and fall with the tide. This necessitates a uniform height of all ferry-boats using the same slips.

The ends of these bridges or aprons are hollowed to fit the rounded nose of the boat, which is moored directly to the apron on either side.

In the case of the aprons here, as you are aware, the boat has no connection with the same, except by means of an auxiliary apron or bib, which reaches from the deck of the boat to the apron proper, the main apron being raised and lowered by hydraulic cylinders to accommodate any height of boat at any stage of the tide. In the case of Eastern aprons, any difference in the height of the boats or aprons which is liable, and does happen, from the leakage of either the boats or pontoons supporting the bridges, or the waterlogging of either from age, must necessarily make a step down or up from either, this being as variable as are the boats.

I will venture to say that if such were the conditions at the foot of Market Street, it would not be difficult to find many suburbanites ready to trip over the aforesaid step, with scores of contingent fee attorneys willing to bring a civil action for damages against the members of the Board and its officers.

In the mooring of the ferry-boats here, which is by means of movable hooks attached to the slip proper, it is unnecessary to bring the boat to an exact position, as there is a leeway on the small apron of from 18 inches to 2 feet. Whereas, in the East, it is imperative that the connection between the boats and the aprons should be close. The *modus operandi* is to draw the nose of the boat into the hollow of the apron by means of capstans or chain drums located on either side of the apron and worked by means of hand wheels similar to that used as a steering wheel on vessels. As this is necessarily slow, the passengers on a San Francisco ferry-boat are unloaded much more rapidly than they are from an Eastern ferry-boat. The aprons on some of the Boston passenger ferries have an auxiliary apron similar to our bib, which is there called a raising-board, and is considered quite an improvement.

UPPER DECK LANDINGS.

The ferry slips on both the New York and New Jersey sides of the Pennsylvania Railroad have second-story waiting-rooms and upper deck landings and aprons, and they differ from those in use here both as to size and location, the bridges narrowing to 5 feet in width where they enter the boat, while those at the New Depot and on the Oakland side are 13 feet wide. There are two in number located directly over the main aprons and are parallel to it. A gallery is extended from either side of the upper deck to receive them. These aprons are hung from the roof timbers of the shed covering them, and are raised and lowered to suit the tide by means of chains and drums worked by hand.

The upper deck bridges in the New Depot enter the upper deck of the boat at right angles to the boat on either side, and both the bridge proper and bib are worked by hydraulic cylinders.

There are two ferry-boats owned by the Pennsylvania Railroad and using the ferry slips above described, which are undoubtedly the finest in the United States; they are double end propellers, having twin screws on both ends. The omission of the walking beam necessary on side-wheel boats propelled by beam engines, gives room for large and elegant saloon decks; there is also a great advantage in the use of twin screws, as by reversing the motion of the different pairs, it is possible to turn these boats in their own length, thus insuring a good landing in a swift tide, either ebb or flood.

In my investigation of the ferry slips and boats of the Pennsylvania Railroad, I am indebted to Mr. E. F. Brooks, Superintendent of the New York division of this road, for his courtesy and much valuable data.

CAR FERRY SLIPS.

The car freight slips and aprons in use in the East are built and operated on the same principle as the passenger slips (that is, they are supported on pontoons), but they are much heavier in details of con-

struction. The greater part of the cars are handled on barges similar to those used by the North Pacific Coast Railroad at Clay Street wharf before the construction of their present freight boat; they are known there as car floats, and transported from slip to slip by means of tug-boats. There are, however, two aprons belonging to the Pennsylvania Railroad Company at Jersey City which have modifications of the pontoon system of raising and lowering. My attention was called to these by the Division Superintendent as an improvement on the regular method. The apron is divided transversely into two sections, the inner or shore section being about four fifths of the length of the entire apron. This is hung from a gallows or supporting frame by means of a series of eye-bars sufficiently strong to hold the combined weight of the bridge and the load of locomotive and cars. These eye-bars at their upper ends consist of large screws, with what is known as gear wheels for nuts; these gear wheel nuts engage with worms on a transverse shaft, which shaft is turned by a series of belts and pulleys, the power used being a small steam engine. The outer one fifth of the above described bridge is hinged to the inshore four fifths, and is partially supported on a pontoon, and is hung to the before mentioned gallows frame with chains and also partially counter-weighted; it is raised and lowered to suit boats by means of windlasses worked by hand in a like manner to the heaving-in device on the passenger aprons; this requires a man on either side of the apron. It therefore requires to operate these bridges one engineer and two additional men, at a cost of not less than from \$9 to \$10 per day. The time required to land a boat and prepare for unloading cars is about twenty minutes.

The three freight slips here in San Francisco built and operated by the Commissioners (two at Lombard Street and one at the foot of Second Street) are operated by means of hydraulic cylinders worked by city pressure. The water after being used either in raising or lowering the bridges is exhausted into a tank and used by the Belt Railroad locomotive, thus making the expense of handling these aprons simply the wear and tear on the machinery, as the hydraulic device is operated by either a switchman or one of the deck hands of the freight boats. The ends of our aprons rest on the boats, it forming one abutment and the shore the other, for a 75-foot bridge. The boat is landed and the bridge is placed for unloading cars in from three to four minutes.

A peculiar circumstance connected with the Lombard Street slips is the fact that when the water for the use of the locomotive was taken directly through the meter, the cost of the same was from \$22 to \$26 per month; now that it is made first to do duty in operating bridges, the bill rarely exceeds from \$18 to \$20 per month.

While on the subject of operating aprons by hydraulic devices, I desire to call your attention to the system in use at the ferry. The

water used in the various rams and cylinders when raising and lowering the aprons is exhausted into tanks beneath the floor of the engine room; these tanks when filled, automatically start a pump operated by electricity, which raises the water from the lower tanks into the tanks on the tenth story of the tower, where it is stored for use in again operating the rams and cylinders; in other words, the water is used over and over again, the cost being the amount of electricity used in pumping and the waste of water by leakage or evaporation.

Some idea of the saving by the use of this device can be formed by the following comparisons: The 10-inch ram elevator used in Station D of the post office at the New Depot has but a 16-foot lift. The bill for the water used in this elevator for the month of August was \$134.83, whereas the cost of electricity for pumping the water used for the same month in operating five main aprons and one upper deck landing, consisting of ten 12-inch rams, one 8-inch and one 15-inch, having about 12 feet travel, also ringing the signal bell, was but \$7.10.

I am, with the consent of the Board, making the necessary arrangement for connecting the post office elevator with my pumping system, and when completed do not think the cost of operating will exceed \$30 per month.

PRESERVATION OF TIMBER.

During my stay in the East, I endeavored to procure as much information on this subject as my limited time permitted. I visited the creosoting works of Eppinger & Russell, Long Island City, New York; the office of the Lehigh Valley Creosoting Company, and had a lengthy conversation with Superintendent H. Comer on the subject; visited also the New York Wood Vulcanizing Works, and I discussed the subject with Messrs. A. Feldpauche, Assistant Chief Engineer of Pennsylvania Railroad, and O. Chanute, C.E., Superintendent of Burnettizing Works at Chicago, both gentlemen being recognized authorities on this subject. Altogether, I succeeded in accumulating a great deal of information, which I will condense as much as possible for this report.

All processes for the preservation of timber against decay are based on the principle of extracting or destroying the sap, which contains albuminous, gummy, resinous, oily, and other substances. These substances will, under favorable conditions of temperature and moisture, ferment and promote the germination and growth of fungi, which finally destroy the fibrous portion of the wood.

The principal processes used in the East are the following:

1. *Kyanizing*.—This is one of the oldest processes in use, and consists of infusing the timber with bi-chloride of mercury, commonly called corrosive sublimate, which coagulates the fermentable constituents of the sap. Corrosive sublimate is considered the strongest antiseptic

metallic salt, and is also a virulent poison; it is used for infusion of timber in the form of a solution in the proportion of one part of bichloride of mercury by weight to one hundred parts of water. As the solution attacks iron, the tanks and other appliances intended for its use, have to be made of wood, copper, or masonry coated with coal tar.

The wood under treatment is generally weighted down with stones in the open tanks containing the solution, and allowed to pickle until properly saturated; the time required for this purpose being one day for each inch of thickness treated, plus one day; a piece of timber six inches thick thus requiring one week's time. In order to lessen this time timbers are steamed in closed retorts, exhausting the air and infusing the solution under pressure.

The life of timber preserved with this solution has been prolonged from two to three times over unpreserved timber of the same kind. Many objections have been raised against the use of this solution, on account of its being poisonous, but when properly handled no bad effects have been recorded.

There are works at Lowell, Mass., belonging to the Lock and Canal Company, which have been in existence since 1848, and which were at one time abandoned for a burnettizing plant which was used for twelve years, after which the company again took up kyanizing, as in their experience it was more satisfactory.

2. *Burnettizing*.—This process was patented in England in 1838 by Sir Joseph Burnett. The course of treatment originally applied consisted in soaking the timbers in a solution of chloride of zinc in open tanks, but was soon abandoned in favor of the much more expeditious and efficient mode of injecting the liquid under pressure by the vacuum system, patented the same year by Burnett for the injection of creosote. The manner of application is substantially as follows: The timbers are loaded on narrow-gauge cars, which are run into iron cylinders 80 to 100 feet in length, and 8 to 9 feet in diameter; after which the end doors of the cylinders are hermetically sealed and a portion of the inclosed air exhausted by a vacuum pump, when steam is injected to liquefy and evaporate the sap, which, with the help of further exhaustion by an air pump, is expelled from the wood by its own vapor and expanded air. The exhaustion is continued until the vacuum becomes constant on stoppage of the air pump, when the cylinder is filled with the anti-septic solution under a pressure of 100 pounds per square inch, which is gradually applied and maintained until it remains stationary on stoppage of the pressure pump. At the expiration of twelve hours, the average time required for the treatment, the doors are opened and the trains hauled out, leaving the cylinders in readiness for a new charge.

The solution used consists of two or three parts of chloride of zinc by

weight to one hundred parts of water; the strength being regulated to suit the different kinds of wood, as well as the purpose for which they are intended. The timbers are somewhat hardened by the treatment and there is danger of rendering them brittle by increasing the proportion of zinc beyond normal requirements. The chloride of zinc must not contain any free acid.

All antiseptic metallic salts are easily soluble in water, and they are therefore apt to wash and leach out from rain and dampness. To overcome this objection, a process patented by Wellhouse, known as zinc tannin process, has given the best results. It consists in adding glue to the solution of chloride of zinc before impregnation. This solution is injected into the timber as above described; the surplus solution is then forced out of the cylinders, under air pressure, making room for a solution of tannin, which is admitted and maintained under pressure for a suitable length of time, when the surplus liquid is forced out of the cylinder, and this completing the treatment.

The additional solution of tannin forms with the glue in the chloride of zinc solution a hard, leather-like and water-proof substance, which effectually seals the outer pores of the wood so as to prevent the admission of dampness and thereby retaining the chloride of zinc in place.

There are three extensive burnettizing plants operated under the Wellhouse system in the East. They are all under the direction of O. Chanute, the gentleman before mentioned in this report.

3. *Vulcanizing.*—This process is entirely different from any other method of preserving timber, as nothing is injected into the same; it consists simply in heating the timber in closed cylinders with hot air under pressure to prevent the sap from evaporating. In green timbers, heat is applied to 112° F. to evaporate all the water that may be contained in the material. Heat and pressure are then applied, the former to from 400° to 500°; it is maintained under these conditions for six or eight hours, then the heat is shut off, but the pressure is maintained until the timbers are cooled off and taken out. During this process, the heated air is kept constantly circulating between the cylinder and heater. The dry heat, it is claimed, coagulates the albumen and, at the same time, changes the chemical nature of the sap into a preservative composition. Similar results are claimed when the process is reversed by substituting a vacuum for the pressure and a low temperature for heat. This process is very economical, as it does away with the cost of preserving chemicals and saving of time required to secure effective impregnation.

This process has been extensively employed by the Manhattan Elevated Road, seems to have given perfect satisfaction, and is therefore highly recommended by the officers of that road. The New York company has a large plant costing some \$60,000, located on the Harlem River,

bounded by One Hundred and Fifty-fifth and One Hundred and Fifty-sixth Streets and Eighth Avenue. I visited these works with Mr. A. Bevier, their local manager and vice-president. The samples and testimonials which he has are very convincing. The apparatus and machinery are the most complete and modern in use, and the company have undoubtedly the fullest confidence in their ability to increase not only the life of timber from fourteen to eighteen years, but also its strength and wearing qualities. The timber there used for preservation is rich in resinous matter, and it is a question in my mind what effect this process would have on our Oregon pine or Douglass fir.

CREOSOTING.

Without doubt the creosoting process is the most valuable and efficient of all processes known for prolonging the life of timber.

The process was invented in England about the same time that kyanizing and the other metallic salt antiseptics came into use; it has survived all other processes, and is used to a greater extent than any other method, both in Europe and this country.

The creosote is derived from the destructive distillation of wood and coal, and consists of oil products designated as dead oil when derived from the distillation of coal or coal tar, and wood creosote oil when derived from the distillation of wood or wood tar.

The dead oil contains naphthaline, phenic or carbolic acid, and other powerful antiseptics which change the chemical nature of the sap by forming therewith soluble compounds, while the naphthaline, rendered sufficiently fluid by preliminary heating, enters the wood cells, solidifies, and becomes permanently fixed, mechanically coating and protecting the fibers against formation of fungi.

The wood creosote contains paraffine, pyroligneous acid, and other antiseptics. Advantages claimed for this oil are that its penetrating power is much greater and less expensive than dead oil, and that it is equally insoluble in water. The limited use of this oil seems to confirm these claimed advantages, but cannot be considered conclusive until more definitely established by further experience and the test of time.

The *modus operandi* for creosoting timber, and as employed by one of the largest works, the Eppinger & Russell Creosoting Works of Long Island City, New Jersey, is as follows: The timber is placed in a cylinder 100 feet long and 6 feet diameter, with a capacity of 15,000 feet board measure. It is then heated to a temperature of 250° by means of live steam passed into the cylinder. This heat is kept up to that temperature by means of a coil in the bottom of the cylinder, through which superheated steam is passed; this coil, before entering the cylinder, passes through a furnace or superheater, where it is heated up to 600° F. All sap is then exhausted by means of a larger vacuum pump, the heat

in the cylinder being kept up until the by-pass shows that there are no by-products passing through the vacuum. This takes in the neighborhood of two hours; the creosote oil is then admitted. This oil has been kept in a supply tank heated to a temperature of 130° F., and is kept constantly agitated by passing the same from the tank to the pump by means of pipes connecting the same and having inverted nozzles. This is for the purpose of thoroughly mixing the oil and not allowing a settling of the heavier portions. The oil is then passed into the cylinder, and runs into the same by reason of the vacuum; it fills to two fifths of its capacity. It is then pumped from the tank into the cylinder until the latter is filled to its fullest extent, allowing it to overflow from the same until it shows quite a stream of oil running back into the supply tank. The pressure is then kept up from 70 to 160 pounds to the square inch; this is according to the density of the timber. The time sufficient to determine the amount of oil to the cubic foot depends upon the density of the wood, and can only be arrived at through practice. In the supply tank great care is taken to avoid the presence of water in the oil. This is done by means of an observation glass in the side of the supply tank, having located adjacent to it a pet cock for drawing off the water.

Mr. George S. Valentine is the general manager and superintendent of these works. He has undoubtedly had more practical experience in the erection and construction of creosoting plants than any one in the United States, and I am indebted to him for many valuable hints and information.

All preservation of timber in the East is mainly confined to the preservation of railroad and bridge timbers. The northern harbors which I visited are troubled but slightly with the limnoria and teredo. In wharf construction, it is employed only in preserving the underlying and exposed planking of wharves, or in suspended sewer work.

All experts on the preservation of timber agree on one point, and that is that the density of timber must be favorable to impregnation; in other words, only open-pored timbers should be used for treatment with creosote, this having the least liquidity and therefore the hardest of all preservative chemicals to force into and thoroughly impregnate the wood.

Our Oregon pine, or yellow fir, is considered by Mr. Valentine too dense to permit a thorough impregnation, and if treated with creosote requires a longer steaming and a greater heat to extract the sap and open the pores, and also a greater pressure to force the material into the wood. The consequences therefrom have been checking and cracking of the timber, making it brittle, and when used for piles has checked them so extensively that the limnoria has found in and behind these cracks sheltered places in which it has done its destructive work under cover and more rapidly than when exposed to swell and current. It has also

made examinations of such piles more difficult, as the outer shell of the piles was apparently unattacked, while the inner portion of the same was entered and destroyed by the limnoria.

To impregnate timbers or piles with creosote sufficient to protect them against the attacks of the teredo, experience has taught that not less than 14 pounds to the cubic foot of timber should be injected.

The Curtis & Isaacs method in use here, which is an improvement on the Bolton process, overcomes the objection to the cracking and checking of the timber, inasmuch as the timber, in place of being artificially seasoned by means of heat and steam, is first boiled in the creosote oil, and while driving out the sap and moisture fills the space occupied by them with the dead oil. While there has been no extensive time test of this process, it is undoubtedly a fact that piles prepared by their method show no indications of checking and cracking. Mr. John D. Isaacs, one of the patentees, is very sanguine of its success, and he is the recognized authority on wood preservation on this coast.

All authorities in writing on the preservation of piles for marine work seem to ignore the existence of the *Limnoria terebrans*. In my opinion, it is much more destructive on this coast than is the teredo, and while a pile that has been thoroughly creosoted will resist the teredo, even if somewhat checked, the limnoria will find the slightest opening and destroy the pile. If our native redwood were obtainable in requisite length and diameter, I am satisfied it would be a much better timber for creosoting purposes than is the Douglass fir, as it is open pored and very susceptible to absorption.

The question having arisen as to the proper process for the preservation of the superstructure of the various wharves. I have taken the position that, while creosote is undoubtedly the best known preservative against dry rot, it is dangerous, for the reason that it increases the inflammability of the timber. While most of the local and some of the Eastern authorities disagree with me in this respect, I have satisfied myself by many practical experiments that my position is tenable; and while the fact that the Eastern building pine is rich in resinous matter and any addition of creosote affects its inflammability but slightly, the Douglas fir or Oregon pine, being dense in fiber and but slightly resinous, is rendered more inflammable by the addition of the creosote. I think it better, and have, therefore, recommended, that the superstructures be burnettized rather than creosoted, it having the additional merit of being a much cheaper process.

There have been several methods for the preservation of piles here in San Francisco by means of an exterior covering or artificial bark, some of which have been more or less successful; the success depending upon the durability of the covering, or, in other words, the life of the piles is the life of said artificial bark. The one making the best showing,

from the fact that it has been the longest in use, is what is known as the Paraffine Paint Company's method. It consists of a covering of P. & B. pile covering covered with battens which have been treated with P. & B. paint. I think the secret of the success of this process is the fact that it is applied cold. Previous coverings of this character having been applied hot to a wet pile, no adhesion was obtained between covering and the pile, for the reason that the hot material draws the moisture to the surface.

This difficulty claims to have been avoided by the parties using what is known as the Perfection Process, by kiln-drying the piles before covering. Said process consists in covering the piles spirally with a double thickness of burlap treated with asphalt, the application or winding of the burlap being done by means of a large lathe in which the piles are turned. This covering has not had sufficient time test to pass on its merit, although it looks substantial.

Another protection against these marine pests is what is known as the built pile; it consists of a pile built up from a core of 6 x 6 with 1-inch boards until the same forms a pile 12 inches square, each layer being tarred and sanded. It is built on the theory that the teredo is loath to cross a seam, and the test pile taken from Section 1 of the seawall, a particularly favorite feeding ground of the teredo, after ten years' immersion, verified this theory. But this was a case of again ignoring the ever active limnoria, and piles built since have shown that the limnoria found a home in the seams of the boards of which the pile was constructed.

However, an improvement was made in the details of construction, at my suggestion, which has resulted in keeping the limnoria out, and that was the placing of ship felt between the last two layers of boards from high water to 2 feet below low water (limnoria working only between high and low water). The result has been quite satisfactory, although I think that a time test of a large quantity of piles is the only satisfactory one.

SEAWALL AND HARBOR EMBANKMENT.

The bulkheads or river walls, as built in New York and Boston and contemplated in Philadelphia, are constructed on the same general principles as are Sections "8A" and "8B" of the seawall here in San Francisco (and which are used as the foundation of the front wall of the new Union Depot and Ferry Building), but they differ somewhat in detail of construction, varying according to location and requirements.

The main or sea front of the New York bulkhead or river wall consists generally of a retaining wall of concrete, built up of blocks of this material of varying sizes as the conditions may require; the ordinary size being 12 feet long, 15 feet high, with a width of 7 feet at the base and 5 feet at the top, the battering side being placed to the waterfront.

These blocks, where there is a rock bottom obtainable within a reasonable depth, rest on a foundation built up of bags of concrete laid in concrete on the rock bottom. Where a solid bottom is not accessible, a foundation of piles is used; these piles are sawed off about 15 feet below the line of low water by means of a circular saw hung to the gins of a pile-driving scow, and any inequality in sawing, caused by what is known as ground swell, is equalized by mattresses of burlap having a filling of concrete (the invention of Mr. Greene, the Chief Engineer) placed between the heads of the piles and the concrete blocks, the said blocks being placed when the mattresses are partially set.

Where the piles for the foundation require to be exceptionally long, brace or batter piles are used in addition to upright or standard piles. On the outer or sea front of these concrete blocks there is left a bench 4 feet wide and 2 feet deep; distant about 2 feet below low water from this bench to a distance of 4 feet above high water, the blocks are faced with dimension blocks of cut granite laid in cement mortar in headers and stretchers. These blocks are about 6 feet long, ranging from 2 to 4 feet in width and 2 feet in thickness.

Coping of the sea front consists of a backing log of timber on the waterfront line. The outer and inner faces of this wall are protected by a sloping wall of rip-rap. After the construction of this retaining wall, the street behind is filled with ashes or earth and allowed to settle, when it is finally paved.

The cement blocks are built in moulds at the several corporation yards of the commission, and are loaded onto barges, floated to the site of the work, and are lowered into place by the large floating derrick belonging to the commission.

All of the submarine work, such as placing the mattresses and bags of concrete, and staying and bracing the piles, is done by divers in the employ of the Harbor Commissioners.

The river wall in Boston harbor is built on the same plan as the retaining wall for the pier on the South Boston flats, described in this report under the head of "Boston Wharves."

There is contemplated in Philadelphia the construction of a bulkhead (to be built under the direction of the Department of Public Works) on the easterly line of Delaware Avenue, between Vine and South Streets. The plans and specifications have been prepared by the City Engineer. The details of construction are as follows: A trench is first dredged in the soft mud of the riverbed to a depth of about 30 feet below low water or as may be directed by the City Engineer. It is 20 feet wide on the bottom, with a slope of 2 to 1 on each side; the outer edge of this trench at its bottom being on the waterfront line. In this trench so formed and on the waterfront line are driven four rows of piles, 3 feet from centers transversely and 4 feet longitudinally. They are sawed off 10

feet below mean low water, and the trench is filled to the height of the top of these piles with gravel, forming an embankment 16 feet wide on the top, having a slope of $1\frac{1}{2}$ to 1 on either side. A mattress of concrete is then placed (of sufficient length to cover the area of the bottom block) on the heads of these piles (it is of similar construction to those used in New York) to receive the concrete blocks. These blocks are laid in three tiers, the lower being 12 feet long at the base and 10 feet at the top, 8 feet wide and 5 feet 6 inches thick; the battering side being placed in-board. The second block is 9 feet long at the base and 7 feet at the top, with a width of 8 feet and a height of 6 feet 6 inches, the battering side being also placed in-shore. The upper block or section (which is built in place) is 6 feet wide at the base, 3 feet wide at the top, and 10 feet high, and is made in continuous lengths of 72 feet where an expansion joint is allowed. This portion of the wall has a batter on its water or outward face of 1 inch to the foot; it has a bench on its inner face to receive curb. The outside is plastered on the sea-board side with what is there called granolithic mixture, leaving a smooth and finished surface. As an anchorage for this retaining wall, three rows of piles are driven just back of its inner line; they are placed 10 feet apart transversely and 8 feet longitudinally. The heads of these piles extend to a line half way between high and low water. They are clamped together near their tops transversely with double girder planks of 6 x 12, securely bolted to each pile. There are also three rows of longitudinal waleing pieces on these piles; the two outer lines consist of an 8 x 12 timber and the middle one being 14 x 18 timber. From this middle waleing at each bent a brace pile is driven (at an angle of 30° with the vertical) to the hard bottom; it is well secured to the waleing piece and adjacent standard pile. There is also an additional brace of 12 x 18 timber, which extends from the outer waleing to the bench of the lower block in the retaining wall. This retaining wall is anchored to the above described system of piling with a 2-inch wrought iron rod (at each bent or every 8 feet), fastened at one end to the central waleing and at the other end to a rod embedded in the lower concrete block. The piles used in this construction are specified to be either White Norway or Southern Yellow pine, and all sawed timbers to be long leaf Southern Yellow pine. The outer or seaward side of the slope of the embankment under wall is protected by a layer of rip-rap of large rock 4 feet in thickness on a slope of $1\frac{1}{2}$ to 1.

After completion of the retaining wall, the space back of and inclosed by the same is filled with sand or other suitable filling to the official grade, and the surface of the street thus formed is paved with granite blocks. Along the front of this wall, and marking the waterfront line, a curb of 10 x 12 white oak is fastened to the concrete with anchor bolts.

As before mentioned in this report, the principles used in construction

of Sections "8A" and "8B" of the seawall here in San Francisco are the same as those involving the construction of harbor embankments in New York, Boston, and Philadelphia, differing only in detail. But as these sections were built before any of the present members of the board held office, I will briefly describe the method of construction for the purpose of comparison.

Sections "8A" and "8B" of the seawall consist of a continuous retaining wall of concrete 842 feet long, 12 feet wide on the bottom, 6 feet on the top, and 18 feet high, the front or water side having a batter of 1 foot in the 18 feet, the back of the wall being a series of benches or steps.

This wall rests on a foundation of grillage consisting of a platform 14 feet wide supported on piles driven 4 feet from centers longitudinally and transversely; the mode of construction being as follows: A trench was first dredged along the site of the proposed wall 30 feet wide at the bottom and 25 feet below extreme low water, the sides of the trench being allowed to take their natural slope. In this trench so dug the platform piles were driven on the proper lines. These piles were 80 feet in length, and were driven by means of a follower to within one foot of the cut off, which is 22 feet below city base, or 9 feet below extreme low water. From this point the method of construction differs in detail from the Eastern. The platform piles were cut off with a circular saw driven by an engine; the saw being hung to a movable swinging frame mounted on an immovable false work of piles and timbers. As this framework was set absolutely level and the shaft of the saw vertical, it was possible and in fact imperative that the surface of the piles when sawed were perfectly level with each other, otherwise when the saw swung the second time over a pile that had been already cut (this being necessary in moving) it would make a second cut unless level; the accuracy was also tested with a leveling instrument. The advantage of this over the Eastern method of sawing these foundation piles is that it obviates the necessity of a mattress or cushion to equalize the bearing of the grillage. The platform resting on these foundation piles consists of first a solid platform of 14 x 14 timbers laid closely and bolted together transversely every 3 feet, the timbers being laid longitudinally with the platform. This platform so built is covered with 8 x 12 timbers laid transversely. They are spiked to the platform with wrought spikes, the seams being run and caulked. The platform thus built forms the bottom of a water-tight caisson with detachable sides. The caisson when constructed is floated into position over the platform piles. The necessary forms or moulds were erected and the filling-in of concrete commenced; the same settling into position when the caisson is about two-thirds filled. After the concrete has been allowed to set for about two weeks, the sides are detached and used on a

second bottom or platform. The caissons used in the construction of these sections were about 150 feet in length, and the ends of the sub-sections of these were connected by means of coffer-dams, after construction. As the bottom of the bay in the locality where these sections were built is an unknown quantity, the sand filling behind this wall is supported on an independent platform of timber and plank at the line of low water; this platform rests on a foundation of piles driven 6 feet from centers longitudinally and 8 feet transversely. In other words, the concrete wall merely acts as a retaining wall for a bank of sand 12 feet high.

Each pile is loaded to the extent of ten tons, depending only on the suction or skin friction for its support, as borings in this locality to a depth of 200 feet showed the same character of mud as at the surface, differing only in density. However, I have made several tests in this locality, and a pile 90 feet in length was loaded with forty-five tons for a period of forty-eight hours without the slightest perceptible settlement. After completion, the trench and the area behind the retaining wall with its pile platform, are filled to the official grade or city base. The foundation piles are covered with sand to protect them from the teredo and limnoria, and the portion of the retaining wall exposed to the action of the waves is protected by a wall of rip-rap.

The above described is a special wall designed more for a foundation for the Ferry Depot, and is not the regular harbor embankment.

The seawall and thoroughfare, of which there has been constructed some 9,600 feet, is as follows: It consists of, first, a wall of loose broken stone 100 feet wide at a point 20 feet below low tide, sloping upward from that point on the natural slope assumed under water until it reaches city base on the inner side and to low-water mark on the outer or water side, this fixed point of 20 feet below low water being where the outer line of the waterfront intersects the slope of the embankment. From low-water mark on the outside, a layer of large rock 4 feet in thickness is hand-laid on a slope of 4 to 1 shorewards. This slope continues inshore for 36 feet, ending at a point 54 feet from the waterfront line. At this point a dry wall is built of large broken rock about 8 feet at the bottom and 5 feet in height, battering slightly in-board. Before filling in this above described embankment of loose rock, a trench is dredged along the line of same in the soft mud to a depth varying from 20 to 35 feet at low water (according to the density and character of mud). It has a width of from 20 to 30 feet on the bottom to receive the toe of slope. The rock used on the outer slope of the above described loose rock embankment, below the line of low water for a thickness of 10 feet, are specified to be in weight of not less than 400 pounds each. The wall thus described is protected on its outer side by a wharf 60 feet in width, built in the usual manner, with piles 10 feet from centers

each way; the outer line of this wharf is on the waterfront line. The portion of the street and thoroughfare behind the embankment above described (said street being 200 feet in width) is filled to the official grade or city base with sand and broken rock, or dry earth, or any suitable material except mud. The surface, when sufficiently settled, is either macadamized or paved.

This construction of seawall is much better adapted to the conditions and requirements of this harbor than is that of Sections "8A" and "8B" or the Eastern construction, for several reasons:

First—It is much less expensive; costing on an average only \$130 per lineal foot, while the average cost of Sections "8A" and "8B" was \$240 per lineal foot (this is the full width of 200 feet).

Second—The foundation or bottom being an unknown quantity, any wall of masonry or concrete would be subject to fracture or destruction by reason of settlement, while in the case of loose rock embankment any settlement that occurs can be brought to grade by additional filling.

Third—In the use of the solid retaining wall, it is not possible to use the front of the wall for landing places, as the depth of the water along the line of same would not permit, there being a depth of only from 2 to 12 feet at low water; while along the front line of the wharf protecting the embankment there is 20 feet at extreme low water.

The most objectionable feature of this above described embankment has been the perishable nature of the protecting wharf piles; they have been destroyed in from one to three years by the teredo and limnoria, but this has been obviated somewhat by the renewal in all cases of repair with creosoted piles, and in any future seawall, cylinder piers of concrete can be used.

BELT RAILROAD.

In New York the freight landed in cars or loaded into same (either at Brooklyn, Jersey City, or New York proper) is mostly handled between these cities by means of car floats or barges having from two to three railroad tracks and capable of containing from twelve to eighteen cars. These are towed between these points or alongside of ship or steamer, where the cars are hauled ashore by the use of ferry slip and apron, or they are unloaded from the car onto the wharf or into the ship. There is, however, no continuous line of belt railroad in any of these cities. The freight department of the New York Central uses a short section of the track belonging to the street railroad belt line, and cars are switched, one and two at a time, by means of a small boxed-in, geared locomotive, which is greatly objected to by the merchants in the vicinity. What is lacking in length and connections of tracks, however, is made up by the use of numerous ferry slips and aprons, and at Martin's stores or warehouses on the Brooklyn side I saw five of these slips side by side, the tracks from them running (at right angles to the

waterfront) either directly into the warehouse or alongside of same. The cars are handled by small boxed-in locomotives and sometimes by horses. The freight cars of all railroad lines having New York termini (except some portions of the New York Central) are handled in this manner.

In Boston there is a belt railroad $2\frac{1}{2}$ miles in length, of double track, owned by the Union Freight Railroad Company, which extends along the waterfront and has switches into some of the wharves and piers. They handle the cars from the various railroad companies, either switching them onto the aforesaid wharves and piers, into the yard for unloading purposes, or transferring them from the southern to the northern railroads. They have in use three 31-ton boxed-in locomotives, and most of the switching is done at night, some being done in the day time with horses. The amount of freight handled or switched by this company during 1896, according to the report of the Railroad Commissioners, was about 370,000 tons. I investigated the character and extent of the business done by this company, which is as follows:

- Switch No. 1—Into gas works, for coal, lime, and oil, 20 cars per week.
- Switch No. 2—Into State Wharf, for a distillery company, handles molasses and spirits.
(Not used at present.)
- Switch No. 3—Warehouse for wholesale plumbers' supplies, 20 cars per week.
- Switch No. 4—Warehouse, etc., for Fitchburg Railroad, general merchandise, 30 to 40 cars per day.
- Switch No. 5—General merchandise for Southern trade, 10 to 15 cars per day.
- Switch No. 6—Bonded warehouse for general merchandise, 15 cars per week.
- Switch No. 7—Cold storage, also salt, grain, feed, and prepared plaster, 40 cars per week.
- Switch No. 8—Supply stores, general merchandise, 15 cars per week.
- Switch No. 9—Steamship Company's general merchandise warehouse.
- Switch No. 10—Clyde Steamship Company's for Charleston, Jacksonville, Yarmouth, etc. Both these have 50 cars per week.
- Switch No. 11, 12—Warehouse for general merchandise, also fish, etc., 25 cars per week.
- Switch No. 13—Freight yard, for the general delivery of bulk goods, mostly produce, ice; contains cold-storage warehouse, capacity of 30 cars; handle about 8,000 cars per annum.
- Switch No. 14—Clinton Market, handle 20 cars fresh beef daily.

South and north of these points there is nothing but connections with northern roads; the connections at south, when terminal depot is finished, will be changed to around same and along Dorchester Avenue. The charges on this road for switching are 20 cents per ton, with a minimum of 30,000 pounds, or not less than \$3 per car; the companies for whom the switching is done having to place all cars on the sidings ready for switching. Transfers from southern to northern roads are \$4 per car or 40 cents per ton.

On the Cambridge and Charleston side all freight is handled by teams, and I am informed 90 per cent of all freight landed in Boston is hauled to the consumer by team. On three of the principal wharves in Boston the record is as follows: There were 400,000 tons of freight landed in five

years. Of this, 20,000 tons were handled with lighters, 14,000 stored in warehouses, 100,000 loaded into cars, and 266,000 hauled by team. The belt railroad of Boston is used more as a transfer track from the northern to the southern roads than it is to bring ship and car together. Most of the piers where this is extensively done are owned by the railroad company using them, as is generally the steamship line.

The Philadelphia Belt-Line Railroad, as contemplated, will be 16½ miles long. It will be built under an ordinance granted by the Select and Common Councils of the City of Philadelphia to the Philadelphia Belt-Line Railroad Company. It will follow the general line of the Schuylkill and Delaware rivers along the waterfront, and will have spurs and branches to the various wharves along the waterfront and into warehouses and manufactories along the line, so that the owners of these wharves and warehouses will have the full benefit of receiving and delivering their freight.

The company is required by the terms of the ordinance to furnish indemnification bonds, guaranteed by one or more of the Philadelphia trust companies, to the gross amount of \$525,000, that the city shall be protected from any damage, loss, or claim by reason of the construction of the railroad tracks. The switching charges are also limited by the General Assembly act regulating all railroad companies. Sections 9 and 13 of this ordinance are as follows:

SECTION 9. That the dividends on the fully paid stock be limited to six per cent per annum, all excess of earnings to go to the City of Philadelphia.

SECTION 13. That, before exercising any of the rights or privileges herein or hereby granted, the Philadelphia Belt-Line Railroad Company, the officers, directors, and all the shareholders thereof, shall execute, to the satisfaction of the Mayor and City Solicitor, an agreement providing for the creation of a voting trust for all the stock of the said railroad company. Also, an agreement providing for a gift of fifty-one (51) per cent of the present stock of said railroad company and fifty-one (51) per cent of all the stock which may hereafter be issued by it to such corporations and persons as may be legally competent to act thereunder, to the end that the said railroad may forever be maintained for the common use of all railroads upon equal terms, without discrimination.

No continuous portion of the road has been constructed as yet, but its main object is undoubtedly to insure a terminus for all railroads, present and future. The charges for switching on this road are from \$2.50 to \$4 per car.

The Belt Railroad here in San Francisco consists of a main line of double three-rail track (standard and narrow gauge), about one mile in length, extending along the thoroughfare from Vallejo to Powell streets; it has switches into the yards of the North Pacific Coast Railroad, the San Francisco & North Pacific, and Southern Pacific Company, and also to the two freight slips near the foot of Lombard Street. This is all the property of the Board, together with the freight sheds and land occupied by the same. The rolling stock consists of one standard gauge

saddle-back Baldwin switch engine (50 tons), one flat and one hand car. The rate for switching received by the State is 75 cents per car, which switching consists in hauling a loaded freight car from the ferry-boat, placing it in the proper yard, and returning when desired to the boat, or vice versa. (The charges in Boston for this service are from \$3 to \$4 per car.)

In the seven years that this road has been in existence there have been switched 98,902 cars, for which there has been received, at 75 cents per car, \$74,176.50.

The amount of salaries paid to employés of the road during that period was \$59,614.86. Added to this should be the cost of maintenance, which is \$27,211.23, making a total of \$86,826.09, or an excess in cost of operating over receipts of \$12,649.59.

If we add to this the interest, at the low rate of 4 per cent per annum for seven years (on the cost of construction, \$90,661.26), we would have an additional loss of \$25,385.15, making a total loss in seven years of \$38,034.74. If we add this interest of \$25,385.15 to the cost of operating the road for seven years (\$86,826.09), it makes a total of \$112,281.24, and if we divide this total by the number of cars switched in that time (98,902), the cost of switching per car would be about \$1.13, against 75 cents (the amount received), and yet there are some of our San Francisco merchants who claim that the Belt Railroad is the source of an immense revenue to the State.

It has been urged by some of these same merchants that this Belt Railroad should be extended at once from its southerly terminus to join the tracks of the Southern Pacific Company at Second and Townsend streets, as this would, they claim, bring ship and car together and relieve them from the so-claimed excessive drayage. I do not wholly agree with our mercantile friends, for several reasons:

First—There has been in existence for the past seven years (the life of the Belt Railroad) a track on the wharf just south of Lombard Street wharf which gives the ship and car direct connection (this much cherished desire of the mercantile community). In these seven years that track has been used but four times, and then by the San Francisco & North Pacific Railroad for coal to be used on their local road.

Second—With a connecting track along East Street from Vallejo to Second, it would not be possible to utilize that portion of the waterfront between Folsom and Pacific streets, as there is no property in that locality belonging to the State which could be used for yard purposes, and private property is more valuable for other purposes, such as retail business, etc., aside from the fact that the passenger traffic to the ferries and the teaming in this vicinity are of such magnitude that the switching could be done for only a few hours in the night.

Third—The same result can be accomplished (and is partially so at

the present time) in a like manner to that of New York, Boston, and Brooklyn. I mean by transfer boats utilizing the slips at Lombard and Second streets, making these boats the connecting link between the north and south ends. I do not mean the abandonment of a rail connection, but if such were built, I would suggest its use be only for a transfer track for an occasional car or cars between the north and south ends, making the transfer of large trains by water, as this mode is acknowledged to be the most economical when volumes are in question.

What is needed most on the Belt Railroad, in my opinion, is more extensive yard room. At the present time we are obliged to use the main track for car storage purposes, which is against all principles of good railroading. It has been suggested, in discussing the question of the proposed Free Market, that the Belt Railroad be elevated and connected with a double deck central wharf, located, say at Jackson or Washington streets, and extending along Drumm and Main streets, connecting with the Southern Pacific at Second, having turntables at the various warehouses and stores along the line, with an appropriate bridge spanning Market Street. Such a suggestion could have only emanated from a would-be rival of the late lamented Edward Bellamy.

PAVEMENT OF ROADWAYS AND APPROACHES TO WHARVES.

In Boston, where the superstructures of the many bridges are of wood, it is the custom to pave the roadways of the same with granite paving-blocks.

The underlying planks are first prepared with creosote or some preservative against dry rot, and are then covered with four layers of roofing felt laid and fastened together with roofing pitch, composed of distilled coal tar or asphaltum. On this covering of felt is then laid an asphaltic concrete three quarters of an inch in thickness, then a bed of dry sand two inches thick, into which the paving-stones are laid and rammed; the joints being filled partially with beach gravel and then grouted with hot paving-pitch or asphalt. This method of paving would be excellent for such portions of the waterfront piled streets, as say Stuart, Bryant, Beale, and Brannan, where the excessive travel is such that the life of the piles and superstructure far exceeds that of the covering plank.

The following is a letter from Mr. O. Chanute, with whom I had quite a lengthy interview with regard to wooden pavements and the preservation of timber for the same:

CHICAGO, ILL., September 30, 1897.

HOWARD C. HOLMES, ESQ., *Chief Engineer, Harbor Commissioners, San Francisco, Cal.:*

DEAR SIR: In answer to your verbal inquiry as to the applicability of burnettizing to paving-blocks, I beg to say that the blocks originally laid on the wagon floor of the St. Louis bridge were of "sweet gum" wood, which generally decays in one or two years. They were burnettized by the zinc-tannin process, and when they were taken

up after seven years' exposure, during which they were watered every day, they were almost entirely sound, although they were worn down by the traffic to half of their original depth.

Paving-blocks of various woods, prepared by the same process, and laid in some busy streets in St. Louis, gave practically the same results.

In neither case were these pavements renewed with burnettized wood because they gave out from wear and not from decay within the natural life of the more durable woods, unprepared.

I believe that creosoting would exhibit still more favorable results, because the oil would resist better the intrusion of moisture, but it would be much more costly.

Whether it is advisable to prepare wooden blocks for any street will depend upon its traffic. If the latter wears out the blocks in five to seven years, they had better be laid in the natural state. If the traffic will only wear the block out in eight to ten years, then it would seem preferable to prepare them artificially to resist decay.

Respectfully,

O. CHANUTE.

Our native redwood, while it is undoubtedly one of the best known woods to resist rot of any kind, is, in my opinion, of too soft and porous a nature for paving purposes and is more apt to wear out than rot. The roadway of Folsom Street Wharf No. 1, Pier 12, has been paved with redwood blocks, and the approach to this will be an excellent place for testing the efficiency of this timber for paving purposes.

The Oregon pine or Douglass fir, while its lasting qualities as regards dry rot will not compare with redwood, is of such a tough fiber and so close grained that, if preserved against rot, it would, in my opinion, make the ideal pavement for a roadway of wharves or approaches thereto.

There is a section of pavement of unprepared Oregon pine blocks on East Street, between Market and Mission Streets, laid some three years ago, and of which no care has been taken, which still makes a very creditable showing; this locality is one of the most traveled streets of San Francisco for heavy traffic, there being about four hundred teams an hour going and coming. There were laid previously, on the same foundation, within one year, two coverings of bituminous rock, which failed to withstand the wear.

I have on file in my office, bearing the certificate of the City Engineer of Galveston, Texas (Mr. H. S. Wilson), a yellow pine paving block which was laid on Market Street of that city in June, 1874, and was taken up in April, 1892, being in constant use for eighteen years, and although it is slightly worn, it does not show the slightest indication of decay.

These blocks were treated with creosote by Mr. George S. Valentine with 12 pounds of oil to the cubic foot.

In conclusion, I will say that the waterfront of this city, especially that portion from Folsom Street north, is in excellent condition (all repairs in the past few years having been made with prepared piles), and that it will compare very favorably in detail of construction and condition with any of the Eastern cities before mentioned.

It was rumored some time ago that the much abused concrete founda-

tion of the New Depot was a failure, inasmuch as it had settled in places to the extent of from one foot to eighteen inches. Instrumental surveys were made by disinterested engineers in the employ of public benefactors, with the result that one corner of the foundation, which is 690 feet long and 155 feet wide, varied from the other three corners just three eighths of an inch. I am still of the opinion that the policy of the Board as to the seawall, should there be any further extensions made, that it should be on the southerly end, for reasons mentioned in my last report.

Plans have been adopted for the termini of the various street railways in front of the Ferry Depot. The various stands of the different lines (sixteen in number) have been so arranged as to give each one prominence and easy access for passengers, leaving broad and unobstructed passageways for foot passengers to both sides of Market Street.

Respectfully submitted.

HOWARD C. HOLMES,
Chief Engineer.

EXHIBIT U.

REPORT OF ATTORNEY FOR THE BOARD.

SAN FRANCISCO, September 8, 1898.

To the Honorable the Board of State Harbor Commissioners of the State of California :

GENTLEMEN : The undersigned, the Attorney of your Honorable Board, begs leave to submit the following report respecting the affairs of his department :

Reference is made to the Biennial Report of the Board of State Harbor Commissioners for the year 1896 for the last report of your Attorney, the same being found at pages 41 to 44, inclusive, of said Biennial Report.

Since the date of your Attorney's last report, the Board has been involved in considerable litigation affecting the letting of contracts and the purchase of supplies. The opinion of your Attorney respecting these matters, though sometimes at variance with that of other counsel, has been uniformly sustained by the courts whenever the matters referred to have been made the subject of judicial investigation.

The case of *E. L. Colnon et al. vs. Pacific Improvement Co. et al.*, involving the right to the waterfront on the south side of Channel Street, between Fifth and Sixth Streets, in the City of San Francisco, and referred to at page 43 of the last Biennial Report, has been tried and judgment rendered by the Superior Court in favor of the Board. This case was of more than usual importance, because of the serious nature of the questions involved. Defendants have perfected an appeal to the Supreme Court, where the case is now pending.

It may not be inappropriate for your Attorney to here express his high appreciation of the uniform kindness and courtesy shown him by the several members of the Board during his term of office now drawing to a close.

Following is a detailed account of the present status of all litigation in which the Board is interested :

E. L. Colnon et al. vs. Pacific Improvement Co. et al.

Since my last report the lower court rendered judgment in this case, deciding every point at issue in favor of plaintiffs.

Defendants have perfected an appeal to the Supreme Court, where the action is now pending.

Michael Klein vs. E. L. Colnon et al.

Action for damages for personal injuries. When my last report was made this action was pending in the Superior Court. On June 27, 1897, plaintiff dismissed the action, and in December, 1897, plaintiff commenced the present action, and the same is now pending in the Superior Court.

* * * * *

O. Erickson et al. vs. E. L. Colnon et al.

Action for damages for personal injuries. Since my last report a verdict and judgment were rendered in favor of defendants. A motion for a new trial is now pending in the Superior Court.

* * * * *

Chas. F. Bassett et al. vs. J. M. Wood et al.

Since my last report defendant J. J. Rauer was granted a new trial, which is now pending.

* * * * *

Ellen Dore et al. vs. Harbor Commissioners et al.

Action for partition. On September 28, 1897, the Court sustained a demurrer interposed by the Harbor Commissioners. The Board is no longer interested in the suit.

* * * * *

Pacific Pine Lumber Co. vs. Harbor Commissioners.

Prohibition to restrain Board from drawing warrant in favor of S. E. Slade Lumber Company. On October 26, 1897, plaintiff dismissed the proceedings.

* * * * *

Pacific Pine Lumber Co. vs. Harbor Commissioners.

Certiorari to review proceedings in regard to S. E. Slade Lumber Company's contract. Three distinct suits. Proceedings dismissed by plaintiff.

* * * * *

People ex rel. Board of State Harbor Commissioners vs. American Surety Company.

Action to recover \$485.57 on bond for damages on account of breach of contract between Board of State Harbor Commissioners and Gallo-way, Townley & Co. Suit compromised and dismissed.

* * * * *

William H. Healy vs. Harbor Commissioners.

Prohibition to enjoin Board from opening bids and awarding contract to cure piles. Proceedings dismissed by plaintiff.

Samuel C. Irving vs. Harbor Commissioners.

Suit in equity to enjoin defendants from opening bids and awarding contract to cure piles. Judgment for plaintiff in Superior Court. Now pending on appeal to Supreme Court.

* * * * *

Paraffine Paint Co. vs. Harbor Commissioners.

Mandamus proceedings to compel awarding of contract for preservation of piles. Writ of mandate granted, and appeal taken to Supreme Court, where same is now pending.

* * * * *

Joseph Warren vs. E. L. Colnon et al.

To recover \$25,000 damages for personal injuries. Action commenced September 1, 1898, and is not yet at issue.

* * * * *

Union Transportation Co. vs. Charles F. Bassett et al.

New trial granted, and case remanded to Superior Court, where same is now pending, with prospect of an early dismissal.

* * * * *

Martin vs. Harbor Commissioners.

Since my last report this action has been dismissed.

Respectfully submitted.

TIREY L. FORD,
Attorney for the Board.

EXHIBIT V.

REPORT OF ARCHITECT.

SAN FRANCISCO, July 1, 1898.

To the Honorable the Board of State Harbor Commissioners, Union Depot and Ferry House, San Francisco, California:

GENTLEMEN: In submitting to you a report on the construction of the Union Depot and Ferry House, I desire to say that the building will be entirely completed and formally opened on July 11, 1898.

My appointment as Architect was made by your Board on February 26, 1896, at which time no actual work had been done on the superstructure, the foundation alone having been completed.

Contracts had been entered into on January 23, 1896, for the work embodied in the specifications, for masonry; carpenter, plastering, and glazing; roofing and galvanized iron; painting; and plumbing and gasfitting; and on March 20, 1896, for the constructional steel and cast iron work.

Owing to litigation in regard to what law governed the Board in the construction of the depot, unavoidable delay had been occasioned up to this time, but upon its settlement the steel and cast iron work was commenced and proceeded so rapidly that on May 1, 1896, a large quantity of that material had been set, continuous progress being made until it was finally completed on December 2, 1897, or nineteen months from the time of commencement.

I do not consider the length of time occupied in erection of the steel work excessive, when the enormous amount of material is considered, together with the difficulties encountered in the erection, it being performed over the heads and in the midst of the thousands of passengers traveling daily underneath. The whole was accomplished without the loss of a single life on the part of the traveling public, nor the slightest injury being inflicted, which I consider very creditable to the contractors engaged upon the work.

Another matter which should be mentioned is that, as originally contemplated, the building was to be erected in three sections, each one of which was to be nearly finished before the next was commenced; no attention, however, was paid to the sections, the whole structure being erected continuously, thereby saving much time, although involving more care for the safety of the public.

During the erection of the steel work each of the other contractors had been making preparations to commence his work at the proper time.

The most important one of these was the masonry contract, and through which another delay occurred, for the following reason: The material originally specified to be used for the exterior of the building was Oregon gray sandstone, it being the cheapest stone offered under the bids of December 10, 1895, all other stone material being much higher.

In March, 1896, the contractor for masonry offered to supply Colusa stone, from Sites, Colusa County, in place of the Oregon gray, without any increase in price, although under the original bids Colusa stone would have cost \$53,000 more had the Board desired to use it. The subject was taken up by your Board and investigation made as to the quality of the stone by sending experts to examine the quarry and to have analyses made to ascertain its component parts.

The experts reporting favorably as to the good qualities of the Colusa material, and that, in their opinion, it was harder and more durable than the stone specified, your Board therefore, on April 10, 1896, entered into a supplementary contract with the contractor for masonry, allowing the substitution to be made.

A suit was immediately commenced by the agents of the Oregon stone to enjoin the Commissioners from making the change, and six months elapsed before a decision was rendered by the courts, resulting favorably to your Board. During all this time no work could be done by the contractor, for the reason that he could not know how it would terminate; but upon the decision being rendered he commenced quarrying and cutting stone, delivering and setting the first shipment about November 1, 1896, and progressing continuously until completion, April 6, 1898, a period of about seventeen months, a not unreasonable time when the magnitude of the work and the difficulties under which it was conducted are considered.

During the progress of the work other important changes were made in the class of material used, at slightly increased expense, one of them being the substitution of the expanded metal and concrete arches for the terra cotta arches originally specified. This change was not made without an exhaustive examination being made of the qualities of the expanded metal and concrete combination, and in order to determine them two specimen arches were constructed at the building, in exactly the position they were to occupy finally, and it was found that the proposed form of construction answered all the purposes of weight-bearing qualities. To demonstrate this it will only be necessary to say that a test of one of the arches revealed the fact that it would support without deflection a uniformly distributed load of 744 pounds per square foot, the greatest load the arches being required to carry being 75 pounds per

square foot. In other words, the strength of the arches was ten times greater than the work they were called upon to perform.

The object in making the change to the expanded metal arches and in eliminating the terra cotta was in order to obtain marble finish for the grand nave. This nave or central portion of the building on second story is 45 feet wide by the length of the building, 659 feet. The piers were originally to be constructed in enameled brick; the spaces between the same on the westerly side were in the same material, and on the easterly side between the piers there were wooden partitions. Your architect desiring to obtain marble wainscoting in place of the wood and enameled brick, submitted the conditions to the contractor for masonry, and he agreed to make the changes for a slight increase over his contract price, some few other items being taken into consideration at the same time.

This change to marble has resulted in a vastly improved appearance of the nave, the marble wainscoting, which is 12 feet 3 inches high around the entire walls, being a very attractive piece of work and commanding universal admiration.

Another change which was made was the omission of all partitions in mezzanine story. This part of the building was originally divided into twenty-three offices, and as the Commissioners saw no need of such a large number of rooms, there being no applications to rent any of them, they decided to omit them, together with all other finish of various kinds, suitable deductions being made by the contractors. This was chiefly the result of an application on the part of the State Board of Trade and the State Mining Bureau for quarters in the building which require no partitions. These quarters are now being fitted up and will soon contain the exhibits of the respective boards, forming a very attractive and instructive feature, also greatly admired. The Commissioners are of the opinion, and very justly so, that an exhibit of the products of the State of California, both mineral and agricultural, is fittingly installed in this magnificent building at the entrance to the bay.

Several other changes have been made from the original plans and were necessary by reason of changed conditions as to requirements of tenants. For instance, the space originally devoted to Post Office purposes has been vastly increased by enlargement in the first story, together with a large space in second story set apart for that purpose, enabling an immense amount of mail matter to be handled without loss of time, and making Station D the most important branch Post Office in the city.

All of the changes were made with only two objects in view, first, for the convenience of tenants, and second the improvement of the appearance and quality of the material used in the building.

Before concluding, an enumeration of some of the principal dimen-

sions of this vast building, together with quantities of material used, may be interesting.

Its total length is 659 feet, and the general width 159 feet. From the central portion on the Market Street front a bay projects 28 feet, and 144 feet wide. The total height of the building from top of foundation to top of parapet wall is 54 feet. The size of the tower is 32 feet square, and the height from foundation to the time ball on top is 245 feet, the flagstaff ball being 30 feet higher, making 275 feet extreme height.

There were used in the construction of the building about 5,000,000 pounds of steel and cast iron; 2,000 cubic feet of granite; 30,000 square feet of marble; 53,000 cubic feet of sandstone; 1,450,000 common brick; and 125,700 square feet of expanded metal and concrete floor arches. There are also about 40,000 square feet of mosaic flooring, and 375,000 pounds of galvanized iron, including roofing.

There has been more or less unjust criticism from the public that this building has taken an unusual length of time in erection, but I think that when the facts are considered it will be found that it has been built as rapidly as the average San Francisco commercial building and more rapidly than any other public building in this city.

The date of the steel contract was March 20, 1896, which may be said to be the commencement of work, and the building was completed July 11, 1898, or about twenty-eight months. From this should be deducted six months' delay by reason of litigation connected with the stone question, and perhaps, on a low estimate, two months of rainy days, leaving twenty months as actual building time. Any ordinary sized building of this class, covering 10,000 square feet, takes a year or more to build. The Ferry covers about 107,000 square feet of surface, or more than ten times that of an ordinary building, and it certainly is no more than fair to suppose that it would take six or eight months longer in erection.

In closing I desire to say that at all times during the progress of the work I have always had in view the improvement of the building, so far as the funds at the disposal of the Commissioners would allow, and, in suggesting changes, have not desired, in any manner, to criticise the designs as shown on the original plans. Had the former architect lived to complete his work he undoubtedly would have suggested similar alterations to those I have made, and was probably only deterred from using some of the present constructional material on account of the cost, then thought to be too great.

I desire to return thanks to your Chief Engineer, Mr. Howard C. Holmes, for his courtesy and assistance throughout the progress of the work, and to yourselves, gentlemen, for the uniform consideration of which I have been the recipient at all times.

Yours respectfully,

EDWARD R. SWAIN,
Architect Union Depot and Ferry House.



FRANCE

1871

1871

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

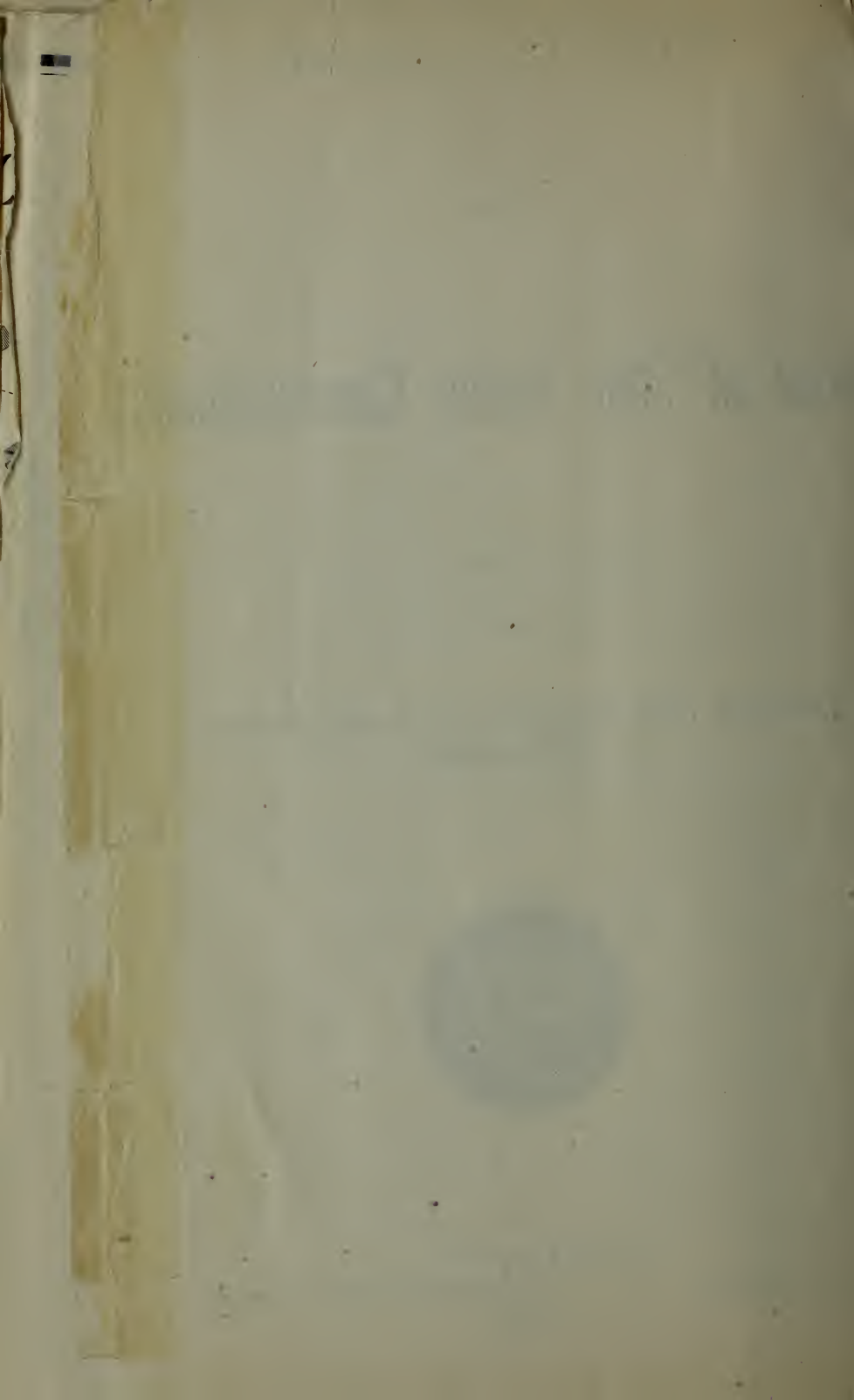
FOR THE

TWO FISCAL YEARS COMMENCING JULY 1, 1898, AND ENDING
JUNE 30, 1900.



SACRAMENTO:

A. J. JOHNSTON, : : : SUPERINTENDENT STATE PRINTING.
1900.



BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CAL., September 1, 1900.

HON. HENRY T. GAGE, *Governor of California, Sacramento, Cal.:*

SIR: The Board of State Harbor Commissioners, pursuant to the requirements of law, beg leave to respectfully submit the following report for the two (2) fiscal years commencing July 1, 1898, and ending June 30, 1900—showing a full and complete statement of receipts and disbursements during the period named, together with other matters connected with the administration of harbor affairs at the Port of San Francisco.

For convenience by way of reference, statements appear in this report under exhibits, as follows:

Exhibit A—Summary of receipts and disbursements during the last two (2) fiscal years; showing also amounts remitted to State Treasurer.

Exhibit B—Statement showing the condition of the San Francisco Harbor Improvement Fund June 30, 1900.

Exhibit C—Statement showing the condition of the San Francisco Depot Sinking Fund, June 30, 1900 (per books of State Treasurer).

Exhibit D—Statement showing the condition of the San Francisco Depot Fund, June 30, 1900.

Exhibit E—Comparative statement of receipts and disbursements from the organization of the Commission on November 4, 1863, up to June 30, 1900.

Exhibit F—Statements of receipts and disbursements for the two (2) fiscal years ending June 30, 1900; showing whence the revenue was derived and the purposes for which expended.

Exhibit G—Itemized statement of Harbor Improvement Fund, for the two (2) fiscal years ending June 30, 1900; showing monthly remittances to the State Treasurer and payments made by drafts on State Controller.

Exhibit H—San Francisco Depot Fund, with itemized statement of disbursements made.

Exhibit I—San Francisco Depot Sinking Fund, showing total amount transferred thereto from San Francisco Harbor Improvement Fund, under an Act of the Legislature approved March 17, 1891.

Exhibit J—Balance sheet from the organization of the Commission, November 4, 1863, to June 30, 1900.

Exhibit K—Construction Account No. 1, showing contracts under way at the date of last Biennial Report, and since completed.

Exhibit L—Construction Account No. 2, showing work contracted for and completed within the last two (2) fiscal years.

Exhibit M—Construction Account No. 3, showing work contracted for within the last two (2) fiscal years, but not yet completed.

Exhibit N—Construction Account No. 4, Seawall constructed from 1878 to 1893, showing cost of same.

Exhibit O—Construction Account No. 5, Belt Railroad, its cost and maintenance and revenue derived therefrom.

Exhibit P—Construction Account No. 6, Union Depot and Ferry House.

Exhibit Q—Statement of cost of dredging, by years, since June 30, 1875.

Exhibit R—Statement of foreign and domestic tonnage entering the Golden Gate, by years, since 1864.

Exhibit S—Report of J. B. Harries, Expert Accountant.

Exhibit T—Report of Howard C. Holmes, Chief Engineer of the Board.

Exhibit U—Report of James H. Budd, Attorney of the Board.

IMPROVEMENTS.

As shown by detailed statements under Exhibits K, L, and M, of this report, many important improvements have been made along the water front within the past two years.

WIDENING OF JACKSON STREET WHARF.

For many years the business on this wharf has been increasing steadily. It has been estimated that one half the fruit and produce arriving in San Francisco from the interior has been landed on this pier. The steamers landing thereat run up the Sacramento and Mokelumne rivers and into the great fruit and produce sections adjacent thereto. During the rush of the busy season on this wharf, continuing from July 1 to December 1, the pier was inadequate to afford easy and satisfactory ingress and egress of teams, owing to the immense volume of fruit and produce being landed daily during the period named. In March of this

year the Board determined to relieve the situation at this wharf and have widened the pier thirty (30) feet, making the dimensions of the wharf now 600 feet in length by 110 feet in width, instead of 600 feet long by 80 feet wide as formerly. Deducting the 40 feet of roadway, which is kept clear to enable teams to pass in and out, the freight room on Jackson Street Wharf before it was widened aggregated 24,000 square feet. Widening the pier increased the measurement by 18,000 square feet, making the freight room now amount to 42,000 square feet instead of 24,000 square feet as formerly.

This large increase of the freight capacity of the wharf, almost equal to that of an additional pier, remedies a difficulty of long standing, and is a source of great benefit and convenience to farmer, merchant, and drayman as well.

NEW WHARF AT HOWARD STREET No. 3.

On December 6, 1899, the Board entered into a contract for the construction of a new wharf at Howard Street No. 3, and the same is now nearing completion. It is built on concrete cylinder piers somewhat similar in construction to Pacific Street Wharf and Folsom Street No. 1, with the exception that the cylinders encasing the concrete in Howard Street No. 3 are constructed of wooden staves 3x6, and 3x4 yellow fir, in lieu of boiler steel. The substitution of wooden for steel cylinders was recommended by the Chief Engineer of the Board as a matter of economy.

The estimated cost of steel cylinders $\frac{3}{16}$ of an inch thick and 4 feet in diameter is \$4.50 per lineal foot, while the cost of wooden stave cylinders of the same diameter is only about \$1.50 per lineal foot. The purpose of using a cylinder at all is simply to encase the concrete filling therein and permit it to harden. When the cylinders that were first used, those made of steel in Pacific and Folsom Street wharves, it was conceded that in a few years, more or less, the steel would rust away, but that after it did, the pillar of concrete formed within would remain as perfect in its supporting power and effectiveness in every particular, after it had once hardened, without the cylinder encasement. There is no doubt but that the concrete hardens and becomes solid in from three to six months, so the latter is the maximum length of time necessary for the cylinder proper to remain in place. The wooden cylinders can be driven into the mud as readily as the steel. They answer the same purpose of an encasement and are just as easily made water-tight, so that the concrete mixing process, as called for by the specifications for the work, can be as effectively accomplished with the wooden as with the steel cylinders.

In the new Howard Street Wharf No. 3 (Pier 10) there are 162 wooden cylinders, aggregating 7,470 lineal feet; figuring the same at

\$1.50 per lineal foot, these cylinders cost about \$11,205. Had steel cylinders been used, the cost of the same would have been \$33,615, or \$22,410 more than the wood.

In the construction of this new wharf, it has been the chief aim and desire of the Board to make it of the most modern design. It will have a carrying capacity of 500 pounds to the square foot, and being 450 feet in length and 100 feet in width will hold nearly 12,000 tons of freight.

Constructed on concrete piers like Pacific and Folsom Street No. 1, its foundation will be impervious to the attacks of marine worms, and in carrying capacity will exceed any wharf on our water front.

The entire cost of this structure, including shed, will be about \$65,000.

UNITED STATES TRANSPORT WHARVES.

Simultaneously with the memorable naval victory by Admiral Dewey and his brave men at Manila Bay, resulting in the acquisition by this country of the Philippine Archipelago, the United States Government Transport Service between San Francisco and these eastern islands was inaugurated. The large force of United States troops sent to the Philippines embarked from here, and the volume of Government stores and supplies shipped from this port must be calculated by the thousands of tons. The establishment of the headquarters for the United States Transport Service here was indeed a great benefit to San Francisco. It augmented the trade of our merchants, and opened up a new avenue of labor for our artisans, mechanics, and workmen generally. This Board assisted in every way possible in providing the best facilities in the port for the shipping accommodations of the Government. Folsom Street Wharf No. 1, one of our most modern piers, was assigned, and is now used by the Transport Department. All the wharf conveniences in the way of offices, etc., were arranged for its use. Whenever additional wharf room was needed by the Government in dispatching vessels, berths at other wharves were assigned.

The business of the service still continues in great volume, so much so that Colonel O. F. Long, General Superintendent, Army Transport Service, on behalf of the Government, some time ago requested that an additional wharf be assigned to the service. The Board, after several conferences with Colonel Long, and his chief assistants, at which suitably located wharves were considered, has determined to assign to the Government, in addition to Folsom Street Wharf No. 1, Steuart Street Wharf, Pier 20. So that this pier will conform to the requirements of the Transport Service and afford all necessary room and accommodations, a contract has been awarded for the lengthening of the same 300 feet, which will make it a pier 760 feet in length instead of 460 feet as formerly. The cost of this improvement will be about \$40,000.

FREIGHT AND PASSENGER ACCOMMODATIONS FOR THE SANTA FÉ RAILROAD SYSTEM.

The advent of the Santa Fé System as a competitive transcontinental railroad into San Francisco, made it necessary for this Board to provide suitable facilities for the inward and outward movement of the company's passengers and freight. The company having purchased a block of land contiguous to the bay, bounded by Spear and Main, Harrison and Bryant streets, for freight depot purposes, made application and requested this Board to build for its use a car ferry slip at the foot of Main Street, which lies adjacent to the block of land purchased by the company.

By way of explanation, it may be well to state that the freight to and from San Francisco, handled by the Santa Fé System, moves via Point Richmond on the Contra Costa shore of the bay. At this point, the loaded cars are moved on board barges, which are towed to San Francisco, and the cars are then moved from the barges to the company's freight depot. The outward freight from San Francisco is handled on the same principle. The car ferry slip alluded to is required to enable the barges to be docked, and in such a way that the freight cars can be moved thereon and therefrom, to and from the company's freight depot on the land contiguous to the bay.

On September 19, 1899, the Board awarded a contract for the building of this car ferry slip under plans and specifications carefully prepared by the Chief Engineer, and designed on the most modern plan of construction. The cost of this work was \$41,350.23.

In addition to the freight requirements of the Santa Fé System, passenger accommodations had also to be provided for the company.

As a competitor for transcontinental trade in passengers and freight, the Santa Fé System operates through thickly settled and productive sections of our State. Therefore, this Board, representing the commonwealth in the management of this metropolitan harbor, has considered it to be its plain duty to afford this company facilities to conduct its business equally proportionate to those accorded other railroad companies.

To enable this to be done, and to permit the Santa Fé passenger service to be conducted at the Union Depot and Ferry House, at the foot of Market Street, a number of changes in assignments thereat, and many alterations within the building itself, involving a considerable expenditure, had to be made. We are pleased to say that satisfactory arrangements have been made, whereby the Santa Fé passenger steamer has been assigned to Slip No. 3, and commodious waiting and baggage rooms, together with a suitable ticket office for the company, have been provided for within the Ferry Building, and this has been accomplished

without impairing the facilities of the three other railroad companies operating ferry systems from this point.

NEW FISHERMAN'S WHARF.

As set forth in a succeeding portion of this report, the Board has determined to construct four new wharves between Union and Lombard streets.

In order to do this, however, old Fisherman's Wharf, located near the foot of Union Street, had to be torn up. Before the same could be torn up, new quarters for the fishermen must be provided. As they use very small craft in the conduct of their business, the Board determined to locate new quarters for this industry on a portion of the water front not likely to be required for general shipping. Accordingly, a site at the foot of Taylor Street, just west of the north end of the Seawall, has been selected. Owing to the ground swell on the bay at this point, to afford ample protection to the fishing craft it was determined, after many conferences with representatives of the fishermen, to build a breakwater 785 feet in length, and a suitable wharf on the inside of this breakwater between the latter and the shore line. The wharf has been already constructed, and the building of the breakwater is progressing rapidly and will soon be completed.

This is a very advantageous improvement, and while the change will provide the fishing industry with more suitable accommodations, the removal of the fishermen from the location so long occupied by them and which is so admirably adapted for general shipping purposes, will enable this Board to make needed wharf improvements at this point.

The cost of improvements made for wharf, breakwater, sheds, etc., for the fishermen will aggregate \$20,000.

NEW POSTOFFICE BUILDING.

In the arrangement of the Union Depot and Ferry House a portion of the lower floor and a portion of the second story off the Grand Nave were allotted to the United States postal authorities for the maintenance of a Branch Postoffice, known as Station "D."

The needs and requirements of the Santa Fé Railroad System at the Ferry Depot made it necessary to remove this postoffice from the building.

The district covered by Station "D" embraces all that portion of the city east of Montgomery Street, which includes the great wholesale business section of San Francisco. In addition to this, all the incoming and outgoing mail of the city is directly handled at this station, so the volume of business transacted thereat makes it really more like a general postoffice than a branch station.

After repeated conferences with Postmaster Montague and Inspectors Monroe and Irwin, at which the many details of a new postoffice building were thoroughly considered, the Board, on March 5, 1900, awarded a contract for the construction of a new postoffice, south of the Ferry Building, near Mission Street. The building will cover an area of about 18,700 square feet; its greatest length being 234 feet, and the greatest width, 94 feet.

Electric wiring for lighting purposes will be placed throughout the building, and all other needed improvements will be made. The total cost of this work will be about \$30,000.

LENGTHENING OF MAIN STREET WHARF.

This wharf adjoins the freight ferry slip of the Santa Fé System. In order to provide for Oriental business in connection with the operation of this system, the Board has lengthened this pier 230 feet, making it now 800 feet in length, instead of 570. This length is sufficient to enable the largest vessel afloat to dock alongside the wharf. Ship and car now meet at this point.

Many other improvements have been made since the last Biennial Report of this Commission, such as the widening of Green Street Wharf 10 feet, making it now 90 feet in width, instead of 80 feet; adding 10 feet to the width of La Rue's wharf, and extending shed on same; constructing Ferry Slip No. 7 and the placing of a new hydraulic apron thereat; and various other work, reference to which in detail would take up too much space herein.

BELT RAILROAD.

One of the most important departments under the administration of this Commission is the Belt Railroad. This road extends from Powell Street to Broadway, and the Seawall constructed on the north end of the water front, together with some of the lots acquired by the State in the construction of said Seawall, are used for yard room, sidings, and freight depots.

Prior to the construction and operation of this road, the several railroad companies, excepting the Southern Pacific, had no freight terminals in San Francisco. The freight car terminal of the North Pacific Coast Railroad was at Sausalito, that of the San Francisco and North Pacific Railroad at Tiburon, while that of the South Pacific Coast Railroad was on the Alameda side. This condition of things occasioned transferring of freight from cars to steamers or barges at points named, for delivery in San Francisco. The outward freight from this city was transported by steamers and barges to points named and there loaded on cars for points of destination in the interior. The extra handling of freight

occasioned by this method of doing business must have been quite costly to the companies and shippers and a source of great inconvenience generally.

The Belt Railroad has remedied these conditions. Each of the companies named have been assigned commodious freight depots and yard room on the line of the road, at which they receive and dispatch their freight business. The locations of these freight depots and car terminals are very adjacent to the wholesale business center of the city, and the drayage haul to and from is considerably less than to and from the freight yard of the Southern Pacific Company, located on the south end.

The Southern Pacific Company (broad gauge), during the first five years of the operation of the Belt Railroad, practically did no business on said road. In 1898, the advantage of landing freight-laden cars at this north end was recognized, and since then the car movement by the Southern Pacific Company on the Belt Line has continuously increased.

During the past four years the car movement by the several railroad companies on the Belt Line has been as follows:

Companies.	Fiscal Years ending June 30.			
	1897.	1898.	1899.	1900.
S. P. Co. (narrow gauge)	6,587	7,137	7,795	8,758
S. P. Co. (broad gauge)		969	3,568	6,292
S. F. & N. P. Co.	6,056	6,893	8,422	7,755
N. P. C. R. Co.	2,276	2,521	2,950	2,834
Santa Fé Co.				225
Total	14,919	17,520	22,735	25,864

The above table shows the number of cars received and moved by the State from the car ferry transports of the different companies which docked at slips near Lombard Street. As all the cars received by the Belt Line are returned aboard the car ferry transports, the actual number of cars moved and switched by the State would be twice the number received.

So, therefore, to show the increase in volume of business done, there were switched—

For year ending June 30, 1897	29,838 cars
For year ending June 30, 1900	51,728 "
Excess of last year	21,890 "

or an increase in four years of 73 per cent.

The Santa Fé System finds that the block of land purchased by said company near the car ferry slips at Main Street for freight yard purposes will be inadequate for its business. The said company has applied to this Board for relief in this direction, and hereafter a part of its freight traffic will be handled on the Belt Railroad System.

This increase, together with the increased volume of business now performed for the other railroad companies, and particularly for the Southern Pacific (broad gauge), has made the acquisition of more yard room for Belt Railroad purposes imperative. The Board has therefore canceled the rental privileges on Seawall lots Nos. 5 and 6, and has served notice on the Pacific Coast Company and the Oregon Coal and Navigation Company that their occupancy of Seawall lots Nos. 14 and 15 must be relinquished on May 1, 1901. With these additions, and the necessary extension of trackage thereon, the Board is in hopes that the increased business on the Belt Railroad can be expeditiously managed. During the past two years much work has been done in repairing the road—placing new rails on the main line, and extending switches contiguous to manufacturing and other business enterprises located at the northern portion of the water front.

Exhibit O contains a full financial statement of the Belt Railroad since its organization.

WHARVES AND BULKHEADS—REPAIRS, DREDGING, ETC.

On the San Francisco water front there are 37,400 lineal feet of wharf room for the accommodation of the shipping of the port. This includes the length of the two sides of wharves projecting out into the bay from the bulkhead or shore line; also the length of Sections A, B, 1, 2, 3, and 4 of the Seawall, alongside of which vessels lay broadside thereto. In addition to this berth capacity for general shipping, there are about 5,200 lineal feet of bulkhead shipping space. The wharves are distant from each other from 175 to 200 feet. This bulkhead space embraces the room on the bulkheads represented by the distance between the wharves, and is utilized to advantage by small sail and steam craft.

Deep water in this large berth space for vessels at the wharves, together with the approaches thereto and the basins between, is a matter of the first importance. As there is considerable shoaling, the two dredgers belonging to the State have been kept constantly employed so as to maintain a sufficient depth of water for vessels of the greatest draught.

During the last two fiscal years, 1,342,500 cubic yards of mud was dredged out, at an average of 8.98 cents per cubic yard, as shown by detailed account of this department under head of Exhibit Q.

The floor space of wharves and bulkheads embraces about 2,000,000 square feet. During the past year, the daily volume of merchandise

passing over the same is estimated to have been 12,730 tons, and of this tonnage the greater part was moved to and from the water front by teams. So, therefore, an idea of the wear and tear thereon can readily be formed, and the consequent labor necessary to keep the same in good condition and repair, so as to preclude damage to life and property, and to afford convenient and safe accommodations by the State to all commercial interests. The State also has exclusive control over East Street, and as this is the busiest thoroughfare in San Francisco, over which passes the heaviest traffic, it is very necessary to always keep it in good condition.

A large repair force has been kept employed to do all this very necessary work, and we take a pardonable pride in referring to the present good condition of the property under the charge of the Board.

The wharves of San Francisco are built on piles, excepting Pacific Street, Folsom Street No. 1, and Howard Street No. 3, which have been constructed on cylindrical piers of concrete.

The last Biennial Report of this Board referred in detail to the constant ravages, on piles driven in the waters of our bay, by the marine worms known as the *Teredo navalis* and *Limnoria terebrans*, so it would be merely a repetition of what was said in the last report for this Board to take the subject up in detail herein.

As the piles under the different wharves become defective, either through the attacks of the marine worm or otherwise, they should be replaced with piles preserved to resist the ravages of these marine pests. It has been the policy of this Board to do so, and the same course should be continued. In point of economy, by the lengthening of the life of the piles, such a course is desirable, aside from the additional safety the use of prepared piles serves in sustaining the great weight resting upon them. As wharves built upon piles reach such a condition that the entire structure must be replaced, they should be rebuilt on the cylindrical concrete pier system, the same as the three new wharves already built thereupon, and the four new wharves to be built between Union and Lombard streets. The concrete piers are absolutely impervious to the ravages of the marine worms.

While on this subject it may be well to say that hereafter, in constructing sheds over wharves, the Board has determined to build the same with galvanized iron sides and either galvanized iron or slate roof. The sheds thus far constructed on our water front have been entirely of wood. The disastrous fires which have occurred in New York harbor and elsewhere have led this Board to investigate the subject-matter with a view of minimizing the danger of fire on our wharves. The use, hereafter, of galvanized iron and slate construction on wharf sheds will

lessen that danger, and, moreover, make the structures much more permanent.

Wharves built on concrete piers and covered over with galvanized iron sheds require just one more essential in construction to establish their permanency, and that is the treatment of the large wooden caps and stringers by some method which will preserve them from dry rot. This, the Board has determined to do.

INCREASED COMMERCE OF SAN FRANCISCO.

Since the date of our last Biennial Report, changed business conditions have arisen.

The commerce of the Port of San Francisco during the past two years has shown a healthy and in many respects a wondrous increase. It seems now an absolute certainty that our shipping trade will continue to increase, and increase rapidly henceforward year by year.

The trade with the Orient shows signs of marvelous development. The trade with Alaska and the Territory of Hawaii is constantly increasing. The ocean traffic with South America, Australia, and our domestic ports on the Atlantic seaboard never presented an outlook so encouraging; while that with European centers has made strides which in point of business volume and magnitude has surprised the most sanguine of our commercial enthusiasts.

That our forecast is not exaggerated, we need only refer to the fact that a number of applications have been received for wharf room at our piers by a number of new companies who intend engaging in the ocean-carrying trade and to place in service the most modern design of steamships, the construction of which vessels is now being hurried to completion.

Many of the old organized companies are placing additional vessels in service to meet the requirements of increased trade. A comparison of business done on the water front during the past five years affords the most convincing proof that our volume of trade is on the increase.

The following table shows the volume of merchandise, inward and outward, passing over the wharves and bulkheads under the jurisdiction of the State:

For the fiscal year ending June 30, 1896	3,848,461 tons
For the fiscal year ending June 30, 1897	3,657,218 "
For the fiscal year ending June 30, 1898	3,894,362 "
For the fiscal year ending June 30, 1899	4,154,443 "
For the fiscal year ending June 30, 1900	4,646,157 "

The merchandise movement for the fiscal year ending June 30, 1900, over the fiscal year ending June 30, 1896, shows a gain of 797,696 tons, or an increase in five years of 20.08 per cent.

In view of this marked increase in the commerce of this port, and the almost absolute certainty that business henceforward will show additional strides, the Board has given much careful consideration to the subject of additional wharf facilities which the increased trade in the shipping of the port demands. To insure the permanency of our commercial prosperity, the accommodations of the port must be of the best, and as good as are afforded in any part of the world. Promptness and dispatch in the docking of vessels and the handling of cargoes, both inward and outward, is a matter of much concern to ship-owners and the consignees of merchandise.

Delays, caused by lack of port facilities, are alike expensive to ship-owners and consignees of cargo, and now with so many competitive ports seeking trade, one against the other, energy and progressiveness by Harbor Boards must be exercised. Our trade has advanced so in volume that more wharves are necessary, and not only one pier, but several, must be built, and at once.

ENABLING LEGISLATION.

Realizing the necessity of extensive improvements with a view of affording ample accommodations to the shipping of the port, and as the funds at the disposal of the Commission were not sufficient to allow the Board to proceed with the necessary work without some enabling legislation, the following letter was addressed to your Excellency under date of December 13, 1899:

SAN FRANCISCO, CAL., December 13, 1899.

HON. HENRY T. GAGE, *Governor of California, Sacramento, Cal.:*

SIR: The commercial community seem to be a unit on the proposition that the traffic by water to and from this port will, within the next two (2) years, show an unprecedented increase. Already there is every indication that this expected large volume of commerce is gradually finding its way to San Francisco.

For the past ten (10) months, while our harbor facilities have been sufficiently ample to accommodate the shipping, it nevertheless required all the wharfage room at the disposal of this Commission to meet the requirements of the increased trade of the port during that period.

It is a fact that there has been a scarcity of tonnage this season to move for export our grain crop. This fact is verified by the crowded condition at the present time of the large grain warehouses at tide water at Port Costa, and the similarly crowded condition of the interior warehouses throughout the State. Vessels engaged in our export grain trade arrive at this port first with an inward cargo. Had the number of vessels arrived here during the last four months that the volume of our grain for export justified, it must be admitted that our harbor facilities would have been inadequate to meet the demands of the trade.

In anticipation of a much larger volume of shipping to and from this port, the Board of State Harbor Commissioners have been earnest in their efforts to provide increased wharf accommodations, so that all vessels, foreign and domestic, entering our harbor, shall be given prompt and convenient facilities to discharge their inward and load their outward cargoes with as quick dispatch as can be afforded elsewhere.

Should the business of the port, however, increase to such an extent as is now gen-

erally conceded that it will, legislation will be necessary to enable this Commission to accommodate the modern-built vessels with wharf facilities.

The present outline of the San Francisco water front was arranged years ago, when the greatest length of vessels entering the port was from 200 to 300 feet. At the time when these conditions existed, the Legislature by law (which is still in effect) prohibited the Harbor Commissioners from extending wharves out more than 600 feet from the bulkhead line, inasmuch as with the vessels then in service four of them, two on each side, could be moored alongside of a wharf 500 or 600 feet in length. Vessels now afloat and being built in the shipyards of the world vary from 400 to 700 feet in length. Such vessels have been coming to this port, and their number will henceforward increase, and, therefore, it can readily be observed that our dockage room at wharves 600 feet in length, and less, has become minimized.

The law should be so amended as to permit the extension of wharves out a distance of 800 feet from the bulkhead line, instead of 600 feet, as provided for by the present law. While this Commission hope to be able, within the next twelve months, to commence to build three new wharves of the most modern construction at an estimated cost of \$180,000 for the three, and pay for the same from the revenues of the Board, yet it is quite certain that a greater number of new wharves, as well as other improvements, will be necessary to keep pace with the trade heading this way.

These improvements cannot be undertaken by the Board until sufficient funds have been accumulated from the revenues, and to wait until then might possibly jeopardize the volume of shipping. To overcome this requires some enabling legislation, authorizing this Commission, whenever they find it necessary in order to provide for the construction or repairs of any work deemed necessary for the convenience of commerce, to pledge the revenue of such work for and during a period not exceeding five years from the date of such contract.

No risk should be assumed in not being able to afford all necessary accommodations for any increased shipping that may come hither.

Therefore, in view of the circumstances and conditions outlined herein, this Board would respectfully petition you to convene the Legislature in extraordinary session for the purpose of amending the law relating to the Board of State Harbor Commissioners, so as to enable said Board to provide additional harbor facilities for an increased trade in the Port and Harbor of San Francisco.

Very respectfully,

PARIS KILBURN,
P. J. HARNEY,
RUDOLPH HEROLD, JR.,

Board of State Harbor Commissioners.

We concur:

JAMES H. BUDD, Attorney for Board.
HOWARD C. HOLMES, Chief Engineer.
WM. D. ENGLISH, Secretary.

You convened the Legislature in extraordinary session January 29th, of this year. Among the subjects embraced in your proclamation to be considered were matters of harbor legislation, as follows:

First—"An Act to amend Section 2524 of the Political Code, relating to the Board of State Harbor Commissioners, their jurisdiction, powers, and duties."

This section of the law provided that the length of wharves should not exceed 600 feet from the bulkhead line. The proposed amendment removed the limitation as to the length.

Second—"An Act to amend Section 2527 of the Political Code, relating to the powers of the Board of State Harbor Commissioners."

This section of the law authorized this Board to anticipate the revenues one year in advance for the purposes of making improvements. The proposed amendment authorized the Board to anticipate the revenue five years in advance instead of one year.

Third—"An Act authorizing the State Treasurer to transfer to the San Francisco Harbor Improvement Fund, the sum of thirty-six thousand dollars, now in San Francisco Depot Sinking Fund."

This money had been transferred from the Harbor Improvement Fund to pay interest on Ferry Depot bonds from January 1, 1893, to July 1, 1894. The bonds were not sold until July 12, 1894, so, therefore, there was no interest to pay during said period.

After a careful and thorough consideration of the foregoing measures by the Legislature, they passed both branches by a practically unanimous vote, and were approved by yourself as the Executive.

IMPROVEMENTS UNDER NEW LAW.

To enable the Board to extend wharves a distance of 800 feet or more from the bulkhead line, a new harbor pierhead line must first be established by the United States Government. Accordingly, the Chief Engineer was directed to make necessary soundings and prepare a contour map showing proposed pierhead lines.

These soundings have been taken, the contour map prepared, and the same has been forwarded by your Excellency to the United States War Department at Washington, D. C., with the recommendation that the pierhead line of the harbor be established in conformity therewith.

The authority conferred on the Board by Section 2527 of the Political Code as amended, which permits the Board to anticipate its revenues for five years in advance for the purpose of making harbor improvements, and inasmuch as the immediate necessary harbor improvements involve a considerable cost, and on a credit basis, also some financiering by bidders for the work, the Board deemed it prudent and beneficial to all concerned to obtain the opinion of the chief legal officer of the State as to the operation of the new law and the authority of the Commission thereunder. The following is a letter addressed to the Attorney-General:

SAN FRANCISCO, CAL., March 19, 1900.

HON. TIREY L. FORD, *Attorney-General of California, San Francisco, Cal.:*

SIR: At the late extra session of the Legislature, Section 2527 of the Political Code, relating to the powers of the Board of State Harbor Commissioners, was amended, and said section now reads as follows:

"SECTION 2527. No contract or obligation entered into by the Harbor Commissioners, which creates a liability or authorizes the payment of money, shall be valid or of binding force unless signed by all three of the Commissioners, and countersigned by the Secretary of the Board; nor shall any contract, involving the payment of money, be made by said Commissioners, unless the amount then to the credit of the Harbor Improvement Fund, together with the revenue estimated to accrue up to the time of

the maturity of such contract, over and above the current expenses of the Commission, be sufficient to meet the payments to become due thereon; provided, such estimate of revenue shall be limited, as to time, to five years. Where the work to be done is the construction of a new wharf, bulkhead, or breakwater and its appurtenances, the Board may lease said wharf, bulkhead, or breakwater and its appurtenances for a period not to exceed five years, and for an amount not to exceed the cost of constructing said work, the rents therefrom to be applied, in whole or in part, in payment for the cost of such construction, and said Board may provide in the contracts for the same that the rents therefrom shall be so applied, or the work to be paid for, in whole or in part, from such rents and revenues.

"SEC. 2. All leases hereunder shall be made upon competitive bids after such public advertisement as the Commissioners shall deem sufficient, inviting proposals or bids therefor, and shall be awarded to the person who will pay the amount required to construct such improvements, and execute and take a lease thereof for the shortest period of such time."

On behalf of the Board, I would respectfully ask your opinion as to the powers of the Commission under the section of the Political Code quoted.

Has the Board authority to estimate its revenues for a period of five (5) years in advance, taking as a basis for such estimate the revenue of the preceding five years; and after deducting therefrom the amount estimated for current expenses during said period of five years, enter into contracts to the amount of the difference or any part thereof for harbor improvements, and to stipulate that payments on such contracts will be made at any time within a period of five years from the completion of any and all contract work?

Yours respectfully,

PARIS KILBURN,

President of the Board of State Harbor Commissioners.

The following reply was received from the Attorney-General:

SAN FRANCISCO, CAL., May 4, 1900.

MR. PARIS KILBURN, *President Board of State Harbor Commissioners, San Francisco, Cal.:*

DEAR SIR: Your favor of March 19, 1900, received. You quote Section 2527 of the Political Code as amended in the extra session of the Legislature of 1900, and then ask:

"Has the Board authority to estimate its revenue for a period of five (5) years in advance, taking as a basis for such estimate the revenue of the preceding five years; and after deducting therefrom the amount estimated for current expenses during said period of five years, enter into contracts to the amount of the difference or any part thereof for harbor improvements, and to stipulate that payments on such contracts will be made at any time within a period of five years from the completion of any and all contract work?"

In reply thereto, I have to say, that Section 2527 of the Political Code, referred to above, gives in specific terms to the Board, the power to estimate its revenue for the purposes named in your communication for a period of five years in advance.

The said section, prior to its amendment in 1900, limited the estimate, as to time, to one year, and, as to the amount, to the preceding year, but the amendments in 1900 extended the time to five (5) years and omitted all limitation as to the term of years upon which the estimate of revenue is to be made.

It is a well-settled rule of statutory construction that where power is given to perform an act, the authority to employ all necessary means to accomplish the end is one of the implications of the law, and the omission of any special provision to that end makes it competent for your Board in carrying out the purposes of the Act, to employ all necessary means to fulfill its requirements. (See *Bateman vs. Colgan*, 111 Cal. 580.)

If, in the opinion of your Honorable Board, the taking of the revenue for the preceding five (5) years as a basis for the estimate provided for by Section 2527 of the Political Code, is a reasonable, fair, and safe method of estimating the revenues of your Honorable Board for a period of five years in advance, I know of no reason which would prevent your Honorable Board from pursuing that course.

I am further of the opinion, that under said Section 2527 of the Political Code, as amended in 1900, your Honorable Board has the power to follow the procedure as outlined in the question propounded to me, and as hereinabove set forth.

Very truly yours,

TIREY L. FORD,
Attorney-General.
By WM. M. ABBOTT,
Deputy Attorney-General.

With this opinion of the Attorney-General, the Attorney of the Board, ex-Governor James H. Budd, fully concurs.

In view of this enabling legislation, the Board has determined to construct two ferry slips at Section 3 of the Seawall, and four new wharves; each of said wharves to be 600 feet in length and 100 feet in width, and to be located between Union and Lombard streets.

The two ferry slips will be for the use of the steamers of the different railroad companies engaged in transporting freight cars intended for the Belt Railroad.

These slips will be, in construction and equipment, the most modern. The four new wharves will be built on concrete cylinder piers, with a loading capacity of five hundred pounds to the square foot. In every detail they will be constructed on the most permanent and modern basis.

Plans for the construction of this new work have been already prepared. Bids, however, have not yet been asked on the work, owing to a question of a patent right on the method of constructing the wharves having arisen. This matter has been referred to the Attorney-General of the State and the Attorney of the Board for investigation and report. This is the only difficulty interfering, and when we ascertain the legal rights of the State in the premises, bids for the work will be called for, and when contracts are awarded the work will be hurried to completion as rapidly as possible. In connection with this work, among the provisions included in the specifications for same, will be the following:

Bids will be received for the construction of the two car ferry slips and for each pier, separately; also, for the five structures as a whole. The Board reserves the right to accept bids and award contracts for any portion of the work and reject the others, or of accepting the bids for the work as a whole, whichever, in the judgment of the Board, may be for the best interests of the State. If any bid on the entire work as a whole is less than the sum of the bids separately, then the bid on the whole will be deemed the lowest.

Terms of Payment.—Twenty per cent of the contract price (i. e., by warrants drawn against the San Francisco Harbor Improvement Fund) to be paid during the construction and up to the time the work is completed. The remaining eighty per cent to be paid in four years' time from the time of completion and acceptance of the various structures, as follows: Twenty per cent annually in equal quarterly payments, or, in sixteen equal payments, to be made every three months from the time of completion. Estimates will be made from time to time as the work progresses. The deferred payments will be made by warrants drawn against the San Francisco Harbor Improvement Fund. The Board reserves the right to pay any warrant before maturity, and for such payment to be entitled to a discount equal to five per cent annually.

These four new wharves will greatly facilitate the demands for shipping accommodations in our harbor, and will relieve the congestion experienced more or less during the past year. The location of the piers is very desirable, not alone in point of shelter from any possible storm, but also by reason of their convenience in being so close to the many warehouses situated at that section of the water front.

While these new wharves and ferry slips will be a great addition to our port facilities, yet the further enlargement of shipping room on our water front must be vigorously continued.

The Board has determined to remove the floating drydock from its present location between Spear and Main street wharves, to Central Basin, near the Arctic Oil Works. This proposed location is a very suitable one, and perfectly satisfactory to the Drydock Company. The present location of the drydock is convenient to the business center of the city, and very desirable for shipping purposes. When the change alluded to is made, additional wharf room can be provided at this point.

Great inconvenience and confusion at times are caused by vessels laying up for repairs at wharves centrally located, and which could be used to advantage by vessels either loading or discharging cargo. To remedy this difficulty, the Board has determined to construct two wharves for vessels undergoing repairs. These wharves will be located in Central Basin, adjoining the new drydock site. Plans have already been prepared for these improvements.

SEAWALL.

The Seawall along the water front extends from the foot of Taylor Street, thence in a southeasterly and southerly direction to a point 208 feet south of the Ferry Depot near Mission Street.

The cost of maintenance on the portion of the water front covered by the Seawall is much less than the cost on the south end over which it does not extend.

✓ The Seawall makes a desirable thoroughfare for the immense traffic carried on over water-front property, while on the south end the immense traffic has to be teamed over wooden bulkheads which give way under continuous strain. The cost of keeping these wooden bulkheads and roadways in good order and condition is quite large.

When the wharf additions previously referred to herein shall have been completed, then the extension of the Seawall south from its present terminus must be taken up. By extending the same as far as Channel Street the State would come into the possession of twenty-four (24) fifty-vara lots, and in addition thereto the realignments of the water front at

the south end, as indicated, would make room for seven (7) additional wharves to the present piers located in that section.

EXPERT'S REPORT.

Attention is respectfully called to the report of J. B. Harries, expert accountant, on the books and accounts of the Board, embraced in Exhibit S.

CHIEF ENGINEER AND ATTORNEY.

The reports of Howard C. Holmes, Chief Engineer, and James H. H. Budd, Attorney of the Board, appear under head of Exhibits T and U, respectively.

Very respectfully,

PARIS KILBURN,
P. J. HARNEY,
RUDOLPH HEROLD, JR.,
Commissioners.

EXHIBIT A.
SUMMARY OF RECEIPTS AND DISBURSEMENTS.

	RECEIPTS.			DISBURSEMENTS.			Total.
	1898-1899.	1899-1900.	Total.	1898-1899.	1899-1900.	Total.	
From dockage	\$174,831 30	\$189,462 90	\$304,294 20	Salaries of Commissioners, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office	\$91,532 50	\$85,074 10	\$176,606 60
From tolls	207,722 68	232,307 89	440,030 57	Construction, including building of new wharves, slips, sheds, sewers, and roadways, maintenance and repairs of water-front streets, old wharves, buildings, and roadway,	203,560 22	385,662 52	679,222 74
From wharfage	3,270 96	3,558 34	6,829 30	Wharf cleaning	42,026 34	34,003 06	76,029 40
From rents of wharves, seawall lots, special dock privileges, including reserving of berths, ferry slips, Belt Railroad freight sheds and offices	214,850 87	237,668 25	452,519 12	General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses	54,102 91	60,593 79	114,696 70
From sale of old material (urgent repairs)	3,244 73	2,825 43	6,070 16	Office rent, fuel, stationery, printing, legal expenses, lighting wharves, overpaid revenue returned, and other incidental expenses	42,020 36	37,061 82	79,082 18
From Fisherman's Wharf, exclusive of rents	3,142 50	3,197 50	6,340 00	Belt Railroad construction and maintenance	25,539 38	37,476 81	63,016 19
From miscellaneous, damage to property, etc.	2,766 71	470 34	3,237 05	Fire account	5,053 06	5,163 23	10,216 29
From Belt Railroad, switching.	17,090 25	19,402 25	36,492 50	Total disbursements	\$554,434 77	\$645,035 33	\$1,199,470 10
From sale of old material (Dredgers Nos. 1 and 2, and tugs)	89 35	82 15	171 50	Amount remitted to State Treasurer	334,820 27	633,779 53	968,599 80
From dredging .....	.....	1,550 00	1,550 00	.....	.....	.....	.....
From lighting (Post Office, Station "D," and miscellaneous)	3,446 27	4,508 36	7,954 63	.....	.....	.....	.....
Total receipts	\$630,455 62	\$695,033 41	\$1,325,489 03	.....	.....	.....	.....
Amount drawn from S. F. Harbor Improvement Fund.	258,799 42	583,781 45	842,580 87	.....	.....	.....	.....
	\$889,255 04	\$1,278,814 86	\$2,168,069 90	.....	.....	.....	.....

EXHIBIT B.

The following shows the condition of the San Francisco Harbor Improvement Fund June 30, 1900:

Amount in fund July 1, 1898	\$36,382 56
Amount remitted to June 30, 1900	968,599 80
Amount transferred from San Francisco Depot Sinking Fund (by Act of Legislature, 1900)	36,000 00
Amount of drafts returned	158 25
	\$1,041,140 61
Amount drawn out to June 30, 1900 (ordinary expenditures)	\$842,580 87
Amount transferred to San Francisco Depot Sinking Fund	111,144 00
Amount in fund July 1, 1900	87,415 74
	\$1,041,140 61

[For EXHIBIT C, see page opposite.]

EXHIBIT D.

The following shows the condition of the San Francisco Depot Fund June 30, 1900:

Amount in fund July 1, 1898	\$20,826 77
Amount drawn out to June 30, 1900	20,826 77
	\$000 00

EXHIBIT C.

STATEMENT SHOWING TRANSACTIONS IN THE SAN FRANCISCO DEPOT SINKING FUND, FIFTIETH AND FIFTY-FIRST FISCAL YEARS. (Per Books of State Treasurer.)

Date.	Items.	Amount.	Date.	Items.	Amount.
1898--July 1	To balance brought forward from 49th fiscal year		1898--July 5	By payment of semi-annual interest on San Francisco Depot Bonds, per coupons No. 11, detached and presented	
1899--June 30	To interest on United States Bonds, held in trust, received during 50th fiscal year	\$32,525 65	July 8	By partial payment advanced accompanying bid for purchase of United States Bonds from Treasury Department of U. S.	\$12,000 00
1898--July 20	To 12 monthly transfers from San Francisco Harbor Improvement Fund, @ \$4,631	55,572 00	1899--Jan. 1	By payment of semi-annual interest on San Francisco Depot Bonds, per coupons No. 12, detached and presented	400 00
1899--June 30	To return of partial payment advanced in presenting bid for purchase of United States Bonds, bid having been rejected by United States Treasury Department	400 00	June 22	By investment of cash in United States Bonds of 1925, 4 %—	12,000 00
	To interest on United States Bonds held in trust, received during 51st fiscal year	8,400 00		Par value.....	\$40,000 00
	To 12 monthly transfers from San Francisco Harbor Improvement Fund, @ \$4,631	55,572 00		Premiums, 130%.....	12,300 00
				Commissions, 1/4.....	65 37
				Exchange, \$2 per M.....	104 60
			July 1	By payment of semi-annual interest on San Francisco Depot Bonds, per coupons No. 13, detached and presented	12,000 00
			1900--Jan. 3	By payment of semi-annual interest on San Francisco Depot Bonds, per coupons No. 14, detached and presented	12,000 00
			Mar. 21	By special transfer to San Francisco Harbor Improvement Fund (by authority of Act of Legislature, approved February 9, 1900. Special Session, Act having been declared Constitutional by the Attorney-General of the State of California) to reimburse San Francisco Harbor Improvement Fund for interest not paid (bonds having been held one and one half years after date of issue before being sold)	36,000 00
			June 30	Balance to 52d fiscal year, July 1, 1900.	22,399 68
		\$159,269 65			\$159,269 65

EXHIBIT E.

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS—1863-1900.

Fiscal Year.	Receipts.	Expenses.	Percentage per Year	Construction and Repairs.	Seawall.	Dredging.	Purchase of Dredgers, Scows, and Repairs.	Constructing and Operating Belt Railroad	Miscellaneous	Remitted State Treasurer.	Drawn from State Treasurer.
1863-64	\$117,848 28	\$25,354 84	21.50	\$67,599 82					\$676 25	\$71,897 39	\$47,680 02
1864-65	177,393 66	32,439 10	18.28	80,875 15		\$44,106 50				123,365 23	62,334 82
1865-66	183,716 80	35,531 42	19.02	19,065 42	\$3,607 00	10,300 00				132,023 96	47,568 50
1866-67	336,409 36	41,233 95	11.95	88,825 78	266 50	10,900 00			330 62	268,573 45	64,345 94
1867-68	294,304 28	55,531 92	18.87	82,791 27	250,991 97	41,021 00			561 18	217,528 06	354,121 12
1868-69	287,890 53	52,130 77	18.11	38,779 83	262,323 13	32,338 00				212,532 07	310,213 27
1869-70	252,649 56	54,684 40	21.65	35,545 04	165,892 68	80,100 00				180,623 37	272,670 93
1870-71	148,917 03	37,782 65	25.37	53,693 31		35,258 00				96,087 20	73,914 13
1871-72	195,031 14	61,006 70	31.28	28,146 62		53,944 40				105,877 82	53,944 40
1872-73	190,330 47	69,858 63	36.50	78,776 28		32,293 20				91,042 59	80,640 23
1873-74	265,709 06	77,938 07	29.33	104,175 98	2,321 85	40,478 56	\$34,070 00		6,344 01	166,150 23	168,769 62
1874-75	373,541 72	68,617 14	18.37	209,540 80	1,078 25	33,835 71	3,725 00		924 99	189,549 00	189,549 00
1875-76	372,078 74	65,976 57	17.73	162,000 25		40,802 70			565 47	249,450 44	146,716 69
1876-77	448,087 25	79,208 85	17.68	284,023 05		25,252 94	15,354 45			310,909 33	266,961 37
1877-78	446,516 82	84,326 72	18.88	112,628 95	4,803 38	38,214 40	82,068 79		1,665 88	285,521 50	162,712 80
1878-79	466,420 55	97,162 63	20.83	164,560 55	107,091 87	60,454 68	3,948 84		595 50	274,370 87	241,764 39
1879-80	427,687 56	100,667 57	23.53	141,022 14	309,652 90	51,675 28	1,173 50		2,510 53	240,414 91	419,429 27
1880-81	419,437 49	102,746 75	24.49	199,372 97	388,174 96	51,462 52			4,785 32	204,782 41	527,487 44
1881-82	455,005 64	104,255 15	22.91	86,102 58	32,804 98	48,743 45			4,320 00	249,919 90	131,140 42
1882-83	436,030 54	107,883 69	24.74	179,089 82	34,949 22	51,457 50	5,247 00		28,129 37	194,860 84	165,586 90
1883-84	501,243 25	115,231 30	22.98	173,997 19	76,461 63	60,780 40			6,863 55	254,497 78	186,588 60
1884-85	500,702 10	116,194 14	23.20	248,607 11	195,706 95	52,258 80			4,933 50	259,702 01	376,700 41
1885-86	483,851 04	117,093 22	24.32	197,612 03	157,953 82	46,675 40			4,324 00	249,431 18	289,838 61
1886-87	527,890 96	128,584 90	24.35	153,529 29	53,403 50	78,046 99			5,742 95	245,509 83	136,926 50
1887-88	580,152 51	138,993 05	23.95	294,855 61	36,360 98	54,082 70			5,450 62	294,861 66	244,452 11

All Dredging up to 1874 was Done under Contract, Since by Commissioners

1888-89	619,537 54	139,552 66	20.91	231,353 84	101,586 24	62,424 96	10,152 33	321,605 12	247,137 61
1889-90	599,105 58	131,262 66	21.91	301,063 18	115,419 48	51,588 91	5,257 21	306,148 20	311,633 96
1890-91	600,821 20	115,579 39	19.23	269,542 63	65,810 20	53,230 81	9,600 62	319,721 19	232,991 25
1891-92	651,112 11	114,860 89	17.64	275,083 97	122,112 90	56,081 70	7,663 95	360,206 68	366,205 44
1892-93	629,957 55	121,882 55	19.34	319,991 36	72,025 44	54,871 48	5,771 81	334,575 70	329,477 89
1893-94	583,674 58	123,039 43	21.08	338,570 00	23,158 22	58,357 87	4,815 50	281,417 59	260,327 66
1894-95	586,618 61	137,684 55	23.47	444,366 85	55 00	48,132 14	4,827 05	215,278 73	326,013 26
1895-96	599,207 89	135,207 13	22.57	390,935 35	6,658 01	50,295 44	15,189 01	285,523 58	290,929 16
1896-97	562,123 05	133,138 80	23.68	319,085 55	-----	55,686 31	11,422 27	256,612 21	226,419 29
1897-98	581,061 05	131,398 53	26.06	313,603 11	-----	54,278 81	18,458 63	224,702 65	189,813 94
1898-99	630,455 62	170,678 51	27.07	293,560 22	-----	54,102 91	10,553 75	334,820 27	258,799 42
1899-00	695,033 41	150,533 68	21.66	385,662 52	-----	60,593 79	37,476 81	633,779 53	583,781 45
	\$16,228,154 53	\$3,596,112 79	-----	\$7,108,335 42	\$2,645,671 06	\$1,725,228 26	\$251,053 46	\$9,099,704 48	\$8,636,287 99
								36,000 00	
								158 25	
									301,015 00
									111,144 00
									87,415 74
								\$9,135,862 73	\$9,135,862 73

Amount transferred from San Francisco Depot Sinking Fund.
 Drafts returned.
 Balance in San Francisco Depot Sinking Fund June 30, 1898.
 Amount transferred to San Francisco Depot Sinking Fund, fiscal years 1898-1899 and 1899-1900.
 Balance in Treasury June 30, 1900.

EXHIBIT F.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1900.

RECEIPTS.	1898-1899.	1899-1900.	Total.
Section 1, Seawall	\$8,422 60	\$9,136 87	\$17,559 47
Section 2, Seawall	4,982 17	5,234 70	10,216 87
Section 3, Seawall	14,562 34	13,801 16	28,363 50
Section 4, Seawall	10,941 15	8,239 34	19,180 49
Fisherman's Wharf	3,610 50	3,665 50	7,276 00
Union Street Wharf	17,958 28	21,039 19	38,997 47
Green Street Wharf	11,640 15	18,643 26	30,283 41
Vallejo Street Wharf	10,026 52	10,429 34	20,455 86
Broadway Wharf No. 1	17,663 89	22,131 83	39,795 72
Broadway Wharf No. 2	14,745 75	13,548 22	28,293 97
Pacific Street Wharf	11,541 60	15,831 25	27,372 85
Jackson Street Wharf	15,470 24	15,812 67	31,282 91
Washington Street Wharf	17,098 38	17,005 28	34,103 66
Ferries	104,865 98	121,238 30	226,104 28
Mission Street Wharf	13,675 31	14,566 72	28,232 03
Mission Street Wharf No. 2	27,387 37	25,893 05	53,280 42
Howard Street Wharf	11,864 70	10,270 72	22,135 42
Howard Street Wharf No. 2	9,699 67	10,411 20	20,110 87
Howard Street Wharf No. 3	6,964 35	3,769 30	10,733 65
Folsom Street Wharf	8,637 77	17,353 50	25,991 27
Folsom Street Wharf No. 2	17,984 87	20,120 05	38,104 92
Harrison Street Wharf	7,078 79	9,695 60	16,774 39
Steuart Street Wharf	10,950 20	10,838 65	21,788 85
Spear Street Wharf	12,900 57	14,481 82	27,382 39
Main Street Wharf	15,580 30	19,612 49	35,192 79
Beale Street Wharf	25,296 75	28,722 72	54,019 47
Fremont Street Wharf	9,428 89	11,393 81	20,822 70
Third Street Wharf	7,098 39	8,128 50	15,226 89
Berry Street Wharf	7,304 81	7,782 29	15,087 10
Channel Street Wharf	2,758 20	3,486 65	6,244 85
Center Street Wharf	2,454 25	3,257 63	5,711 88
California Dry Dock	6,600 00	6,600 00	13,200 00
Pacific Mail Steamship Company	23,400 00	23,400 00	46,800 00
Southern Pacific Company (rent)	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls)	62,333 57	66,823 02	129,156 59
Space for scales	955 00	960 00	1,915 00
Revenue from Seawall lots	11,215 00	12,312 50	23,527 50
Sale of old material (urgent repairs)	3,244 73	2,825 43	6,070 16
Sale of old material (Dredger No. 1)	26 35	19 65	46 00
Sale of old material (Dredger No. 2)	63 00	40 00	103 00
Sale of old material (tugs)		22 50	22 50
Central Basin	300 00	747 75	1,047 75
Belt Railroad revenue	32,690 25	35,002 25	67,692 50
Damages, wharfage, sales, etc.	2,766 71	470 34	3,237 05
China Basin	2,000 00	1,000 00	3,000 00
Rent, U. S. Customs Department	1,620 00	1,620 00	3,240 00
Lighting (P. O. Sta. "D," and miscellaneous)	3,446 27	4,508 36	7,954 63
Santa Fé System		2,400 00	2,400 00
Dredging		1,550 00	1,550 00
	\$630,455 62	\$695,033 41	\$1,325,489 03
Amount drawn from San Francisco Harbor Improvement Fund	258,799 42	583,781 45	842,580 87
Totals	\$889,255 04	\$1,278,814 86	\$2,168,069 90

EXHIBIT F—Continued.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1900.

DISBURSEMENTS.	1898-1899.	1899-1900.	Total.
Salaries of Commissioners, Secretaries, and Clerks.....	\$24,241 25	\$20,400 00	\$44,641 25
Salaries of Chief Engineer and Assistants.....	7,200 00	8,330 00	15,530 00
Salaries of Chief Wharfinger and Assistant.....	4,750 00	4,500 00	9,250 00
Salary of Attorney.....	2,380 65	2,400 00	4,780 65
Salaries of Wharfingers.....	26,958 05	26,936 35	53,894 40
Salaries of Collectors.....	18,839 35	17,767 75	36,607 10
Salaries of Watchmen.....	7,163 20	4,740 00	11,903 20
Expense account.....	33,064 76	31,456 52	64,521 28
Urgent repairs.....	56,269 89	61,253 88	117,523 77
Repairs (contract).....	132,293 43	122,762 76	255,056 19
Pile-driving.....	23,165 13	24,399 14	47,564 27
Cleaning wharves.....	42,026 34	34,003 06	76,029 40
Wharf offices and furniture.....	1,635 27	519 91	2,155 18
Legal expenses.....	4,054 91	-----	4,054 91
Fire account.....	5,053 06	5,163 23	10,216 29
Dredger No. 1.....	13,193 85	23,399 18	36,593 03
Dredger No. 2.....	19,576 37	12,535 62	32,111 99
Tug Governor Markham.....	10,758 97	13,803 21	24,562 18
Tug Governor Irwin.....	10,573 72	10,855 78	21,429 50
Construction account.....	81,831 77	177,246 74	259,078 51
Dockage refunded.....	197 45	376 05	573 50
Tolls refunded.....	186 83	250 38	437 21
Wharfage refunded.....	35 25	-----	35 25
Rent refunded.....	-----	46 25	46 25
Belt Railroad expense.....	25,539 38	37,476 81	63,016 19
Damages, wharfage, sales, etc.....	208 70	967 38	1,176 08
Lighting (Sta. "D" P. O. and miscellaneous).....	3,237 19	3,145 33	6,382 52
Tug Governor Perkins.....	-----	300 00	300 00
	\$554,434 77	\$645,035 33	\$1,199,470 10
Remitted to State Treasurer, account of San Francisco Harbor Improvement Fund.....	334,820 27	633,779 53	968,599 80
Totals.....	\$889,255 04	\$1,278,814 86	\$2,168,069 90

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	On Account of.	Amount.
1898				
Sept. 10	W. W. Montague & Co.	1072	Radiators	\$731 75
10	Paraffine Paint Co.	1073	Coating piles	2,471 80
10	E. Howard Watch and Clock Co.	1074	Clocks	907 50
10	San Francisco Novelty and Plating Works	1075	Brackets and frames	486 00
10	S. E. Slade Lumber Co.	1076	Lumber	4,575 01
13	Thomas Day Co.	1077	Lamp posts	563 00
Oct. 5	J. C. Bates, attorney for the executrices of the last will and testa- ment of J. M. Wood, deceased	1078	Constructing Section "B," Seawall	416 67½
5	J. J. Rauer	1079	Constructing Section "B," Seawall	416 67½
12	Healy, Tibbitts & Co.	1080	Removing and rebuild'g Pier No. 15	8,826 84
12	Paraffine Paint Co.	1081	Coating piles	1,281 36
12	Paraffine Paint Co.	1082	Coating piles	3,614 66
19	Swan, The Painter	1083	Lettering and signs	1,309 42
Nov. 10	Darby Laydon	1084	Piles	1,423 26
10	Edward R. Swain	1085	Architect fees	2,689 39
10	S. E. Slade Lumber Co.	1086	Lumber	3,927 50
10	Healy, Tibbitts & Co.	1087	Removing and rebuild'g Pier No. 15	7,132 80
10	Paraffine Paint Co.	1088	Preserving piles	1,154 25
Dec. 14	Darby Laydon	1089	Piles	1,616 92
14	A. Wilkie	1090	Subdividing and finishing mezza- nine floor	1,428 75
14	S. E. Slade Lumber Co.	1091	Lumber	3,891 09
14	S. F. Timber Preserving Co.	1092	Creosoting piles	1,775 72
14	Healy, Tibbitts & Co.	1093	Removing and rebuild'g Pier No. 15	2,114 55
20	S. E. Slade Lumber Co.	1094	Lumber	3,534 21
1899				
Jan. 6	S. E. Slade Lumber Co.	1095	Lumber	2,950 37
11	A. Wilkie	1096	Subdividing and finishing mezza- nine floor	1,779 05
31	S. E. Slade Lumber Co.	1097	Lumber	2,882 91
31	Dundon Bridge and Construction Co.	1098	Piles	1,194 18
Feb. 21	Fred Miller	1099	Constructing shed at Union Depot.	2,991 00
28	Dundon Bridge and Construction Co.	1100	Piles	1,471 87
Mar. 7	Wm. A. Newsom	1101	Shed on dolphin bet. Slips 3 and 4.	1,500 00
7	Darby Laydon	1102	Repiling and repairing Pier No. 3.	1,080 30
14	James A. McMahon	1103	Repiling and repairing Pier No. 17.	5,673 84
14	S. E. Slade Lumber Co.	1104	Lumber	4,083 33
14	San Francisco Timber Preserving Co.	1105	Creosoting	2,090 47
22	D. M. Angeir	1106	Salary as wharfinger	125 00
22	E. M. Buckley	1107	Salary as wharfinger	125 00
22	Thomas F. Casey	1108	Salary as wharfinger	125 00
22	George B. Clifford	1109	Salary as wharfinger	125 00
22	D. F. Crowley	1110	Salary as wharfinger	125 00
22	Thomas A. Deasey	1111	Salary as wharfinger	125 00
22	John L. Dixon	1112	Salary as wharfinger	125 00
22	George H. S. Dryden	1113	Salary as wharfinger	125 00
22	E. B. Griffith	1114	Salary as wharfinger	125 00
22	J. B. Hyslop	1115	Salary as wharfinger	125 00
22	D. A. Marino	1116	Salary as wharfinger	125 00
22	Maurice Millican	1117	Salary as wharfinger	125 00
22	J. J. Rosborough	1118	Salary as wharfinger	125 00
22	R. H. Stafford	1119	Salary as wharfinger	125 00
22	Edwin Short	1120	Salary as wharfinger	125 00
22	M. A. Smith	1121	Salary as wharfinger	125 00
22	W. D. Walkup	1122	Salary as wharfinger	125 00
22	J. S. Wiggins	1123	Salary as wharfinger	125 00
22	A. J. Boling	1124	Salary as collector	100 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	On Account of.	Amount.
1899				
Mar. 22	F. G. Beatty	1125	Salary as collector	\$100 00
22	E. G. Black	1126	Salary as collector	100 00
22	W. D. Campbell	1127	Salary as collector	100 00
22	A. W. Furlong	1128	Salary as collector	100 00
22	H. R. Herold	1129	Salary as collector	100 00
22	G. A. Murphy	1130	Salary as collector	100 00
22	J. M. Nash	1131	Salary as collector	100 00
22	J. F. Newford	1132	Salary as collector	100 00
22	L. G. Norris	1133	Salary as collector	100 00
22	Henry Parsons	1134	Salary as collector	100 00
22	H. S. Scott	1135	Salary as collector	100 00
22	H. R. Starkhouse	1136	Salary as collector	100 00
22	Thomas C. Ryan	1137	Salary as collector	100 00
22	George H. White	1138	Salary as collector	100 00
22	W. Pike	1139	Salary as captain of tug "Gov. Irwin"	130 00
22	J. J. Seary	1140	Salary as engineer of tug "Gov. Irwin"	120 00
22	T. H. Jeter	1141	Salary as fireman of tug "Gov. Irwin"	80 00
22	H. F. Dunn	1142	Salary as deck-hand of tug "Gov. Irwin"	70 00
22	J. F. Petzinger	1143	Salary as captain of tug "Gov. Markham"	130 00
22	W. H. O'Donnell	1144	Salary as engineer of tug "Gov. Markham"	120 00
22	T. B. Parker	1145	Salary as fireman of tug "Gov. Markham"	80 00
22	L. A. Valentine	1146	Salary as deck-hand of tug "Gov. Markham"	70 00
22	J. M. Field	1147	Salary as captain of fireboat	130 00
22	C. H. Terry	1148	Salary as engineer of fireboat	120 00
22	G. W. Pratt	1149	Salary as fireman of fireboat	80 00
22	W. J. Murphy	1150	Salary as deck-hand of fireboat	70 00
22	D. J. Fleming	1151	Salary as captain of Dredger No. 1	166 05
22	W. M. Gibson, Jr.	1152	Salary as asst. capt. of Dredger No. 1	100 00
22	Fred Beck	1153	Salary as fireman of Dredger No. 1	80 00
22	Martin McGowan	1154	Salary as deck-hand of Dredger No. 1	70 00
22	C. E. Fowler	1155	Salary as deck-hand of Dredger No. 1	70 00
22	John Foley	1156	Salary as deck-hand of Dredger No. 1	70 00
22	Patrick Heney	1157	Salary as deck-hand of Dredger No. 1	77 50
22	Edward F. Wells	1158	Salary as watchman of Dredger No. 1	70 00
22	M. Redmond	1159	Salary as captain of Dredger No. 2	150 00
22	M. H. Todman	1160	Salary as asst. capt. of Dredger No. 2	100 00
22	John O'Day	1161	Salary as fireman of Dredger No. 2	80 00
22	Thomas Guthrie	1162	Salary as deck-hand of Dredger No. 2	70 00
22	M. T. Mead	1163	Salary as deck-hand of Dredger No. 2	70 00
22	B. C. Welburn	1164	Salary as deck-hand of Dredger No. 2	38 75
22	B. Donnelly	1165	Salary as deck-hand of Dredger No. 2	31 25
22	F. Mulhern	1166	Salary as deck-hand of Dredger No. 2	70 00
22	F. Seifert	1167	Salary as watchman of Dredger No. 2	70 00
22	Frank P. Hughes	1168	Salary as asst. supt. of pile drivers	150 00
22	D. Williams	1169	Salary as pileman	80 00
22	J. T. Cullen	1170	Salary as foreman of scow driver	115 00
22	N. Damuth	1171	Salary as engineer of scow driver	100 00
22	W. Barrett	1172	Salary as watchman of scow driver	70 00
22	George Godfrey	1173	Salary as pileman on scow driver	79 65
22	James Fennell	1174	Salary as pileman on scow driver	76 40
22	Joseph Flanagan	1175	Salary as pileman on scow driver	82 90
22	T. O'Brien	1176	Salary as pileman on scow driver	74 75
22	Georgé F. Gasper	1177	Salary as pileman on scow driver	24 40
22	J. Lynch	1178	Salary as pileman on scow driver	69 90
22	J. H. Doherty	1179	Salary as pileman on scow driver	76 40
22	Lawrence Buckley	1180	Salary as foreman of top driver	100 00
22	D. Grush	1181	Salary as engineer of top driver	100 00
22	M. Barry	1182	Salary as watchman of top driver	70 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Mar. 22	P. Murphy	1183	Salary as pileman on top driver	\$74 75
22	H. McGrath	1184	Salary as pileman on top driver	55 25
22	D. Brophy	1185	Salary as pileman on top driver	78 00
22	R. De Martini	1186	Salary as pileman on top driver	84 50
22	Joseph Strand	1187	Salary as pileman on top driver	73 15
22	Thomas Carroll	1188	Salary as pileman on top driver	74 75
22	James Bowen	1189	Salary as pileman on top driver	74 75
22	R. J. O'Riley	1190	Salary as pileman on top driver	71 50
22	George A. Jenks	1191	Salary as foreman carpenter	53 00
22	J. W. Haskins	1192	Salary as carpenter	73 50
22	W. E. Swett	1193	Salary as carpenter	56 00
22	R. W. Blake	1194	Salary as carpenter	61 25
22	R. J. Carberry	1195	Salary as carpenter	77 00
22	H. Stoll	1196	Salary as carpenter	31 50
22	J. S. Sheble	1197	Salary as carpenter	63 00
22	J. B. Riordan	1198	Salary as carpenter	7 00
22	Neil Malloy	1199	Salary as carpenter	63 00
22	George Seaton	1200	Salary as carpenter	63 00
22	Otto Hornlein	1201	Salary as painter	58 50
22	Thomas Hill	1202	Salary as painter	64 50
22	Frank Skelly	1203	Salary as painter	22 50
22	W. B. Ferral	1204	Salary as painter	48 00
22	Carl Randall	1205	Salary as painter	3 00
22	James Carter	1206	Salary as painter	69 00
22	E. Sweeney	1207	Salary as painter	24 00
22	J. G. Fitzgerald	1208	Salary as painter	48 00
22	J. T. Murphy	1209	Salary as painter	27 00
22	James Behan	1210	Salary as painter	57 00
22	M. Kiley	1211	Salary as painter	3 50
22	Aaron Barry	1212	Salary as sweeper	60 00
22	J. T. Bloomer	1213	Salary as sweeper	73 05
22	James Coulter	1214	Salary as sweeper	60 00
22	D. J. Coughlan	1215	Salary as sweeper	60 00
22	R. J. Day	1216	Salary as sweeper	54 80
22	T. F. Dolan	1217	Salary as sweeper	52 15
22	James Ginnety	1218	Salary as sweeper	73 05
22	B. T. Hanford	1219	Salary as sweeper	60 00
22	Thomas Hanly	1220	Salary as sweeper	60 00
22	Michael Haynes	1221	Salary as sweeper	62 60
22	W. E. Ingram	1222	Salary as sweeper	73 05
22	W. F. Kelly	1223	Salary as sweeper	60 00
22	F. Kospiel	1224	Salary as sweeper	60 00
22	W. H. Lassater	1225	Salary as sweeper	60 00
22	John Lawlor	1226	Salary as sweeper	60 00
22	W. H. Loth	1227	Salary as sweeper	60 00
22	William Maguire	1228	Salary as sweeper	73 05
22	Edward Maloney	1229	Salary as sweeper	73 05
22	Oliver McNally	1230	Salary as sweeper	60 00
22	Thomas McVeigh	1231	Salary as sweeper	60 00
22	John Mulcahy	1232	Salary as sweeper	60 00
22	Michael Murphy	1233	Salary as sweeper	60 00
22	James Nelson	1234	Salary as sweeper	60 00
22	William Perkins	1235	Salary as sweeper	60 00
22	Jerry Root	1236	Salary as sweeper	60 00
22	Col. Soulé	1237	Salary as sweeper	60 00
22	C. J. Stephens	1238	Salary as sweeper	60 00
22	Robert Boyd	1239	Salary as foreman sweepers	75 00
22	J. Thompson	1240	Salary as sweeper and gardener	60 00
22	Henry Colgan	1241	Salary as watchman	75 00
22	M. J. Dwyer	1242	Salary as watchman	75 00
22	Leonard Guion	1243	Salary as watchman	75 00
22	J. S. McMahon	1244	Salary as sweeper	75 00
22	Wm. Morrissey	1245	Salary as boatman	73 05
22	J. N. Hanly	1246	Salary as cartman and drayman	125 00
22	Chas. Knapp	1247	Salary as cartman	92 00
22	C. Sullivan	1248	Salary as cartman	92 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Mar. 22	J. McCann	1249	Salary as grain clerk	\$92 00
22	Con Donovan	1250	Salary as sprinkler	70 65
22	G. Pickett, Jr.	1251	Salary as sprinkler	76 10
22	M. A. Devine	1252	Salary as messenger	75 00
22	H. W. Peterson	1253	Salary as police sergeant	125 00
22	J. V. Abernethy	1254	Salary as policeman	75 00
22	J. P. Donovan	1255	Salary as policeman	75 00
22	C. T. Leadbetter	1256	Salary as policeman	75 00
22	I. T. Mooney	1257	Salary as policeman	75 00
30	Stanley-Taylor Co.	1258	Printing	37 25
30	Mutual Elec. Light Co.	1259	Lights	1,478 47
31	James Mathews	1260	Washing for fire-house	3 50
31	Ed. Walsh	1261	Salary as watchman	93 00
31	Wm. L. Cole	1262	Compiling statistics	150 00
31	Duffey Bros.	1263	Closets and sinks	223 53
31	Board of State Harbor Commissioners	1264	Payrolls	7,027 75
31	Thomas Day Co.	1265	Gas fixtures, plumbing, etc.	464 50
31	S. F. Adjustable Shade- holder Co.	1266	Shadeholders	56 00
Apr. 8	Darby Laydon	1267	Repiling and repairing Pier No. 3 ..	2,498 25
8	Wm. A. Newsom	1268	Imp. on dolphin bet. Slips 3 and 4 ..	3,037 09
10	F. H. McConnell	1269	Care of clocks	15 00
10	C. S. Laumeister	1270	Rebate of wharfage	3 50
10	Black Diamond C. M. Co	1271	Coal	708 85
11	Michael Hodge	1272	Drayage	30 50
11	Henry Stoll	1273	Work on scow doors, Dredgers 1, 2 ..	20 00
11	R. W. Blake	1274	Work on scow doors, Dredgers 1, 2 ..	20 00
12	J. D. Spreckels & Bros. Co.	1275	Towing ship "Cardiganshire"	25 00
12	Merchants' Exchange Association	1276	Reporting	50 00
12	Simpson Brush and Broom Co.	1277	Brushes and brooms	112 15
12	J. R. Lafontaine	1278	Blueprints	9 20
12	The Pacific Coast Co.	1279	Coal	585 65
12	P. F. Dundon	1280	Repairs on tugs and dredgers	758 34
12	S. E. Slade Lumber Co.	1281	Lumber	4,548 03
12	Commercial Pub. Co.	1282	Advertising	97 75
13	J. Anderson & Son	1283	Keys, etc.	8 40
13	Pacific Tel. & Tel. Co.	1284	Telephones	158 20
13	John W. Murphy	1285	Keeping horses	48 35
14	E. M. Graney	1286	Shoeing horses	5 00
14	T. J. Moynihan	1287	Repairs, Belt Railroad	21 80
14	Leon De Bernardi	1288	"Examiner" subscriptions	23 40
14	W. T. Garratt & Co.	1289	Repairs, tugs and dredgers	8 15
14	The Guide Pub. Co.	1290	Guides	10 50
14	M. O'Donnell	1291	Signal flags	9 60
15	F. Lester & Co.	1292	Repairs, Belt Railroad	167 15
15	P. T. Byrne	1293	Labor on tugs "Gov. Irwin" and "Gov. Markham"	17 50
17	Thos. Day Co.	1294	Chandeliers, brackets, etc.	463 21
17	H. C. Ellis & Co.	1295	Oats	9 28
17	Balfour, Guthrie & Co.	1296	Rebate of dockage ship "City of York"	16 00
17	D. J. Denahy	1297	Switchman, Belt Railroad	15 00
18	James Young	1298	Millwork	260 50
18	John D. Spreckels	1299	Subscriptions "S. F. Call"	19 50
19	Rowlands & Laughton	1300	Rpairs, Belt Railroad, and tugs and dredgers	209 13
19	O'Brien & Son	1301	Repairs on buggies	125 50
19	C. E. Carroll	1302	Labor, Belt Railroad	9 00
19	The Progressive Win- dow and House- Cleaning Co.	1303	Cleaning windows	83 00
20	U. S. Laundry Ass'n	1304	Laundry	5 35
20	Union Ice Co.	1305	Ice	6 75

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	On Account of.	Amount.
1899				
Apr. 22	Mau, Sadler & Co.	1306	Brushes, brooms, etc.	\$55 48
26	Board of State Harbor Commissioners	1307	Payrolls	18,908 35
27	Darby Laydon	1308	Repairs, Vallejo Street	1,315 66
27	James Byrne, Jr.	1309	Petty cash expense	22 30
28	J. J. Keegan	1310	Services as statistician	193 55
May 2	Board of State Harbor Commissioners	1311	Payrolls	433 35
6	Rowlands & Laughton ..	1312	Repairs on tugs	69 36
6	Black Diamond Coal Mining Co.	1313	Coal	804 04
6	Wm. A. Newsom	1314	Improvements on dolphin between Slips 3 and 4	2,745 91
6	J. C. Lawless	1315	Repairs	17 40
6	Mutual Elec. Light Co. ..	1316	Lights	1,603 00
6	S. F. Weeks Co.	1317	Ship chandlery	238 36
6	C. S. Smith	1318	Printing	175 50
6	Vermont Marble Co.	1319	Base for counter	22 92
6	Dundon Bridge and Construction Co.	1320	Piles	915 77
8	Spring Valley Water Works	1321	Water	2,500 00
8	James H. Barry	1322	Printing	51 00
8	John McClellan	1323	Repairs on tug "Gov. Irwin" ..	10 00
8	Chas. Sovereign	1324	Services as painter	19 50
8	Paraffine Paint Co.	1325	Repairing coating on piles ..	2,065 31
8	Stetson G. Hinds	1326	Blueprints	3 40
9	L. V. Merle	1327	Merchandise (sheeting)	25 47
9	Board of State Harbor Commissioners	1328	Payroll	121 80
10	James A. McMahon	1329	Repairs at Folsom No. 2	168 67
10	James Mathews	1330	Washing for fire-house	3 50
10	Frank Greg	1331	Sawdust	20 00
10	Darby Laydon	1332	Repairing Pier No. 3	610 55
10	Wm. Sperry	1333	Widening door	45 00
11	Simpson Brush and Broom Co.	1334	Brooms, mops, etc.	47 65
11	U. S. Laundry Ass'n	1335	Washing	7 45
11	S. F. Towel Co.	1336	Towel service	7 00
11	Sternfeld Leather Co.	1337	Merchandise	24 10
11	Judson Mfg. Co.	1338	Switches, etc.	57 00
11	Dundon Bridge and Construction Co.	1339	Repairing and rebuilding dolphins between Slips 4, 5, 6 and 7 ..	1,504 40
11	Cunningham, Curtiss & Welch	1340	Stationery	96 43
12	The Guide Pub. Co.	1341	Guides	10 50
12	F. H. McConnell	1342	Regulating and winding clocks ..	15 00
12	L. F. Long	1343	Use of buggy	20 00
12	Schussler Bros.	1344	Frames	14 25
15	W. S. Phelps & Co.	1345	Repairs	160 98
15	Thomas Price & Son	1346	Analysis	20 00
15	Pacific Tel. & Tel. Co.	1347	Telephones	124 85
15	Chas. M. Plum & Co.	1348	Chairs, tables, etc.	16 50
15	Wm. Wertsh	1349	Repairing buggy	23 25
15	Alex. Heins	1350	Cup leathers	7 80
15	Merchants Exchange Ass'n	1351	Reporting	25 00
15	Leonard & Ellis	1352	Oils	9 00
15	General Electric Co.	1353	Electric supplies	14 51
16	Chas. C. Moore & Co.	1354	Brick and labor	3 55
16	Dunham, Carrigan & Hayden Co.	1355	Hardware	204 33
16	Commercial Pub. Co.	1356	Advertising	96 25
16	James Byrne, Jr.	1357	Petty cash expenses	17 70
16	Canceled	1358		
16	S. E. Slade Lumber Co.	1359	Lumber	5,971 06

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	On Account of.	Amount.
1899				
May 16	Mutual Electric Light Co.	1360	Lights	\$1,317 85
17	L. F. Long	1361	Horse	100 00
17	David Wolfe	1362	Copying	10 00
17	E. L. A. Brown	1363	Typewriting	11 50
17	J. L. Phelps & Co.	1364	Printing	76 55
19	James Young	1365	Millwork	175 75
22	R. J. Kerr & Co.	1366	Boiler compound	4 00
22	The Pacific Coast Co.	1367	Coal	256 41
23	G. F. Buswell	1368	Frictions	85 00
23	Gray Bros.	1369	Rock	4 50
24	Board of State Harbor Commissioners	1370	Payrolls	10,568 90
26	Board of State Harbor Commissioners	1371	Payrolls	7,149 50
26	F. Lester	1372	Fishplates and rail braces	79 16
27	Arctic Oil Works	1373	Oil	24 25
29	Julian B. Harries	1374	Experting accounts	37 50
29	India Alkali Works	1375	Savogran	30 03
29	George Morrow & Co.	1376	Oats	7 60
29	John W. Murphy	1377	Keeping horses	46 75
29	Spring Valley Water Works	1378	Water	249 05
29	Str. "Alexander" (H. Liebes & Co.)	1379	Rebates of dockage	10 85
29	Union Ice Co.	1380	Ice	6 25
29	John A. Roeblings Sons Co.	1381	Wire rope	8 13
29	Pacific Coast S. S. Co.	1382	Rebate of tolls	50 10
29	R. N. Nason & Co.	1383	Lubricating compound	4 00
29	Wyckoff, Seamans & Benedict	1384	Repairing typewriter	4 25
29	Rowlands & Laughton	1385	Repairs on Belt R. R. and dredgers	193 11
29	Studebaker Bros. Mfg. Co.	1386	Repairing sprinkler	26 95
29	Brooks-Follis Electric Co.	1387	Electric supplies	98 28
29	Flinn & Treacy	1388	Basalt blocks	164 00
June 10	Darby Laydon	1389	Repairing & replanking Fremont St.	1,847 61
10	Darby Laydon	1390	Repairing Washington St., Sec. 3, Green and Vallejo	5,802 79
10	Wm. A. Newsom	1391	Shed on Fremont St.	3,090 60
10	Mut'l Electric Light Co.	1392	Lights	1,306 40
10	S. E. Slade Lumber Co.	1393	Lumber	2,144 94
10	Edward Walsh	1394	Labor	3 00
12	O'Brien & Sons	1395	Repairing buggy	82 50
12	James Mathews	1396	Washing for fire-house	6 50
12	The Guide Pub. Co.	1397	Guides	10 50
12	The Pacific Coast Co.	1398	Coal	186 40
12	The Heberer-Richards Electric Steam Fan Co.	1399	Fan	3 00
12	H. S. Crocker Co.	1400	Stationery	169 65
12	James Byrne, Jr.	1401	Petty cash expenses	18 00
12	Black Diamond Coal Mining Co.	1402	Coal	881 72
12	Cunningham, Curtiss & Welch	1403	Stationery	188 63
13	E. M. Graney	1404	Shoeing horses	10 00
13	Commercial Pub. Co.	1405	Advertising	49 50
13	National Bank of D. O. Mills & Co.	1406	Exchange	62 85
13	S. F. Weeks Co.	1407	Waste	8 88
13	Murray Bros.	1408	Repairs on pile-drivers	19 60
13	Pasteur Germ Proof Filter Co.	1409	Rent of filter	3 00
13	Payne's Bolt Works	1410	Bolts	26 24

EXHIBIT G—Continued.

DISBURSEMENTS, 1898-1899—Continued.

Date.	Order.	No.	On Account of.	Amount.
1899				
June 13	Chas. C. Moore & Co....	1411	Water gauges	\$10 00
14	Spring Valley Water Works			
14	M. T. Mead	1412	Water	230 20
14	Dundon Bridge & Const. Co.	1413	Labor on Dredger No. 2	27 10
14	Dundon Bridge & Const. Co.	1414	Piles	376 49
14	S. F. Timber Preserving Co.	1415	Repiling and repairing Piers 9-11 ..	2,341 79
14	Albion Lumber Co.	1416	Creosoting piles	1,681 71
15	W. W. Montague & Co.	1417	Lumber	1,806 44
15	U. S. Laundry Ass'n	1418	Radiator shields	12 00
15	John W. Murphy	1419	Washing	5 45
15	Pacific Tel. & Tel. Co.	1420	Keeping horses	48 00
16	Stetson G. Hindes	1421	Telephones	162 35
16	Frank Greg	1422	Blueprints	3 10
16	Southern Pacific Co.	1423	Sawdust	30 00
17	Yates & Co.	1424	Freight and repairs	83 97
19	Mau, Sadler & Co.	1425	Paints, oils, etc.	339 00
20	Goodyear Rubber Co.	1426	Merchandise	84 00
20	Board of State Harbor Commissioners	1427	Packing, etc.	144 67
21	P. T. Byrne	1428	Payrolls	10,536 10
21	Mission Soap & Candle Works	1429	Labor on tugs	7 50
27	Geo. H. Fuller Desk Co.	1430	Soap	10 00
27	Board of State Harbor Commissioners	1431	Desks	222 00
27	Merchants Ex. Ass'n	1432	Payrolls	6,813 85
27	J. R. Lafontaine	1433	Reporting	25 00
28	West Coast Wire and Iron Works	1434	Blueprints	12 02
28	Morrison & Bevilockway	1435	Partitions in waiting-room	998 28
28	Rowlands & Laughton	1436	Repairs on tug "Gov. Irwin"	6 50
28	Main St. Iron Works	1437	Repairs on dredgers	65 31
28	T. J. Moynihan	1438	Repairs on dredgers	42 00
28	Wm. Sperry	1439	Repairs, Belt Railroad	32 25
28	R. J. Kerr & Co.	1440	Wire fence	390 00
29	C. A. Hooper & Co.	1441	Repairs, tug "Gov. Irwin"	4 00
29	M. Greenberg's Sons	1442	Rebate dockage Str. "Brunswick" ..	4 55
		1443	Repairs, tugs and dredgers	57 08
	Total amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1898-1899			\$258,799 42
	Drafts issued and returned for changes and new drafts issued in lieu:			
Apr. 12	Commercial Pub. Co.	1282	Advertising	\$97 75
27	James Byrne, Jr.	1309	Petty cash expenses	22 30
May 8	Stetson G. Hindes	1326	Blueprints	3 40
				123 45
	Net amount drawn from San Francisco Harbor Improvement Fund for the fiscal year 1898-1899			\$258,675 97

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900.

Date.	Order.	No.	Account of.	Amount.
1899				
July 8	S. E. Slade Lumber Co.	1444	Lumber	\$3,056 50
8	Black Diamond Coal Mining Co.	1445	Coal	883 70
8	M. Barry	1446	Labor on Dredger No. 2	32 65
8	L. A. Valentine	1447	Labor on tug "Gov. Markham"	9 35
10	McKay & Co.	1448	Rebate of dockage Sh. "Occidental"	14 10
10	G. J. Hughston	1449	Rent of sprinkler	7 50
10	Bk. "Levi Burgess" (J. Jansen, owner)	1450	Rebate of dockage	13 55
10	Progressive Window and House Cleaning Co.	1451	Cleaning windows	90 00
11	California Northwestern Ry. Co.	1452	Repairs on R. R. engine	60 88
11	J. R. Hanify	1453	Rebate of tolls, Str. "Samoa"	6 85
11	Alaska Exploration Co.	1454	Rebate of rent	31 25
11	Pacific Coast S. S. Co.	1455	Rebate of dockage and tolls	36 90
11	Fred Miller	1456	Hoisting gear	572 00
12	E. M. Graney	1457	Shoeing horses	5 00
12	Bowers Rubber Co.	1458	Hose	20 00
12	Vulecan Iron Works	1459	Gutter-covers	44 25
12	Albion Lumber Co.	1460	Lumber	215 91
12	Guide Publishing Co.	1461	Guides	10 50
12	F. H. McConnell	1462	Care of clocks	30 00
12	The Pacific Coast Co.	1463	Coal	62 78
12	P. F. Dundon	1464	Repairs of dredger buckets	16 45
12	Dundon Bridge and Construction Co.	1465	Repairing and rebuilding slips 4-5-6	2,553 05
12	S. F. Timber Preserving Co.	1466	Creosoting	872 86
12	Wm. A. Newsom	1467	Shed on Fremont St. Wharf	3,777 40
12	Mutual Electric Light Co.	1468	Lights	1,226 21
12	Buchanan Bros.	1469	Dusters, brooms, etc.	55 00
13	United States Laundry Ass'n	1470	Washing	6 75
13	James Mathews	1471	Washing for fire-house	3 50
13	T. J. Moynihan	1472	Repairing boiler, Belt Railroad	8 00
13	The Pacific Tel. & Tel. Co.	1473	Telephones	130 20
13	Murray Bros.	1474	Repairs, scow-driver	131 85
13	Merchants Exchange Ass'n	1475	Reporting	25 00
13	Michael Hodge	1476	Drayage	4 50
13	Market St. Railway Co.	1477	Girder rails	104 95
13	Southern Pacific Co.	1478	Rent of engine, etc.	43 73
13	Cahill & Hall Elevator Co.	1479	Repairing elevator	59 60
13	Commercial Pub. Co.	1480	Advertising	49 50
13	James Byrne, Jr.	1481	Petty cash expenses	17 15
17	Beaver Coal Co.	1482	Cedar lumber	189 61
18	J. D. Spreckels & Bros. Co.	1483	Cement	759 75
18	Oceanic S. S. Co.	1484	Spar	15 00
19	Spring Valley Water Works	1485	Water	239 80
19	City St. Imp. Co.	1486	Bituminous pavement	1,058 74
20	R. J. Kerr & Co.	1487	Boiler compound	17 50
20	W. & J. Sloane & Co.	1488	Carpets, chairs, etc.	184 93
21	Frank Greg	1489	Sawdust	10 00
21	San Francisco "Call"	1490	Subscriptions	16 00
24	John W. Murphy	1491	Keeping horses	41 00
26	Julian B. Harries	1492	Experting books	37 50
26	California Elec. Works	1493	Electrical supplies	70 09
26	Board of State Harbor Commissioners	1494	Payrolls	10,646 00
26	C. G. Clinch & Co.	1495	Varnish, oil, etc.	9 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
July 26	Stetson G. Hinds	1496	Pump	\$242 00
27	S. E. Slade Lumber Co..	1497	Lumber	2,865 73
27	Murphy, Grant & Co....	1498	Towels	16 75
27	Board of State Harbor Commissioners	1499	Payrolls	6,597 80
27	Dundon Bridge and Construction Co.....	1500	Repiling and repairing Piers 9-11 ..	2,421 11
28	Leonard & Ellis	1501	Oil	13 50
28	Electrical Engineering Co.	1502	Rheostat	50 00
28	Edward S. Hough	1503	Repairs on indicator gear	12 00
28	Pacific Refining and Roofing Co.	1504	Asphalt	14 50
28	Rowlands & Laughton ..	1505	Repairs to Dredger No. 2 and water cart	47 96
28	Clement Bennett	1506	Services as shorthand reporter.....	10 00
28	Balfour, Guthrie & Co..	1507	Rebate of tolls	18 28
29	John Foley	1508	Labor, Dredger No. 1	32 65
29	H. S. Crocker Co.	1509	Stationery	72 05
31	James H. Barry	1510	Printing	23 75
Aug. 5	Black Diamond Coal Mining Co.	1511	Coal	740 74
5	G. G. Rundle	1512	Repairing Dredger No. 1, and scows	2,900 00
7	G. M. Josselyn & Co..	1513	Chain	60 44
7	J. W. Morshead & Son..	1514	Keeping horse	36 00
7	Thos. Day Co.	1515	Canopies for girders	73 75
7	Holbrook, Merrill & Stetson	1516	Hardware	21 85
7	S. F. & S. M. Electric Railway Co.	1517	Power	70 00
7	Moise-Klinkner Co.	1518	Rubber stamps	5 75
7	Simpson Brush and Broom Co.	1519	Brushes and brooms	26 10
7	Southern Pacific Co....	1520	Rental of engine	380 00
7	Geo. Morrow & Co..	1521	Oats	7 44
7	Baker & Hamilton	1522	Wagon, etc.	236 36
7	H. T. Holmes Lime Co..	1523	Cement and lime	37 05
7	Dundon Bridge and Construction Co.....	1524	Piles	1,341 13
7	Tubbs Cordage Co.	1525	Cordage	55 94
7	De Lano Bros.	1526	Repairs on tugs	6 85
7	Schooner "Allen A." (Chas. Nelson, owner)	1527	Rebate of dockage	10 00
7	Chas. J. Hendry's Son & Co.	1528	Chandlery	72 67
7	Goodyear Rubber Co..	1529	Rubber goods	41 65
7	Western Iron Works	1530	Iron posts	126 00
7	Arctic Oil Works	1531	Oil	70 83
7	Marshutz & Cantrell ..	1532	Repairs, Dredger No. 1	61 46
8	O'Brien & Son	1533	Repairs to buggy	39 20
8	Cunningham, Curtiss & Welch	1534	Toilet paper	10 00
8	Paraffine Paint Co.	1535	Roofing	22 50
8	Neil O'Neil	1536	Repairing clocks	5 00
8	Union Ice Co.	1537	Ice	6 25
8	W. T. Garratt & Co..	1538	Repairs on tugs	16 25
9	Mutual Elec. Light Co..	1539	Electric lights	1,332 85
9	James Mathews	1540	Washing for fire-house	3 50
9	Western Rubber Co..	1541	Packing, etc.	44 95
9	Bancroft-Whitney Co..	1542	California Reports, etc.	14 00
9	William A. Newsom	1543	Office, Jackson Street Wharf	1,183 00
9	S. F. Weeks Co.	1544	Chandlery	22 55
10	E. M. Graney	1545	Shoeing horses	5 00
10	Pacific Coast Co.	1546	Coal	60 75
10	J. C. Winans	1547	Packing	22 13
11	Dow St'm Pump Works	1548	Repairs on tugs	29 15

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Aug. 11	George G. Rundle	1549	Repairs on Dredger No. 1 and scow	\$2,900 00
11	William Patterson	1550	Brass signs	10 00
11	Frank Greg	1551	Sawdust	10 00
11	India Alkali Works	1552	Savogran	7 00
11	India Alkali Works	1553	Savogran	7 28
11	Richard Murray	1554	Services as engineer	30 95
11	Dunham, Carrigan & Hayden Co.	1555	Hardware	425 94
11	F. H. McConnell	1556	Care of clocks	15 00
12	Cal. Northw'n Ry Co.	1557	Repairing cars	8 20
12	Dundon Bridge and Construction Co.	1558	Damage by Steamers "Berkeley" and "Newark"	467 30
14	James H. Barry	1559	Printing	9 00
14	Murray Bros.	1560	Repairs to pile-drivers	10 20
14	John W. Murphy	1561	Keeping horses	40 26
14	Merchants Exch. Ass'n.	1562	Reporting	25 00
15	Buchanan Bros.	1563	Dusters	7 50
15	J. J. Moore & Co.	1564	Rebate of tolls	19 60
17	Sanborn, Vail & Co.	1565	Blueprint paper, etc.	21 63
17	U. S. Laundry Ass'n.	1566	Washing	7 65
17	Pacific Tel. & Tel. Co.	1567	Telephones	124 50
22	Board State Har. Com.	1568	Payroll	10,871 35
23	Spr. Val. Water Works.	1569	Water	236 20
23	George G. Rundle	1570	Repairs on tugs, Dredger No. 1, and scows	5,725 92
30	Board State Har. Com.	1571	Payroll	6,854 10
31	S. E. Slade Lumber Co.	1572	Lumber	4,601 17
31	W. S. Lewis Covering Co.	1573	Covering boilers, Dredger No. 1	60 00
31	Main St. Iron Works	1574	Repairs, Gov. Irwin and Dredgers Nos. 1 and 2	611 62
31	Rowlands & Laughton	1575	Repairs on dredgers, etc.	508 09
31	James Byrne, Jr.	1576	Petty cash expenses	26 55
31	Edward S. Hough	1577	Repairs, "Gov. Irwin" and "Gov. Markham"	13 50
31	Pattosien Co.	1578	Furniture	122 15
Sept. 6	Tug "Annie"	1579	Towing dredgers	25 00
6	James Mathews	1580	Washing for fire-house	3 50
6	Baker & Hamilton	1581	Hardware	115 27
7	Mutual Elec. Light Co.	1582	Lights	1,429 20
7	City St. Imp. Co.	1583	Bituminous pavement	1,073 76
7	Michael Hodge	1584	Drayage	12 00
7	National Bank of D. O. Mills & Co.	1585	Exchange	99 17
7	Fred Miller	1586	Building fence	262 00
7	Black Diamond Coal Mining Co.	1587	Coal	808 92
8	Guide Pub. Co.	1588	Guides	21 00
11	The Progressive Window and House Cleaning Co.	1589	Cleaning windows	90 00
11	C. G. Clinch & Co.	1590	Paints, oils, etc.	225 64
12	Scott & Van Arsdale Lumber Co.	1591	Lumber	329 45
12	Byxbee & Clark	1592	Lumber	377 04
12	Callahan Paint Co.	1593	Painting "Gov. Markham"	80 85
12	J. Metcalfe	1594	Lloyd's Register	21 00
12	J. J. Haviside	1595	Rebate of rent	15 00
13	Myself-Rollins Co.	1596	Paper	4 13
13	F. H. McConnell	1597	Regulating clocks	15 00
13	Wm. J. Brady	1598	Repairs, "Gov. Markham"	1,282 69
13	Baker & Hamilton	1599	Hardware	117 75
13	Western Rubber Co.	1600	Hose	17 40
13	Studebaker Bros. Mfg. Co.	1601	Repairs to sprinkler	88 45
13	John W. Murphy	1602	Keeping horses	54 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Sept. 13	Dundon Bridge and Construction Co.	1603	Piles, etc.	\$1,671 97
13	Risdon Iron & Loc. Wks.	1604	Apron, etc.	310 65
13	E. B. Lovejoy	1605	Repairs, "Gov. Markham"	5 00
13	Cahill & Hall Elev. Co.	1606	Care of elevator	8 00
13	Thos. Day Co.	1607	Hardware	15 00
13	C. J. Hendry's Son & Co.	1608	Chandlery	99 89
13	Payne's Bolt Works	1609	Bolts	8 30
13	De Solla, Deussing Co.	1610	Covering for boiler	55 00
13	Wm. H. Smith	1611	Removing and replacing boiler, "Gov. Markham"	175 00
13	Cunningham, Curtiss & Welch	1612	Toilet paper	10 00
13	General Electric Co.	1613	Incandescent lamps	294 00
13	H. S. Crocker Co.	1614	Stationery	63 34
13	Utica Cleaning Com. Co.	1615	Cleaning compound	4 69
13	Wm. D. Noyes	1616	Linoleum	47 00
13	Pattosien Co.	1617	Office stool	4 50
14	Buchanan Bros.	1618	Polish and rags	8 75
14	Pacific Coast S. S. Co.	1619	Rebate of tolls	10 90
14	U. S. Laundry Ass'n	1620	Washing	6 10
14	Southern Pacific Co.	1621	Repairs to cars	22 02
15	Olsen, Ruth & Cook	1622	Chandlery	64 82
15	Frank Greg	1623	Sawdust	10 00
15	Arctic Oil Works	1624	Oil	48 45
18	City Front Stables	1625	Keeping horses	47 40
20	California Dry Dock Co.	1626	Docking "Gov. Markham"	142 95
20	Commercial Pub. Co.	1627	Advertising	46 70
20	Bd. State Harbor Com.	1628	Payrolls	10,848 60
20	California Elec. Works	1629	Electrical goods	23 93
21	Spring Val. Water Wks.	1630	Water	254 10
21	E. M. Graney	1631	Shoeing horses	5 00
21	Southern Pacific Co.	1632	Repairing engine	1,871 00
22	Pacific Tel. & Tel. Co.	1633	Telephones	136 35
22	H. R. Rood & Co.	1634	Coating piles	1,020 60
25	M. Greenberg's Sons	1635	Repairs, tugs and dredgers	5 15
26	Merchants Ex. Ass'n	1636	Reporting	25 00
27	Bd. State Harbor Com.	1637	Payrolls	6,623 00
28	Buchanan Bros.	1638	Brooms	12 00
28	James Byrne, Jr.	1639	Petty cash expenses	22 35
29	George G. Rundle	1640	Repairs to tugs and dredgers	202 06
29	P. F. Dundon	1641	Repairs to Dredger No. 1	889 20
Oct. 6	S. E. Slade Lumber Co.	1642	Lumber	3,724 87
6	Darby Laydon	1643	Piles	918 86
7	Dundon Bridge and Construction Co.	1644	Piles	625 71
7	Rowlands & Laughton	1645	Repairs, etc.	111 58
7	James Mathews	1646	Washing for fire-house	3 50
9	C. G. Clinch & Co.	1647	Paints, oils, etc.	13 50
11	Tubbs Cordage Co.	1648	Rope	177 95
11	Arctic Oil Works	1649	Oil	36 85
11	The Guide Pub. Co.	1650	Guides	10 50
11	T. J. Crowley	1651	Shoeing horses	10 00
11	Merchants Ex. Ass'n	1652	Reporting	25 00
11	W. & J. Sloane & Co.	1653	Furniture	10 90
11	Risdon Iron and Locomotive Works	1654	Iron work for apron	360 00
11	California Fireworks Co. (Ltd.)	1655	Flags	15 12
11	W. S. Phelps & Co.	1656	Repairs to pile-drivers	89 90
11	The Pacific Coast Co.	1657	Coal	167 39
11	Black Diamond Coal M. Co.	1658	Coal	902 27
11	H. S. Crocker Co.	1659	Stationery	29 05
12	Spring Val. Water Wks.	1660	Water	257 05
12	Henry Blyth	1661	Repairs, "Gov. Markham"	45 50

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Oct. 12	Sch. "Bessie K." (J. S. Kimball Co., owners).	1662	Rebate of dockage	\$13 95
12	S. F. Towel Co.	1663	Washing	7 00
12	Cunningham, Curtiss & Welch	1664	Toilet paper	20 00
12	S. F. Weeks Co.	1665	Oars and chain	4 81
12	Mutual Elec. Light Co.	1666	Lights	1,536 78
13	Bancroft-Whitney Co.	1667	California Reports	2 50
13	Simpson Brush and Broom Co.	1668	Brooms	11 70
13	J. Doherty	1669	Labor, Dredger No. 1	26 65
13	J. D. Spreckels & Bros. Co.	1670	Cement	580 00
13	Payne's Bolt Works	1671	Bolts	6 42
13	Frank Greg	1672	Sawdust	10 00
13	Baker & Hamilton	1673	Hardware	86 55
13	Wm. J. Brady	1674	Repairs	5 95
14	John W. Murphy	1675	Keeping horses	42 00
14	Geo. H. Fuller Desk Co.	1676	Chairs, etc.	23 50
20	Bk. "Palmyra" (A. P. Lorentzen, Agt.)	1677	Rebate of dockage	11 70
24	Sudden & Christensen	1678	Lumber	178 38
25	Board of State Harbor Commissioners	1679	Payrolls	10,559 80
26	Julian B. Harries	1680	Experting books	37 50
26	Pacific Tel. & Tel. Co.	1681	Telephones	131 10
26	U. S. Laundry Ass'n	1682	Washing	7 60
26	S. E. Slade Lumber Co.	1683	Lumber	3,862 49
26	Dundon Bridge and Construction Co.	1684	Repairing and repiling Piers 6-8-16	5,978 82
26	S. F. Timber Preserving Co.	1685	Creosoting blocks	89 25
27	James Byrne, Jr.	1686	Petty cash expenses	28 80
27	J. R. Lafontaine	1687	Blueprints	10 91
27	Board of State Harbor Commissioners	1688	Payrolls	0,616 00
27	S. F. Timber Preserving Co.	1689	Creosoting	2,048 16
30	J. G. Grannis & Co.	1690	Expansion joints	118 00
30	India Alkali Works	1691	Savogran	14 00
30	E. W. Tucker & Co.	1692	Repairs to locomotive	20 60
30	James Young	1693	Millwork	199 70
Nov. 8	Dunham, Carrigan & Hayden Co.	1694	Hardware	635 66
9	H. R. Rood & Co.	1695	Treating piles	705 00
9	Williams, Belser & Co.	1696	Constructing sewer	1,065 00
9	James Mathews	1697	Washing for fire-house	3 50
9	Rowlands & Laughton	1698	Repairs	242 06
9	F. H. McConnell	1699	Care of clocks	30 00
9	Mutual Electric Light Co.	1700	Lights	1,566 01
9	Scott & Magner	1701	Oats	6 73
9	James Young	1702	Millwork	34 50
10	Black Diamond Coal Mining Co.	1703	Coal	919 45
10	Tug "Annie" (C. Tetchworth)	1704	Towing	10 00
10	H. T. Holmes Lime Co.	1705	Cement	14 18
10	California Dry Dock Co.	1706	Docking, tug "Gov. Irwin"	32 00
10	C. G. Clinch & Co.	1707	Paints, oils, etc.	62 18
10	Columbia Machine Wks	1708	Repairs, Dredger No. 2	30 00
10	Baker & Hamilton	1709	Hardware	64 43
10	City Front Stables	1710	Keeping horse	20 00
10	Marshutz & Cantrell	1711	Repairs, Dredger No. 2	5 25
10	Commercial Pub. Co.	1712	Advertising	22 00
10	Goodyear Rubber Co.	1713	Hose, etc.	49 35

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Nov. 10	The Pacific Coast Co.	1714	Coal	\$121 96
11	Nat. Bank of D. O. Mills & Co.	1715	Exchange	73 15
11	Tubbs Cordage Co.	1716	Rope	120 00
11	Mau, Sadler & Co.	1717	Brooms	16 50
11	India Alkali Works	1718	Savogran	7 00
11	White Bros.	1719	Lumber	150 12
11	Dundon Bridge and Con- struction Co.	1720	Repairing Pier 8	3,675 05
11	Dundon Bridge and Con- struction Co.	1721	Repairing Piers 9-11	4,930 12
11	P. F. Dundon	1722	Repairing tugs "Gov. Irwin" and "Gov. Markham"	136 09
13	Healy, Tibbitts & Co. ..	1723	Repairing b'khead bet. Folsom 1-2 ..	776 36
13	Buchanan Bros.	1724	Alkali Savoy	22 00
13	Merchants Exch. Ass'n ..	1725	Reporting	25 00
13	Sternfeld Leather Co.	1726	Flour, toilet soap	15 00
13	O'Brien & Sons	1727	Repairing buggy	9 40
13	Main Street Iron Works ..	1728	Repairs, tug "Gov. Irwin"	4 80
13	Western Rubber Co.	1729	Packing	2 10
13	Frank Greg.	1730	Sawdust	10 00
13	H. S. Crocker Co.	1731	Stationery	23 90
13	Payne's Bolt Co.	1732	Bolts for dredgers	4 50
13	Henry Blyth	1733	Repairs, Dredger No 2	30 00
14	W. T. Garratt & Co.	1734	Repairs on tugs	81 05
14	Dow Steam Pump W'ks.	1735	Repairs, tug "Gov. Irwin"	15 60
14	Traffic Pub. Co.	1736	Bishop's A B C Guide	2 50
15	Guide Pub. Co.	1737	Guides	10 50
16	Cal. Electrical Works	1738	Electric supplies	36 76
16	U. S. Laundry Ass'n	1739	Washing	5 50
16	McCormick Bros.	1740	Repairs on tugs and dredgers	61 94
16	Paraffine Paint Co.	1741	Coating piles	1,455 50
17	Cal. & N. W'n Ry. Co.	1742	Repairing cars	9 25
23	E. M. Graney	1743	Shoeing horses	7 50
23	Spring Valley W. Works ..	1744	Water	264 65
23	Bd. State Harbor Com.	1745	Payrolls	10,153 65
23	Darby Laydon	1746	Piles	380 76
23	Pacific Tel. & Tel. Co.	1747	Telephones	129 15
23	Str. "Arthur Sewall" (Williams, Dimond & Co.)	1748	Rebate of dockage	64 95
24	W. S. Phelps & Co.	1749	Brake-shoes, Belt Railroad	28 60
27	Columbia Machine Wks.	1750	Repairs, tug "Gov. Irwin"	1,091 70
28	Callahan Paint Co.	1751	Painting, tug "Gov. Irwin"	61 75
28	Western Rubber Co.	1752	Packing	3 00
28	Boston Woven Hose and Rubber Co.	1753	Gaskets	18 75
28	Myssell-Rollins Co.	1754	Note pads	5 75
28	P. J. O'Neil	1755	Whitewashing dredgers	30 00
28	Electrical Eng. Co.	1756	Electric supplies	24 75
28	J. Spaulding & Co.	1757	Cleaning carpets	16 15
28	City Front Stables	1758	Keeping horse	20 00
28	Commercial Pub. Co.	1759	Advertising	48 10
28	M. Greenberg's Sons	1760	Repairs on tugs and dredgers	18 75
28	J. C. Winans	1761	Packing	24 29
28	Flinn & Treacy	1762	Basalt blocks	80 00
28	Charles F. Doe & Co.	1763	Lumber	838 63
28	C. G. Clinch & Co.	1764	Paints, oils, etc.	17 50
28	F. H. McConnell	1765	Regulating clocks	15 00
28	McDearmon & Co.	1766	Covering boiler, "Gov. Irwin"	15 96
28	Pac. Coast Boiler Works ..	1767	Repairs, tug "Gov. Irwin"	43 75
28	P. F. Dundon's S. F. Iron Works	1768	Repairs, Dredger No. 1	97 93
28	H. S. Crocker Co.	1769	Blueprint paper	27 95
28	Cahill & Hall Elevator Co.	1770	Care of elevator	8 50

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Nov. 28	Arctic Oil Works	1771	Oil	\$91 46
28	Scott & Van Arsdale Lumber Co.	1772	Lumber	147 59
28	General Electric Co.	1773	Receptacles	59 67
28	Cunningham, Curtiss & Welch	1774	Toilet paper	10 00
29	W. T. Garratt & Co.	1775	Repairs, tug "Gov. Irwin"	4 60
29	John W. Murphy	1776	Keeping horse	23 00
29	F. Lester & Co.	1777	Switch bars	81 59
29	Bd. State Harbor Com.	1778	Payrolls	6,856 00
29	Buchanan Bros.	1779	Rags, brushes, etc.	16 50
Dec. 7	James Byrne, Jr.	1780	Petty cash expenses	40 47
7	E. M. Graney	1781	Shoehing horses	10 00
7	Darby Laydon	1782	Repairs Second Street slip	520 00
7	Darby Laydon	1783	Piles	144 42
8	H. R. Rood & Co.	1784	Lumber	1,089 71
8	Mutual Electric Light Co.	1785	Lights	1,625 34
8	James Mathews	1786	Washing for fire-house	3 50
8	Rowlands & Laughton	1787	Repairs to dredgers	129 15
8	Dundon Bridge and Construction Co.	1788	Piles	1,080 63
8	S. E. Slade Lumber Co.	1789	Lumber	4,230 93
9	C. A. Hooper & Co.	1790	Lumber	621 43
9	Black Diamond Coal Mining Co.	1791	Coal	737 27
11	F. Lester & Co.	1792	Guard rails	183 75
11	The Pacific Coast Co.	1793	Coal	388 35
12	Frank Greg	1794	Sawdust	10 00
13	John W. Murphy	1795	Keeping horse	65 70
13	Pennsylvania Oil Co.	1796	Oil	3 70
13	Buchanan Bros.	1797	Brooms	26 38
13	Chas. J. Hendry's Son & Co.	1798	Ship chandlery	140 38
13	Simpson Brush and Broom Co.	1799	Brooms, etc.	21 05
13	Cahill & Hall Elevator Co.	1800	Repairing elevator	5 90
13	C. G. Clinch & Co.	1801	Paint, oil, etc.	10 00
13	Commercial Pub. Co.	1802	Advertising	46 80
13	S. F. Weeks Co.	1803	Ship chandlery	9 80
13	Merchants Exch. Ass'n.	1804	Reporting	25 00
13	W. P. Fuller & Co.	1805	Boiler fluid	5 00
13	Morrison & Bevilockway	1806	Repairs, tug "Gov. Irwin"	7 65
13	Thomas Price & Son	1807	Analysis of creosote	10 00
13	H. Lund & Co.	1808	Rebate of tolls	59 85
13	City Street Imp. Co.	1809	Car ferry slip, Main street	11,583 75
14	Spring Valley Water W.	1810	Water	254 00
14	Arctic Oil Works	1811	Oil	42 93
14	S. F. & San Mateo Elec- tric Ry. Co.	1812	Power	70 00
14	Guide Pub. Co.	1813	Guides	10 50
14	Goodyear Rubber Co.	1814	Coats, boots, etc.	87 87
14	S. F. Timber Preserving Co.	1815	Creosoting	8,377 17
14	Fred Miller	1816	Repairs freight sheds, Lombard St.	500 00
14	S. F. Gas & Electric Co.	1817	Current and lamps	41 40
15	H. S. Crocker Co.	1818	Stationery	10 75
15	Baker & Hamilton	1819	Hardware	322 15
15	Dunham, Carrigan & Hayden Co.	1820	Hardware	30 33
16	John Rosenfeld's Sons	1821	Rebate of tolls	11 05
18	Boston Woven Hose & Rubber Co.	1822	Packing	10 50
18	Pacific Tel. & Tel. Co.	1823	Telephones	130 05
19	Dow Steam Pump Wks.	1824	Repairs	23 30

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1899				
Dec. 20	Board of State Harbor Commissioners	1825	Payrolls	\$10,250 10
22	James Young	1826	Millwork	39 95
23	Darby Laydon	1827	Piles	322 11
27	T. J. Crowley	1828	Shoeing horses	10 00
27	City Front Stables	1829	Keeping horse	20 00
27	Board of State Harbor Commissioners	1830	Payrolls	7,151 60
27	G. M. Josselyn & Co.	1831	Chain	71 37
27	Bowers Rubber Co.	1832	Hose	35 55
27	Spring Valley Water W.	1833	Service connection	5 00
28	Murray Bros.	1834	Repairs	5 25
28	A. Lietz Co.	1835	Repairing compass	10 50
28	United States Laundry Ass'n	1836	Washing	3 10
28	R. J. Kerr & Co.	1837	Boiler compound	17 50
28	Boesch Lamp Co.	1838	Headlight	48 75
28	C. A. McPhee	1839	Piling lumber	59 85
28	McDearmon & Co.	1840	Covering boiler on Dredger No. 2	17 20
28	Str. "Alice Blanchard" (C. P. Doe, M'gr.)	1841	Rebate of dockage	13 65
28	Dunham, Carrigan & Hayden Co.	1842	Hardware	65 25
28	P. F. Dundon's S. F. Iron Works	1843	Split pinion for dredger	40 00
29	H. S. Crocker Co.	1844	Dictionary	11 00
29	H. S. Crocker Co.	1845	Stationery	12 75
29	Cunningham, Curtiss & Welch	1846	Toilet paper	10 00
30	O'Brien & Sons	1847	Repairs to buggies	62 45
1900				
Jan. 6	James Byrne, Jr.	1848	Petty cash expenses	21 30
8	James Mathews	1849	Washing	3 50
8	S. E. Slade Lumber Co.	1850	Lumber	1,406 10
8	Frank Greg	1851	Sawdust	10 00
9	George G. Rundle	1852	Rent of float stages	36 00
10	City Street Imp. Co.	1853	Car-ferry slip, Main Street	6,950 25
10	Darby Laydon	1854	Piles	332 70
10	S. P. Nelson & Co.	1855	Packing	58 80
11	Nat. Bank of D. O. Mills & Co.	1856	Exchange	74 55
11	Str. "Alex. Gibson" (John Rosenfeld's Sons agents)	1857	Rebate of dockage	101 20
11	Mutual Elec. Light Co.	1858	Lights	1,730 31
12	Black Diamond Coal Mining Co.	1859	Coal	796 54
12	Rowlands & Laughton	1860	Repairs	213 12
13	James Young	1861	Millwork	270 40
13	William Brodie	1862	Fenders	12 00
15	S. F. Timber Pres'g Co.	1863	Creosoting	871 05
15	P. F. Dundon's S. F. Iron Works	1864	Repairs, tug "Gov. Irwin"	30 85
15	J. D. Spreckels & Brs. Co.	865	Cement	162 50
15	Spring Val. Water Wks.	1866	Water	244 95
15	F. B. Dallam & Co.	1 867	Brooms, etc.	6 00
15	Holbrook, Merrill & Stetson	1868	Hardware	15 31
15	Dundon Bridge and Construction Co.	1869	Repiling and repairing Pier 6	5,229 35
15	Dundon Bridge and Construction Co.	1870	Piles	447 44
15	India Alkali Works	1871	Savogran	7 49
15	E. M. Graney	1872	Shoeing horses	5 00
15	John W. Murphy	1873	Keeping horses	41 65
15	Merchants Exch. Ass'n	1874	Reporting	25 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
Jan. 15	Paraffine Paint Co.	1875	P. & B. paper	\$4 50
16	Scott & Magner.....	1876	Oats	9 80
16	The Guide Pub. Co.....	1877	Guides	10 50
16	H. S. Crocker Co.....	1878	Stationery.....	14 93
16	M. Greenberg's Sons	1879	Repairs, Dredger No. 1.....	5 00
16	Union Paving and Con- tracting Co.....	1880	Basalt blocks	140 00
16	Baker & Hamilton.....	1881	Hardware	89 39
16	W. T. Garratt & Co.....	1882	Repairs.....	6 00
16	Wyckoff, Seamans & Benedict	1883	Repairing typewriter	6 50
17	Arctic Oil Works.....	1884	Oil	43 90
16	H. T. Holmes Lime Co.....	1885	Fireclay	3 00
17	Bancroft-Whitney Co.....	1886	California Reports, and Notes.....	10 00
17	The Pacific Coast Co.....	1887	Coal	511 25
17	Fulton Engineering and Ship Bldg. Works.....	1888	Piston, Dredger No. 1	5 88
18	U. S. Laundry Ass'n	1889	Washing	3 60
19	Williams, Belser & Co.....	1890	Sewer	877 69
19	Val Franz	1891	Addition to storehouse.....	803 00
20	Julian B. Harries.....	1892	Experting accounts	37 50
23	Dow Steam Pump Wrks.....	1893	Repairs	41 80
24	W. S. Phelps & Co.....	1894	Repairs	20 97
24	Board of State Har. Com.....	1895	Payrolls	10,207 70
25	S. E. Slade Lumber Co.....	1896	Lumber	2,335 51
25	Newsom & McNeil	1897	Second story to storehouse.....	1,016 00
26	Pacific Tel. & Tel. Co.....	1898	Telephones.....	134 50
27	Board of State Har. Com.....	1899	Payrolls	7,248 40
29	City Front Stables.....	1900	Keeping horse.....	29 50
29	Dearborn Drug and Chemical Works.....	1901	Boiler compound.....	24 31
29	Chas. J. Hendry's Son Co.....	1902	Ship chandlery.....	38 09
29	Black Diamond Coal Mining Co.....	1903	Coal	820 77
30	F. H. McConnell	1904	Care of clocks	15 00
30	Arctic Oil Works	1905	Oil	15 75
30	Alex. Heins	1906	Cup leathers	76 00
30	Tubbs Cordage Co.....	1907	Rope	50 40
30	Chas. F. Doe & Co.....	1908	Lumber	374 43
30	McDonald & McKinnon	1909	Lumber	96 50
30	Buchanan Bros.....	1910	Brooms	28 75
30	N. Clark & Sons	1911	Sewer pipe	13 90
30	H. S. Crocker Co.....	1912	Stationery.....	13 45
31	Baker & Hamilton.....	1913	Hardware	27 75
31	Gray Bros.....	1914	Rock	387 50
31	Darby Laydon	1915	Repairing, Main Street.....	2,553 08
Feb. 7	Cahill & Hall Elev. Co.....	1916	Care of elevator	6 00
8	E. M. Graney	1917	Shoeing horses.....	5 00
8	Darby Laydon	1918	Piles	214 11
8	James Byrne, Jr.....	1919	Petty cash expenses.....	46 10
9	Rowlands & Laughton	1920	Repairs	210 12
9	Simpson Brush and Broom Co.....	1921	Brooms	22 20
9	H. R. Rood & Co.....	1922	Coating piles	1,123 20
9	Mutual Elec. Light Co.....	1923	Lights	1,645 41
10	Baker & Hamilton.....	1924	Hardware	204 39
12	City Street Imp. Co.....	1925	Bituminous pavement	40 00
12	Fulton Engineering and Ship Bldg. Works.....	1926	Repairs on tugs	4 80
12	James Mathews	1927	Washing for fire-house.....	3 50
12	S. F. Towel Co.....	1928	Towel service	7 00
13	Frank Greg.....	1929	Sawdust	5 00
13	John W. Murphy.....	1930	Keeping horse.....	40 00
13	Merchants Ex. Ass'n	1931	Reporting	25 00
13	J. D. Spreckels & Brs. Co.....	1932	Cement.....	494 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
Feb. 13	Dunham, Carrigan & Hayden Co.	1933	Hardware	\$91 41
14	City Street Imp. Co.	1934	Reconstructing Slip 7	3,854 63
15	Spring Valley Water Works	1935	Water	237 50
16	The Guide Pub. Co.	1936	Guides	10 50
16	The Pacific Coast Co.	1937	Coal	533 07
16	Dundon Bridge and Construction Co.	1938	Piles	1,914 44
16	Dundon Bridge and Construction Co.	1939	Repairs	78 00
16	P. F. Dundon's S. F. Iron Works	1940	Repairs, tug "Gov. Irwin"	9 45
20	F. Lester & Co.	1941	Gratings and frames	89 37
21	Board of State Harbor Commissioners	1942	Payrolls	10,438 70
23	Darby Laydon	1943	Repairing Clay Street Pier	1,272 24
23	Darby Laydon	1944	Piles and spar	82 72
23	Michael Hodge	1945	Drayage	8 25
23	San Francisco Timber Preserving Co.	1946	Creosoting	6,771 86
23	Pacific Tel. & Tel. Co.	1947	Telephones	139 45
24	Lucy Pryor Brown, executrix of the last will of A. Page Brown, deceased	1948	Architect fees	2,240 70
26	Cal. Dry Dock Co.	1949	Docking "Gov. Markham"	30 00
26	Cunningham, Curtiss & Welch	1950	Toilet paper	10 00
26	Thomas Day Co.	1951	Gas fixtures	33 00
26	H. T. Holmes Lime Co.	1952	Cement	7 00
26	Baker & Hamilton	1953	Hardware	25 90
26	A. H. Wilhelm	1954	Constructing Wharfinger's office	215 00
26	J. R. Lafontaine	1955	Blueprints	13 75
26	Byxbee & Clark	1956	Lumber	220 49
26	City Front Stables	1957	Keeping horse	20 00
26	Geo. E. Dow Pumping Engine Co.	1958	Repairs, tug "Gov. Markham"	9 75
26	W. S. Ray Mfg. Co.	1959	Stove and fixtures	13 30
26	Southern Pacific Co.	1960	Angle plates	37 50
26	H. S. Crocker Co.	1961	Stationery	87 84
26	Commercial Pub. Co.	1962	Advertising	119 60
26	W. T. Garratt & Co.	1963	Repairs	6 85
26	Arctic Oil Works	1964	Oil	32 24
26	Tubbs Cordage Co.	1965	Rope	190 62
26	India Alkali Works	1966	Savogran	7 07
26	Board of State Harbor Commissioners	1967	Payrolls	7,076 45
27	Black Diamond Coal Mining Co.	1968	Coal	880 15
27	Chas. F. Doe & Co.	1969	Lumber	639 73
27	F. H. McConnell	1970	Care of clocks	15 00
27	S. E. Slade Lumber Co.	1971	Lumber	3,369 98
27	Goodyear Rubber Co.	1972	Hose	28 40
28	Wm. J. Brady	1973	Repairs, pile-driver	5 00
28	N. Clark & Son	1974	Sewer pipe	11 50
28	City Street Improvement Co.	1975	Car-ferry slip, Main Street	12,977 06
Mar. 7	Buchanan Bros.	1976	Brooms and mop	14 00
7	Searly Furniture Co.	1977	Furniture for fire-house	79 75
8	Rowlands & Laughton	1978	Repairs	145 26
8	Mutual Electric Light Co.	1979	Lights	1,446 77
9	Progressive Window and House Cleaning Co.	1980	Cleaning windows	90 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
Mar. 9	Darby Laydon	1981	Repairs, bulkhead Howard No. 3 and Folsom No. 1	\$200 00
9	Darby Laydon	1982	Piles	975 33
9	The Pacific Coast Co.	1983	Coal	363 00
9	James Byrne, Jr.	1984	Petty cash expenses	17 05
9	F. Greg	1985	Sawdust	10 00
9	Geo. H. Fuller Desk Co.	1986	Desk and chairs	47 50
9	S. F. Gas & Electric Co.	1987	Gas	7 20
12	James Mathews	1988	Washing for fire-house	3 50
13	Merchants Ex. Ass'n	1989	Reporting	25 00
13	John W. Murphy	1990	Keeping horses	40 00
13	Charles A. Warren	1991	Sand	50 00
13	Cahill & Hall Elev. Co.	1992	Care of elevator	6 00
14	E. M. Graney	1993	Shoeing horses	7 50
14	City Street Imp. Co.	1994	Constructing Howard No. 3	15,591 96
15	William Cronan	1995	Windows in depot	250 00
15	H. R. Rood & Co.	1996	Piles	1,022 01
16	National Bank of D. O. Mills & Co.	1997	Exchange	66 85
16	J. Eugene Freeman	1998	Architect fees	350 00
16	Frankfort Accident and Plate Glass Co.	1999	Insurance on elevator	35 00
20	Spring Valley W. Wks.	2000	Water	234 20
21	Martin McGowan	2001	Labor on Dredger No. 1	15 00
21	Board of State Harbor Commissioners	2002	Payrolls	10,618 70
24	Golden Eagle Hotel	2003	Expenses James H. Budd	34 00
26	W. S. Phelps & Co.	2004	Shoe brakes, Belt Railroad	28 38
26	Department of State Printing	2005	Printing	19 00
27	Board of State Harbor Commissioners	2006	Payrolls	7,374 40
28	Mysell-Rollins Co.	2007	Paper	7 50
28	Boston Woven Hose & Rubber Co.	2008	Matting	6 08
29	William Cronan	2009	Windows in depot	297 00
29	Payne's Bolt Works	2010	Bolts	191 26
29	The Guide Pub. Co.	2011	Guides	10 50
29	S. E. Slade Lumber Co.	2012	Lumber	2,471 53
29	Mau, Sadler & Co.	2013	Dusters, brooms, etc.	16 18
29	Pattosien Co.	2014	Chair	7 00
29	Paraffine Paint Co.	2015	Roofing	36 00
29	Buchanan Bros.	2016	Dusters, etc.	9 20
29	Dunham, Carrigan & Hayden Co.	2017	Hardware	54 47
29	Parcells, Greenwood Co.	2018	Lifting-jacks	115 00
29	Pacific Tel. & Tel. Co.	2019	Telephones	155 65
29	Arctic Oil Works	2020	Oil	34 00
29	J. C. Winans	2021	Packing	13 67
29	Alaska Packers Ass'n	2022	Rebate of tolls	98 95
29	P. F. Dundon's San Francisco Iron Works	2023	Repairs	27 95
29	Cunningham, Curtiss & Welch	2024	Toilet paper	10 00
29	Baker & Hamilton	2025	Hardware	199 29
29	Black Diamond Coal Mining Co.	2026	Coal	857 03
29	H. S. Crocker Co.	2027	Stationery	28 45
29	Goodyear Rubber Co.	2028	Hose and packing	29 43
30	Darby Laydon	2029	Piles	403 50
30	City Front Stables	2030	Keeping horse	21 25
30	Darby Laydon	2031	Addition to Main Street	2,497 50
Apr. 5	Darby Laydon	2032	Piles	178 50
5	U. S. Laundry Ass'n	2033	Washing	5 75
5	City Street Imp. Co.	2034	Constructing Slip 7	7,028 04
5	F. H. McConnell	2035	Care of clocks	15 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
Apr. 5	Commercial Pub. Co.	2036	Advertising	\$71 50
5	Mutual Elec. Light Co.	2037	Lights	1,550 39
5	Simpson Brush and Broom Co.	2038	Brooms	7 50
5	Flinn & Treacy	2039	Basalt blocks	194 25
6	James H. Budd	2040	Expenses to Sacramento	84 45
6	James Byrne, Jr.	2041	Petty cash expenses	35 35
9	U. S. Laundry Ass'n	2042	Issued in lieu of Draft No. 1566, lost	-----
12	Andrew Wilkie, Jr.	2043	Constructing postoffice	2,844 00
12	J. J. Moore & Co.	2044	Towing ship "Aristides"	25 00
12	Rowlands & Laughton	2045	Repairs	423 58
12	Pacific Coast Co.	2046	Coal	346 15
12	Paraffine Paint Co.	2047	Coating piles	1,127 91
12	Vulcan Iron Works	2048	Hydraulic hoist, Slip 7	2,902 00
12	Vulcan Iron Works	2049	Apron hoists	537 12
13	John W. Murphy	2050	Keeping horse	20 00
13	City Front Stables	2051	Keeping horse, etc.	43 50
13	Ralston Iron Works	2052	Iron doors and railing	104 75
13	S. F. Timber Preserving Co.	2053	Creosoting	1,914 03
13	James Young	2054	Millwork	670 35
14	Bertrand & Prydz	2055	Locks and keys	12 00
14	T. J. Moynihan	2056	Repairs, Belt Railroad	9 98
14	Arctic Oil Works	2057	Oils	82 37
14	Guide Publishing Co.	2058	Guides	10 50
14	Baker & Hamilton	2059	Hardware	401 85
14	Searly Furniture Co.	2060	Furniture and shades	24 60
14	Cunningham, Curtiss & Welch	2061	Toilet paper	10 00
14	Frank Greg	2062	Sawdust	5 00
14	Charles F. Doe & Co.	2063	Lumber	1,292 08
16	Buchanan Bros.	2064	Cleaning rags	4 50
16	Merchants' Exchange Ass'n	2065	Reporting	25 00
16	C. J. Hendry's Son & Co.	2066	Chandlery	75 88
16	Market-Street Ry. Co.	2067	Steel rails	120 84
16	H. S. Crocker Co.	2068	Tracing cloth, etc.	30 20
16	Dunham, Carrigan & Hayden Co.	2069	Hardware	36 52
16	J. C. Winans	2070	Packing	7 20
16	Scott & Magner	2071	Oats	9 40
17	James Mathews	2072	Washing for fire-house	3 50
17	Pacific Tel. & Tel. Co.	2073	Telephones	137 95
17	George G. Rundle	2074	Repairs, Dredger No. 2	55 51
19	H. R. Rood & Co.	2075	Coating piles	3,251 20
19	Dundon Bridge and Construction Co.	2076	Widening approach to Slip 7	2,816 75
19	Dundon Bridge and Construction Co.	2077	Removing tugboat wharf	327 96
19	Spring Valley Water Works	2078	Water	229 05
19	Darby Laydon	2079	Widening Jackson Street Wharf	2,190 00
20	E. M. Graney	2080	Shoeing horses	5 00
20	Board of State Harbor Commissioners	2081	Payrolls	10,934 90
23	Julian B. Harries	2082	Experting books	37 50
24	John W. Murphy	2083	Keeping horse	37 00
24	Department of State Printing	2084	Printing	40 50
25	Board of State Harbor Commissioners	2085	Payrolls	8,021 00
25	Levi Strauss & Co.	2086	Towel crash	6 25
25	California Broom Manufacturing Co.	2087	Brooms	4 95
26	Andrew Wilkie, Jr.	2088	Constructing postoffice	3,377 25
26	Val Franz	2089	Shed on Slip 7	2,676 50

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
Apr. 26	Newsom & McNeil.....	2090	Shed on car-ferry slip	\$1,497 00
26	S. E. Slade Lumber Co.	2091	Lumber	3,637 68
30	James Neylan	2092	Spar	20 00
30	Levenson & Co.	2093	Dusters	4 80
May 3	Darby Laydon	2094	Addition to Main Street.....	4,515 23
3	City Street Imp. Co.	2095	Piles	597 50
3	City Street Imp. Co.	2096	Constructing Howard No. 3	5,197 32
3	City Street Imp. Co.	2097	Ferry slip bet. 3-4	2,883 05
4	Frank Fontaine	2098	Rope	11 80
4	F. H. McConnell	2099	Care of clocks	30 00
7	Black Diamond Coal Mining Co.	2100	Coal	879 26
7	Paraffine Paint Co.	2101	Coating piles	638 63
9	C. G. Clinch & Co.	2102	Paints, oils, etc.	238 81
10	Andrew Wilkie, Jr.	2103	Constructing postoffice	2,666 25
10	Darby Laydon	2104	Addition to Main Street.....	500 08
10	Rowlands & Laughton	2105	Repairs	168 92
10	S. Francisco Paving Co.	2106	Basalt paving	868 90
10	Val Franz	2107	Shed at Slip 7	909 00
10	James Mathews	2108	Washing for fire-house	3 50
10	The Pacific Coast Co.	2109	Coal	272 20
10	Mutual Elec. Light Co.	2110	Lights	1,365 90
11	Newsom & McNeil.....	2111	Shed at north end depot	1,274 62
11	Dundon Bridge and Construction Co.	2112	Piles	854 97
11	P. F. Dundon's S. F. Iron Works	2113	Repairs, etc.	685 18
11	S. F. Timber Preserving Co.	2114	Creosoting	4,066 09
12	T. J. Crowley	2115	Shoeing horses	10 00
12	James Byrne, Jr.	2116	Petty cash expenses.....	37 45
14	Merchants Exchange Association	2117	Reporting	25 00
14	Vulcan Iron Works	2118	Weights	226 10
14	Michael Hodge	2119	Drayage	6 00
14	John W. Murphy	2120	Keeping horses	41 50
14	John D. Spreckels & Bros. Co.	2121	Cement	1,262 80
14	Cahill & Hall Elevator Co.	2122	Care of elevators	7 50
15	F. Lester & Co.	2123	Rail braces	24 58
16	Spring Valley Water Works	2124	Water	232 50
16	Arctic Oil Works	2125	Oil	30 30
16	Pacific Pine Co.	2126	Spar	39 06
16	R. Dunsmuir's Sons Co.	2127	Rebate of dockage, Str. "Tellus"	120 00
16	Dunham, Carrigan & Hayden Co.	2128	Hardware	82 04
16	Geo. F. Buswell	2129	Frictions	71 25
16	Thomas Day Co.	2130	Brackets	28 80
16	Baker & Hamilton	2131	Hardware	218 59
16	H. S. Crocker Co.	2132	Stationery	15 25
16	Frank Greg	2133	Sawdust	10 00
16	Risdon Iron and Loco- motive Works	2134	Hydraulic cylinder	207 00
16	City Street Imp. Co.	2135	Paving in front of depot.....	786 08
16	James Young	2136	Millwork	163 00
16	Goodyear Rubber Co.	2137	Rubber goods	38 87
17	Darby Laydon	2138	Repairing and rebuilding Pier 5.....	5,314 36
17	U. S. Laundry Ass'n	2139	Washing	6 50
17	W. T. Garratt & Co.	2140	Nozzles	90 50
17	Charles F. Doe & Co.	2141	Lumber	885 80
17	Guide Pub. Co.	2142	Guides	10 50
17	S. F. Towel Co.	2143	Towel service	7 00
17	Fred Miller	2144	Shed over apron at Slip 7.....	1,525 00
18	Paraffine Paint Co.	2145	Coating piles	1,293 17

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
May 21	J. Eugene Freeman.....	2146	Architect fees	\$200 00
23	O'Brien & Sons.....	2147	Buggies	564 00
23	Board State Har. Com..	2148	Payrolls	10,719 85
24	Darby Laydon.....	2149	Piles	46 80
24	S. E. Slade Lumber Co..	2150	Lumber	3,782 53
24	Andrew Wilkie, Jr.....	2151	Postoffice building	3,555 00
24	Pacific Tel. & Tel. Co..	2152	Telephones.....	139 85
24	Newsom & McNeil.....	2153	Shed at north end depot.....	1,030 12
25	Charles Waltz.....	2154	Vault in postoffice.....	1,250 00
25	Black Diamond Coal Mining Co.....	2155	Coal	786 89
28	Board State Har. Com..	2156	Payrolls	8,178 15
June 7	Andrew Wilkie, Jr.....	2157	Postoffice building	1,777 50
7	E. M. Graney.....	2158	Shoeing horses	7 50
7	Newsom & McNeil.....	2159	Shed, Jackson Street Wharf.....	1,716 88
7	Newsom & McNeil.....	2160	Shed at north end depot.....	2,533 38
7	Newsom & McNeil.....	2161	Difference in wages.....	240 00
7	City Street Imp. Co.....	2162	Constructing Howard No. 3.....	6,929 76
7	Charles A. Warren.....	2163	Paving	387 73
8	James Mathews.....	2164	Washing for fire-house.....	3 50
8	National Bank of D. O. Mills & Co.....	2165	Exchange	107 13
9	Mutual Elec. Light Co..	2166	Lights	1,390 42
9	Bay City Manufacturing and Rubber Co.....	2167	Mats and packing	29 30
9	West Coast Elec. Works.	2168	Winding coils for motor.....	40 00
12	James A. McMahon.....	2169	Sand	58 00
13	M. Greenberg's Sons.....	2170	Repairs, Dredger No. 1.....	10 50
13	Paraffine Paint Co.....	2171	Coating piles.....	448 50
13	Spring Val. Water Wks..	2172	Water	225 50
13	Merchants Exch. Ass'n.	2173	Reporting	25 00
13	George E. Dow Pump- ing Engine Co.....	2174	Repairs on tugs	27 69
13	S. F. Timber Pres. Co..	2175	Creosoting.....	700 75
13	Dundon Bridge and Construction Co.....	2176	Use of scow-driver and crew.....	195 75
13	Western Iron Works.....	2177	Remove and reset well-casing.....	350 00
13	S. F. Gas & Elec. Co.....	2178	Service connection	28 35
13	Bancroft-Whitney Co..	2179	Law books	71 30
13	John McClellan.....	2180	Covering on boiler, "Gov. Irwin".....	10 00
13	Chas. J. Hendry's Son & Co.....	2181	Chandlery.....	8 58
13	James Neylan.....	2182	Spars	105 00
13	Holbrook, Merrill & Stetson.....	2183	Water coolers	45 25
13	Fairbanks, Morse & Co.	2184	Scales	60 85
13	Marshutz & Cantrell.....	2185	Repairs, Dredger No. 1.....	73 73
13	John W. Murphy.....	2186	Keeping horses.....	41 00
13	The Guide Pub. Co.....	2187	Guides	10 50
13	G. M. Josselyn & Co..	2188	Chain	70 47
13	Arctic Oil Works.....	2189	Oil	25 85
13	Payne's Bolt Works.....	2190	Bolts	35 14
13	E. W. Tucker & Co.....	2191	Repairs on engine, Belt Railroad.....	30 04
13	H. S. Crocker Co.....	2192	Stationery.....	41 71
13	Wm. J. Brady.....	2193	Repairs, pile-driver.....	6 00
13	C. G. Clinch & Co.....	2194	Paints, oil, etc.....	10 95
13	Geo. H. Fuller Desk Co.	2195	Chairs, etc.....	15 08
14	Thos. Day Co.....	2196	Electric goods	41 50
14	James Byrne, Jr.....	2197	Petty cash expenses.....	22 25
14	Rowlands & Laughton.....	2198	Repairs on dredgers.....	29 00
14	W. T. Garratt & Co.....	2199	Repairs on tug "Gov. Irwin".....	33 45
14	H. R. Rood & Co.....	2200	Piles	774 93
14	Commercial Pub. Co..	2201	Advertising.....	49 50
14	F. B. Dallam & Co.....	2202	Brushes, etc.....	28 02
14	F. H. McConnell.....	2203	Care of clocks	15 00

EXHIBIT G—Continued.

DISBURSEMENTS, 1899-1900—Continued.

Date.	Order.	No.	Account of.	Amount.
1900				
June 14	Geo. G. Rundle	2204	Repairs on tugs and dredgers	\$204 07
14	Wm. B. Isaacs	2205	Steel rails	2,952 63
15	Simpson Brush and Broom Co.	2206	Brooms, etc.	11 50
15	Olsen, Ruth & Cook	2207	Hardware	9 60
19	Department of State Printing	2208	Printing	79 00
20	Board of State Harbor Commissioners	2209	Payrolls	10,763 40
21	A. Drew Wilkie, Jr.	2210	Constructing postoffice	1,777 50
21	Rowlands & Laughton	2211	Repairs	297 80
21	S. E. Slade Lumber Co.	2212	Lumber	4,489 20
21	Newsom & McNeil	2213	Building storeroom, Jackson St.	327 00
21	Gray Bros.	2214	Rock for breakwater	1,162 96
22	Frank Greg	2215	Sawdust	5 00
22	Holbrook, Merrill & Stetson	2216	Hardware	217 81
22	H. T. Holmes Lime Co.	2217	Fire clay	3 00
22	F. B. Dallam & Co.	2218	Brooms, etc.	9 05
22	Mysell-Rollins Co.	2219	Note pads	3 65
22	City Front Stables	2220	Keeping horses	40 00
22	Paraffine Paint Co.	2221	P. & B. paper	19 13
22	Arctic Oil Works	2222	Oils, etc.	57 42
23	H. S. Crocker Co.	2223	Stationery	35 84
23	J. M. Litchfield & Co.	2224	Buttons	27 00
23	M. Greenberg's Sons	2225	Repairs	7 75
23	Studebaker Bros.	2226	Repairing sprinkler	55 15
23	The Harry Unna Co.	2227	Toilet paper, etc.	23 15
23	James Young	2228	Millwork	190 45
25	E. M. Graney	2229	Shoeing horses	5 00
25	Dunham, Carrigan & Hayden Co.	2230	Hardware	795 41
28	Board of State Harbor Commissioners	2231	Payrolls	8,387 80
28	Darby Laydon	2232	Piling at Main St. car ferry slip	1,524 47
29	Pacific Tel. & Tel. Co.	2233	Telephones	142 70
29	Buchanan Bros.	2234	Metal polish	7 50
29	Bay City Manufacturing and Rubber Co.	2235	Packing	8 50
29	S. F. Timber Pres. Co.	2236	Creosoting	2,203 17
	Amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1899-1900			\$583,781 45
	Drafts issued and returned for changes and new drafts issued in lieu:			
1899				
May 17	E. L. A. Brown	1363	Typewriting	\$11 50
Dec. 19	Dow Steam Pump W'ks	1824	Repairs	23 30
				34 80
	Net amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1899-1900			\$583,746 65

EXHIBIT H.

DISBURSEMENTS FROM SAN FRANCISCO DEPOT FUND.

Date.	Order.	No.	On Account of Union Depot and Ferry House.	Amount.
1898				
July 12	George J. Smith & Sons	125	Painting.....	\$724 73
21	E. James Duffy.....	126	Plumbing.....	300 00
21	W. W. Montague & Co..	127	Heating.....	1,418 75
28	E. James Duffy.....	128	Plumbing.....	115 98
Aug. 9	William Cronan	129	Galvanized iron work.....	9,313 50
20	Geo. J. Smith & Sons....	130	Painting.....	3,132 33
Sept. 7	E. James Duffy (Dalziel & Moller, assig.).....			
7	Spoiled.....	131	Plumbing.....	2,643 25
21	Edward R. Swain.....	132		
Mar. 22	William Cronan.....	133	Architect fees.....	178 23
22	Edward R. Swain.....	134	Galvanized iron work.....	1,500 00
		135	Architect fees.....	30 00
1900				
Feb. 24	Lucy Pryor Brown, executrix of the last will of A. Page Brown, deceased.....	136	Architect fees.....	1,470 00
				\$20,826 77

EXHIBIT I.

STATEMENT OF THE SAN FRANCISCO DEPOT SINKING FUND.

1898—July 1	To amount transferred from S. F. Harbor Imp. Fund.	\$4,631 00
Aug. 1	“ “ “ “ “ “	4,631 00
Sept. 1	“ “ “ “ “ “	4,631 00
Oct. 1	“ “ “ “ “ “	4,631 00
Nov. 1	“ “ “ “ “ “	4,631 00
Dec. 1	“ “ “ “ “ “	4,631 00
1899—Jan. 1	“ “ “ “ “ “	4,631 00
Feb. 1	“ “ “ “ “ “	4,631 00
Mar. 1	“ “ “ “ “ “	4,631 00
Apr. 1	“ “ “ “ “ “	4,631 00
May 1	“ “ “ “ “ “	4,631 00
June 1	“ “ “ “ “ “	4,631 00
		\$55,572 00
1899—July 1	To amount transferred from S. F. Harbor Imp. Fund.	\$4,631 00
Aug. 1	“ “ “ “ “ “	4,631 00
Sept. 1	“ “ “ “ “ “	4,631 00
Oct. 1	“ “ “ “ “ “	4,631 00
Nov. 1	“ “ “ “ “ “	4,631 00
Dec. 1	“ “ “ “ “ “	4,631 00
1900—Jan. 1	“ “ “ “ “ “	4,631 00
Feb. 1	“ “ “ “ “ “	4,631 00
Mar. 1	“ “ “ “ “ “	4,631 00
Apr. 1	“ “ “ “ “ “	4,631 00
May 1	“ “ “ “ “ “	4,631 00
June 1	“ “ “ “ “ “	4,631 00
		55,572 00
	Balance in Fund, June 30, 1898.....	\$111,144 00
		301,015 00
		\$412,159 00

EXHIBIT J.

BALANCE SHEET FROM NOVEMBER 4, 1863, TO JUNE 30, 1900.

RECEIPTS.	
From dockage, tolls, wharfage, rents, etc.	\$16,228,154 53
From San Francisco Depot Sinking Fund (transfer).....	36,000 00
From drafts returned.....	158 25
	\$16,264,312 78
DISBURSEMENTS.	
Salaries of Commissioners, Secretaries, etc.	\$3,596,112 79
Constructing and repairing wharves, sheds, etc.	7,168,335 42
Constructing Seawall and improving Seawall lots.....	2,645,671 06
Purchase and construction of dredgers, scows, tugs, etc.	208,847 45 ¹
Dredging, cost of.....	1,725,228 26
Payroll of crew of fireboat.....	101,646 12
Suspense account (defalcations).....	5,460 55
Miscellaneous (damage to wharves, toll returned, etc.).....	62,382 93
Constructing and operating Belt Railroad.....	251,053 46
Balance in S. F. Depot Sinking Fund June 30, 1898. \$301,015 00	
Amount transferred to S. F. Depot Sinking Fund from July 1, 1898, to June 30, 1900..... 111,144 00	412,159 00
Cash in treasury June 30, 1900.....	87,415 74
	\$16,264,312 78
<i>Dr.</i> CASH.	
To amount remitted to State Treasurer.....	\$9,099,704 48
To transfer from S. F. Depot Sinking Fund.....	36,000 00
To drafts returned.....	158 25
	\$9,135,862 73
<i>Cr.</i> CASH.	
By amount drawn from State Treasurer.....	\$8,636,287 99
By amount transferred to S. F. Depot Sinking Fund.....	412,159 00
By cash on hand in treasury.....	87,415 74
	\$9,135,862 73

EXHIBIT K.

CONSTRUCTION ACCOUNT No. 1.

WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT, AND SINCE COMPLETED.

Removing, rebuilding, and widening southerly half of Pier No. 15, Green Street Wharf. Healy, Tibbitts & Co., contractors. Date of contract, October 26, 1897.

Contract price.....	\$17,832 00
Prior to June 30, 1898—Paid.....	\$1,872 36
Oct. 12, 1898—Paid.....	8,826 84
Nov. 11, 1898—Paid.....	7,132 80
	\$17,832 00

Clock machinery, etc., for tower, Union Depot. E. Howard Watch and Clock Company, contractors. Date of contract, November 3, 1897.

Contract price.....	\$3,630 00
Additions to contract.....	1,705 00
	\$5,335 00
Prior to June 30, 1898—Paid.....	\$2,550 00
July 28, 1898—Paid.....	1,877 50
Oct. 6, 1898—Paid.....	907 50
	\$5,335 00

Changing heating pipes, Station "D," Post Office. W. W. Montague & Co., contractors. Date of contract, November 24, 1897.

Contract price.....		\$64 00
July 22, 1898—Paid.....		64 00

Guard railings, Union Depot. California Artistic Metal and Wire Company, contractors. Date of contract, January 17, 1898.

Contract price.....		\$462 00	
Additions to contract.....	\$325 00		
Deduction from contract.....	5 00		
		<u>320 00</u>	
			\$782 00
Prior to June 30, 1898—Paid.....		\$625 00	
Aug. 20, 1898—Paid.....		<u>157 00</u>	
			\$782 00

Concrete floors on approaches to Ferry Slips Nos. 2, 3, 4, 5, and 6. Gray Brothers, contractors. Date of contract, January 17, 1898.

Contract price.....	\$2,972 50		
Addition to contract.....	1,007 20		
		<u>\$3,236 58</u>	\$3,979 70
Prior to June 30, 1898—Paid.....			
July 30, 1898—Paid.....		<u>743 12</u>	
			\$3,979 70

Radiators, Union Depot. W. W. Montague & Co., contractors. Date of contract, January 28, 1898.

Contract price.....		\$2,927 00
Prior to June 30, 1898—Paid.....	\$2,100 00	
July 21, 1898—Paid.....	95 25	
Sept. 14, 1898—Paid.....	<u>731 75</u>	
		\$2,927 00

Sidewalk on approach to ferry slips. Pacific Bridge Company, contractors. Date of contract, February 4, 1898.

Contract price.....	\$7,724 00		
Addition to contract.....	2,600 00		
Addition to contract.....	280 00		
		<u>\$7,949 00</u>	\$10,604 00
Prior to June 30, 1898—Paid.....			
Sept. 7, 1898—Paid.....		<u>2,655 00</u>	
			\$10,604 00

Steam boiler, pumps, tank, piping, etc. Babcock & Wilcox Co., contractors. Date of contract, February 4, 1898.

Contract price.....	\$3,850 00		
Addition to contract.....	254 39		
		<u>\$4,104 39</u>	\$4,104 39
Prior to June 30, 1898—Paid.....	\$2,743 12		
July 22, 1898—Paid.....	<u>1,361 27</u>		
			\$4,104 39

Fire-box, boiler, and steam drum, Dredger No. 2. P. F. Dundon, contractor. Date of contract, February 18, 1898.

Contract price.....	\$2,087 00	
August 9, 1898—Paid.....	<u>2,087 00</u>	

Replanking a portion of dolphin between Slips 3 and 4, and erecting a shed thereon. George B. Campbell, contractor. Date of contract, April 19, 1898.

Contract price.....	\$2,367 00	
Addition to contract	177 68	
		\$2,544 68
Paid prior to June 30, 1898.....		2,394 68

Settees for Union Depot. Peterson & Schemp, contractors. Date of contract, May 17, 1898.

Contract price, 39 settees, at \$45 each	\$1,755 00
July 26, 1898—Paid	1,755 00

Cleaning windows, Union Depot. S. Marengo, contractor. Date of contract, May 11, 1898.

Contract price.....	\$270 00
July 7, 1898—Paid	270 00

Repiling and repairing Lombard Street Wharf. San Francisco Bridge Company, contractors. Date of contract, May 24, 1898.

Contract price—		
\$11 00 per pile driven outside shed.		
\$13 30 per pile driven inside shed.		
\$33 00 per M. for lumber in place.		
Amount of work—		
Driving 263 piles outside shed, at \$11 per pile.....	\$2,893 00	
Driving 139 piles inside shed, at \$13 30 per pile	1,848 70	
84,000 feet (B. M.) lumber placed, at \$33 00 per M....	2,772 00	
790 feet extra length piling, at 22½¢ per foot	177 75	
		\$7,691 45
July 22, 1898—Paid	\$5,214 15	
July 27, 1898—Paid	2,477 30	
		\$7,691 45

Repiling and repairing Spear Street Wharf. Jas. A. McMahon, contractor. Date of contract, May 24, 1898.

Contract price:		
\$13 15 per pile driven outside shed.		
\$13 75 per pile driven inside shed.		
\$22 00 per M. for lumber in place.		
Amount of work—		
Driving 77 piles outside shed, at \$13 15 per pile....	\$1,012 55	
Driving 320 piles inside shed, at \$13 75 per pile.....	4,400 00	
43,358 feet (B. M.) lumber in place, at \$22 00 per M.	953 88	
		\$6,366 43
August 9, 1898—Paid		6,366 43

Steel lining for baggage rooms, Union Depot. Ralston Iron Works contractors. Date of contract, May 31, 1898.

Contract price.....	\$367 00	
Addition to contract	120 00	
		\$487 00
July 23, 1898—Paid		487 00

Bulletin boards, Union Depot. San Francisco Novelty and Plating Works, contractors. Date of contract, May 31, 1898.

Contract price.....	\$426 00	
Addition to contract	60 00	
	<hr/>	\$486 00
Oct. 6, 1898—Paid.....		486 00

Lamp posts, Union Depot. Thos. Day Company, contractors. Date of contract, May 17, 1898.

Contract price.....	\$498 00	
Addition to contract	65 00	
	<hr/>	\$563 00
Sept. 15, 1898—Paid.....		563 00

Electric standards, Union Depot. California Artistic Metal Works, contractors. Date of contract, June 27, 1898.

Contract price.....	\$485 00	
Oct. 6, 1898—Paid.....		485 00

EXHIBIT L.

CONSTRUCTION ACCOUNT No. 2.

WORK CONTRACTED FOR AND COMPLETED WITHIN THE YEARS JUNE 30, 1898, TO JULY 1, 1900.

Pipe-line with hose-reels, Union Depot. Duffy Brothers, contractors. Date of contract, July 23, 1898.

Contract price.....	\$1,105 00
Sept. 12, 1898—Paid.....	1,105 00

Coating piles for Green Street Wharf. Paraffine Paint Company, contractors. Date of contract, August 12, 1898.

Contract price—		
Number of piles to be treated, 817.		
Price, 28½ cents per lineal foot.		
Aug. 31, 1898—246 piles coated.....	\$2,471 80	
Sept. 17, 1898—340 piles coated.....	3,614 66	
Oct. 4, 1898—104 piles coated.....	1,281 36	
Sept. 28, 1898—130 piles coated.....	1,154 25	
	<hr/>	\$8,522 07
Sept. 12, 1898—Paid.....	\$2,471 80	
Oct. 12, 1898—Paid.....	3,614 66	
Oct. 12, 1898—Paid.....	1,281 36	
Nov. 14, 1898—Paid.....	1,154 25	
	<hr/>	\$8,522 07

Constructing mezzanine floor, Union Depot. Charles Dunlop, contractor. Date of contract, September 13, 1898.

Contract price.....	\$2,695 00
Oct. 28, 1898—Paid.....	2,695 00

Subdivision and finishing of mezzanine floor, Union Depot. Andrew Wilkie, contractor. Date of contract, November 10, 1898.

Contract price.....	\$3,175 00	
Addition to contract	32 80	
		\$3,207 80
Dec. 19, 1898—Paid	\$1,428 75	
Jan. 12, 1899—Paid	1,779 05	
		\$3,207 80

Shed, office building, scale house, etc., ends of Union Depot. Fred Miller, contractor. Date of contract, December 27, 1898.

Contract price.....	\$2,479 00	
Addition to contract	512 00	
		\$2,991 00
February 27, 1899—Paid		2,991 00

Repiling and repairing Union Street Wharf. Jas. A. McMahon, contractor. Date of contract, December 27, 1898.

Contract price—		
\$9 95 per pile driven and fastened.		
\$19 per 1,000 feet (B. M.) for lumber fitted and fastened.		
Amount of work—		
332 piles driven and fastened, at \$9 95 per pile.....	\$3,303 40	
124,760 feet (B. M.) lumber fitted and fastened, at		
\$19 per 1,000 feet.....	2,370 44	
		\$5,673 84
March 15, 1899—Paid.....		5,673 84

Repiling and repairing Washington Street Wharf. Darby Laydon, contractor. Date of contract, February 7, 1899.

Contract price—		
\$9 70 per pile driven outside shed.		
\$12 per pile driven inside shed.		
\$20 per 1,000 feet (B. M.) for all lumber used.		
Amount of work—		
March 6, 1899—		
117 piles, at \$9 70 per pile, driven outside		
shed	\$1,134 90	
14,900 feet (B. M.) lumber, at \$20 per M.	298 00	
Joining and dogging 1 old cap	1 50	
Rebolting 6 old piles, at \$1 per pile.....	6 00	
April 4, 1899—		\$1,440 40
216 piles, at \$9 70 per pile, driven outside		
shed	\$2,095 20	
25 old piles rebolted, at \$1 per pile.....	25 00	
58,665 feet (B. M.) lumber, at \$20 per M.	1,173 30	
Pulling and re-driving 5 old piles, at		
\$7 50 per pile	37 50	
June 5, 1899—		3,331 00
178 piles, at \$9 70 per pile, driven outside		
shed	\$1,726 60	
182 piles, at \$12 per pile, driven inside		
shed	2,184 00	
8 old piles rebolted, at \$1 per pile.....	8 00	
34,567 feet (B. M.) lumber used.....	691 34	
		4,609 94
Mar. 13, 1899—Paid.....	\$1,080 30	
Apr. 8, 1899—Paid.....	2,498 25	
June 10, 1899—Paid.....	5,802 79	
		\$9,381 34

Improvements on dolphin between Ferry Slips 3 and 4. W. A. Newsom, contractor. Date of contract, February 7, 1899.

Contract price.....	\$7,117 00	
Addition to contract.....	166 00	
	<hr/>	\$7,283 00
Mar. 13, 1899—Paid.....	\$1,500 00	
Apr. 8, 1899—Paid.....	3,037 09	
May 6, 1899—Paid.....	2,745 91	
	<hr/>	\$7,283 00

Repairing points of dolphins between Ferry Slips 4 and 5, 5 and 6, 6 and 7. Dundon Bridge and Construction Company, contractors. Date of contract, March 17, 1899.

Contract price—		
\$16 per pile for furnishing and driving new piles.		
\$6 per pile for driving old piles.		
\$22 per 1,000 feet (B. M.) for new lumber used.		
Total amount of work—June 15, 1899—		
163 new piles, at \$16 per pile	\$2,608 00	
22 old piles, at \$6 per pile	132 00	
49,793 feet (B. M.) lumber used.....	1,095 45	
148 spring piles rebolted, at \$1 50 per pile.....	222 00	
	<hr/>	\$4,057 45
May 11, 1899—Paid	\$1,504 40	
July 12, 1899—Paid	2,553 05	
	<hr/>	\$4,057 45

Repairing and replanking Pier No. 34 (Fremont Street Wharf). Darby Laydon, contractor. Date of contract, March 28, 1899.

Contract price—		
\$14 10 per 1,000 feet (B. M.) for lumber used.		
Amount of work—		
131,036 feet lumber used, at \$14 10 per M.	\$1,847 61	
June 10, 1899—Paid.....	1,847 61	

Erecting a shed on Pier No. 34 (Fremont Street Wharf). Wm. A. Newsom, contractor. Date of contract, April 4, 1899.

Contract price.....	\$6,868 00	
June 10, 1899—Paid.....	\$3,090 60	
July 12, 1899—Paid.....	3,777 40	
	<hr/>	\$6,868 00

Repiling and repairing Piers 9 and 11 (Broadway Wharves 1 and 2) and bulkheads. Dundon Bridge and Construction Company, contractors. Date of contract, April 8, 1899.

Contract price—		
\$8 75 per pile for driving outside piles.		
\$11 95 per pile for driving inside piles.		
\$22 00 per 1,000 feet (B. M.) for new lumber used.		
Amount of work—		
November 7, 1899—Contract work—		
372 piles driven outside shed, at \$8 75 per pile	\$3,255 00	
159 piles driven inside shed, at \$11 95 per pile	1,900 05	
180,784 feet (B. M.) lumber, at \$22 per M.	3,977 25	
	<hr/>	\$9,132 30
November 7, 1899—Extra work.....	560 72	
	<hr/>	\$9,693 02
June 14, 1899—Paid.....	\$2,341 79	
July 27, 1899—Paid.....	2,421 11	
Nov. 11, 1899—Paid.....	4,930 12	
	<hr/>	\$9,693 02

Erecting wire fences in waiting rooms, Union Depot. West Coast Wire and Iron Works, contractors. Date of contract, April 29, 1899.

Contract price	\$979 00	
Addition to contract	19 28	
		\$998 28
June 28, 1899—Paid		998 28

Bituminous rock pavement on East Street, in front of Union Depot. City Street Improvement Company, contractors. Date of contract, June 3, 1899.

Contract price—

Bituminous rock paving, 8 cents per square foot.

Each cesspool, complete, \$27.

Taking up and relaying block pavement, 2 cents per square foot.

Amount of work, July 10, 1899—

12,293 sq. ft. of bituminous rock pavement, at 8 cents per square foot	\$983 44	
1,065 sq. ft. of block pavement relaid, at 2 cents per square foot	21 30	
2 cesspools, at \$27 each	54 00	
		\$1,058 74

Amount of work, August 30, 1899—

12,657 sq. ft. of bituminous rock paving, at 8 cents per square foot	\$1,012 56	
360 sq. ft. of block pavement relaid, at 2 cents per square foot	7 20	
2 cesspools, at \$27 each	54 00	
		1,073 76

July 19, 1899—Paid	\$1,058 74	
Sept. 7, 1899—Paid	1,073 76	
		\$2,132 50

Repiling and repairing Piers 6, 8, and 16 (Howard Nos. 1 and 2 and Harrison Street Wharves). Dundon Bridge and Construction Company, contractors. Date of contract, June 20, 1899.

Contract price—

\$11 50 per pile driven outside of shed.

\$13 00 per pile driven inside of shed.

\$21 25 per 1,000 feet (B. M.) for new lumber used.

Amount of work—

October 25, 1899—At Pier No. 6—

371 piles driven, at \$11 50 per pile
 \$4,266 50 |

80,580 feet lumber used, at \$21 25 per M. 1,712 32

November 7, 1899—At Pier No. 8—

184 piles driven outside shed, at \$11 50 per pile
 \$2,116 00 |

52 piles driven under shed, at \$13 per pile
 676 00 |

40,708 feet lumber used, at \$21 25 per M. 865 05

18 old piles rebolted, at \$1 per pile
 18 00 |

January 10, 1900—at Pier No. 16—

271 piles driven outside shed, at \$11 50 per pile
 \$3,116 50 |

99,428 feet lumber used, at \$21 25 per M. 2,112 85

5,229 35

\$14,883 22

Oct. 26, 1899—Paid
 \$5,978 82 |

Nov. 11, 1899—Paid
 3,675 05 |

Jan. 15, 1900—Paid
 5,229 35 |

\$14,883 22

For the treatment of standard piles. H. R. Rood & Co., contractors.
Date of contract, July 7, 1899.

Contract price—For treating 100 piles, 27 cents per lineal foot.		
Amount of work—		
July 29, 1899—34 piles treated, 1,190 feet, at 27c	.....	\$321 30
Sept. 19, 1899—74 piles treated, 2,590 feet, at 27c	.....	699 30
		<u>1,020 60</u>
Sept. 21, 1899—Paid	.....	1,020 60

For the treatment of standard piles. San Francisco Timber Preserving Company, contractors. Date of contract, July 8, 1899.

Contract price—For creosoting 100 (more or less) piles.		
12-inch piles, 27 cents per lineal foot.		
14-inch piles, 30 cents per lineal foot.		
16-inch piles, 35 cents per lineal foot.		
Amount of work—		
October 11, 1899—100 piles creosoted—		
41 piles, 2,908 feet, at 27c per lineal foot	.....	\$785 16
55 piles, 3,860 feet, at 30c per lineal foot	.....	1,158 00
4 piles, 300 feet, at 35c per lineal foot	.....	105 00
		<u>\$2,048 16</u>
December 15, 1899—90 piles creosoted—		
65 piles, 2,290 feet, at 27c per lineal foot	.....	\$618 30
22 piles, 734 feet, at 30c per lineal foot	.....	220 20
3 piles, 93 feet, at 35c per lineal foot	.....	32 55
		<u>871 05</u>
		<u>\$2,919 21</u>
Oct. 27, 1899—Paid	.....	\$2,048 16
Jan. 15, 1900—Paid	.....	871 05
		<u>\$2,919 21</u>

For the treatment of standard piles. Paraffine Paint Co., contractors. Date of contract, July 10, 1899.

Contract price—For coating and protecting 100 piles, 28½ cents per lineal foot.		
Amount of work—		
Nov. 6, 1899, for coating and protecting 101 piles	.....	\$1,455 50
Nov. 16, 1899—Paid	.....	1,455 50

For a car ferry slip at Bryant Street. City Street Improvement Company, contractors. Date of contract, September 19, 1899.

Contract price	.....	\$30,890 00
Addition to contract	.....	621 06
		<u>\$31,511 06</u>
Dec. 13, 1899—Paid	.....	\$11,583 75
Jan. 10, 1900—Paid	.....	6,950 25
Feb. 28, 1900—Paid	.....	12,977 06
		<u>\$31,511 06</u>

For repiling and repairing bulkhead, between Folsom Street Wharves Nos. 1 and 2. Healy, Tibbitts & Co., contractors. Date of contract, October 4, 1899.

Contract price—

Furnishing and driving 60 piles, at \$11 25 per pile.

Furnishing and placing 5,000 feet of lumber, at \$29 75 per M.

Amount of work—

November 11, 1899—

60 piles, at \$11 25 per pile \$675 00

6,422 feet of lumber used, at \$29 75 per M..... 191 05

10 fender piles rebolted, at \$1 per pile 10 00

\$876 05

Less difference between old and new lumber..... 99 69

\$776 36

Nov. 13, 1899—Paid..... 776 36

For treatment of piles for car ferry slip at Bryant Street. San Francisco Timber Preserving Company, contractors. Date of contract, October 7, 1899.

Contract price—

For treating 12-inch piles, 27 cents per lineal foot.

For treating 14-inch piles, 30 cents per lineal foot.

For treating 16-inch piles, 35 cents per lineal foot.

Amount of work—

December 1, 1899—512 piles treated—

188 piles, 9,185 feet, at 27c per lineal foot \$2,479 95

256 piles, 14,000 feet, at 30c per lineal foot 4,200 00

57 piles, 3,488 feet, at 35c per lineal foot 1,220 80

11 piles, 680 feet, at 42c per lineal foot 285 60

\$8,186 35

Dec. 14, 1899—Paid 8,186 35

For repairing tugboat "Gov. Irwin." Columbia Machine Works, contractors. Date of contract, October 10, 1899.

Contract price..... \$853 00

Amount of work—

Repairs, as per contract..... \$853 00

Retinning 631 tubes, at 15 cents each 94 65

Renewing 23 tubes, at 85 cents each 19 55

Extra work, as per attached bill 124 50

\$1,091 70

Nov. 27, 1899—Paid..... 1,091 70

For a hydraulic hoist for passenger apron at Ferry Slip No. 7. Vulcan Iron Works, contractor. Date of contract, November 6, 1899.

Contract price..... \$2,748 00

Addition to contract..... 154 00

\$2,902 00

April 14, 1900—Paid 2,902 00

For reconstructing a portion of Ferry Slip No. 7, etc. City Street Improvement Company, contractors. Date of contract, November 8, 1899.

Contract price.....	\$10,279 00	
Addition to contract	603 67	
	<hr/>	\$10,882 67
Feb. 14, 1900—Paid.....	\$3,854 63	
Apr. 5, 1900—Paid.....	7,028 04	
	<hr/>	10,882 67

For treating piles for Ferry Slip No. 7. H. R. Rood & Co., contractors. Date of contract, November 24, 1899.

Contract price—30 cents per lineal foot.	
Amount of work—Feb. 3, 1900—109 piles treated, 2,099 feet, at 30c.	\$629 70
Feb. 9, 1900—Paid.....	629 70

For treating piles for Ferry Slip No. 7. San Francisco Timber Preserving Company, contractors. Date of contract, November 24, 1899.

Contract price—	
12-inch piles, 27 cents per lineal foot.	
14-inch piles, 30 cents per lineal foot.	
16-inch piles, 35 cents per lineal foot.	
Amount of work—	
January 26, 1900—81 piles treated—	
58 piles, 3,063 feet, at 27c per lineal foot	\$827 01
22 piles, 1,259 feet, at 30c per lineal foot	377 70
1 pile, 67 feet, at 35c per lineal foot	23 45
	<hr/>
	\$1,228 16
February 7, 1900—107 piles treated—	
102 piles, 5,644 feet, at 27c per lineal foot	\$1,523 88
5 piles, 279 feet, at 30c per lineal foot	83 70
	<hr/>
	1,607 58
	<hr/>
	\$2,835 74
Feb. 23, 1900—Paid.....	2,835 74

For treating piles for Ferry Slip No. 7. Paraffine Paint Company, contractors. Date of contract, November 28, 1899.

Contract price—32½ cents per lineal foot.	
Amount of work—	
January 16, 1900—936 feet, at 32½c	\$304 20
February 20, 1900—1,369 feet, at 32½c	444 92
	<hr/>
	\$749 12
April 14, 1900—Paid.....	749 12

For widening the approach to and dolphin of Ferry Slip No. 7, 10 feet. Dundon Bridge and Construction Company, contractors. Date of contract, December 9, 1899.

Contract price.....	\$2,478 00	
Addition to contract	338 75	
	<hr/>	\$2,816 75
April 10, 1900—Paid		2,816 75

Repairing Main Street Wharf and approach. Darby Laydon, contractor. Date of contract, December 12, 1899.

Contract price—

\$9 70 per pile for furnishing and driving piles.

\$25 00 per 1,000 feet (B. M.) for furnishing and fitting new lumber.

Amount of work—January 31, 1900—

146 piles furnished and driven, at \$9 70 per pile.. \$1,416 20

45,475 feet lumber used, at \$25 00 per M. 1,136 88

\$2,553 08

Jan. 31, 1900—Paid 2,553 08

Repairing Clay Street Wharf, Pier No. 1. Darby Laydon, contractor. Date of contract, December 26, 1899.

Contract price—

\$12 00 per pile for piles driven under shed.

10 00 per pile for piles driven outside shed.

21 00 per 1,000 feet (B. M.) for lumber furnished and laid.

Amount of work—February 21, 1900—

52 piles driven under shed, at \$12 00 per pile. \$624 00

45 piles driven outside shed, at \$10 00 per pile ... 450 00

9,440 feet lumber furnished and laid, at \$21 00

per M. 198 24

\$1,272 24

Feb. 23, 1900—Paid 1,272 24

Erecting a storehouse on dolphin between Ferry Slips Nos. 5 and 6. Newsom & McNeil, contractors. Date of contract, December 29, 1899.

Contract price \$899 00

Addition to contract 17 00

Addition to contract 100 00

\$1,016 00

Jan. 25, 1900—Paid 1,016 00

Moving and altering the tugboat wharf between Slip No. 7 and Pier No. 2. Dundon Bridge and Construction Company, contractors. Date of contract, January 23, 1900.

Contract price \$253 40

Addition to contract 74 56

\$327 96

April 19, 1900—Paid 327 96

Repairing buckets of Dredgers Nos. 1 and 2. P. F. Dundon's S. F. Iron Works, contractors. Date of contract, January 31, 1900.

Contract price \$540 00

Addition to contract 126 03

\$666 03

May 11, 1900—Paid 666 03

Shed on north end of Union Depot and Ferry House. Newsom & McNeil, contractors. Date of contract, February 2, 1900.

Contract price \$3,399 00

Addition to contract 459 00

\$3,858 00

May 11, 1900—Paid \$1,274 62

June 7, 1900—Paid 2,583 38

3,858 00

Building addition to Pier No. 28 (Main Street Wharf). Darby Laydon, contractor. Date of contract, February 21, 1900.

Contract price.....	\$6,660 00	
Addition to contract	352 73	
	<hr/>	\$7,012 73
April 5, 1900—Paid	\$2,497 50	
May 3, 1900—Paid	4,515 23	
	<hr/>	\$7,012 73

Addition to shed on approach to Ferry Slip No. 7. Val Franz, contractor. Date of contract, February 26, 1900.

Contract price.....	\$2,540 00	
Addition to contract	96 00	
Extra time	40 50	
	<hr/>	\$2,676 50
April 26, 1900—Paid		2,676 50

Treating piles for widening Jackson Street Wharf. H. R. Rood & Co., contractors. Date of contract, March 2, 1900.

Contract price—210 piles (more or less) at 40 cents per lineal foot.		
Amount of work—254 piles treated, 8,128 feet, at 40 cents per foot.....		\$3,251 20
April 19, 1900—Paid		3,251 20

Treating piles for widening Jackson Street Wharf. Paraffine Paint Company, contractors. Date of contract, March 5, 1900.

Contract price—210 piles (more or less), at 32½ cents per lineal foot.		
Amount of work—154 piles treated, 3,979 feet, at 32½ cents per foot		\$1,293 17
May 18, 1900—Paid		1,293 17

Treating piles for Pier No. 28 (Main Street Wharf). San Francisco Timber Preserving Company, contractors. Date of contract, March 7, 1900.

Contract price—		
For treating 12-inch piles, 27 cents per lineal foot.		
For treating 14-inch piles, 30 cents per lineal foot.		
For treating 16-inch piles, 35 cents per lineal foot.		
Amount of work—287 piles treated—		
11,177 feet, at 27 cents per foot	\$3,017 79	
2,946 feet, at 30 cents per foot.....	883 80	
470 feet, at 35 cents per foot.....	164 50	
	<hr/>	\$4,066 09
May 11, 1900—Paid		4,066 09

Widening Pier No. 5 (Jackson Street Wharf). Darby Laydon, contractor. Date of contract, March 19, 1900.

Contract price.....	\$7,300 00	
Addition to contract	204 36	
	<hr/>	\$7,504 36
April 19, 1900—Paid	\$2,190 00	
May 17, 1900—Paid	5,314 36	
	<hr/>	\$7,504 36

Removing and rebuilding ferry slip between Piers 3 and 5. City Street Improvement Company, contractors. Date of contract, March 19, 1900.

Contract price.....	\$2,862 00	
Addition to contract.....	21 05	
	<hr/>	\$2,883 05
May 3, 1900—Paid.....		2,883 05

Shed over car ferry apron at foot of Main Street. Newsom & McNeil, contractors. Date of contract, March 23, 1900.

Contract price.....	\$1,497 00	
April 26, 1900—Paid.....		1,497 00

Building a shed on south side of shed at Jackson Street Wharf. Newsom & McNeil, contractors. Date of contract, April 3, 1900.

Contract price.....		\$2,747 00
May 24, 1900—Paid.....	\$1,030 12	
June 7, 1900—Paid.....	1,716 88	
	<hr/>	\$2,747 00

Erecting a shed over apron of Ferry Slip No. 7. Fred Miller, contractor. Date of contract, April 9, 1900.

Contract price.....	\$1,520 00	
Addition to contract.....	5 00	
	<hr/>	\$1,525 00
May 17, 1900—Paid.....		1,525 00

Paving a portion of East Street in front of Union Depot and Ferry House. San Francisco Paving Company, contractors. Date of contract, April 11, 1900.

Contract price—		
For paving, 14¼ cents per square foot.		
For repaving, 3½ cents per square foot.		
Amount of work, May 9, 1900—		
Paving, 5,960 sq. ft., at 14¼ cts. per sq. ft.....	\$849 30	
Repaving, 560 sq. ft., at 3½ cts. per sq. ft.....	19 60	
	<hr/>	\$868 90
May 10, 1900—Paid.....		868 90

Bituminous rock paving in front of Union Depot and Ferry House. City Street Improvement Company, contractors. Date of contract, April 18, 1900.

Contract price—		
Paving, 7⅞ cents per square foot.		
2 cesspools, \$24 75 each.		
Amount of work, May 8, 1900—		
Paving, 9,353.41 sq. ft., at 7⅞ cts. per sq. ft.....	\$736 58	
2 cesspools, at \$24 75 each.....	49 50	
	<hr/>	\$786 08
May 16, 1900—Paid.....		786 08

EXHIBIT M.

CONSTRUCTION ACCOUNT No. 3.

WORK CONTRACTED FOR SINCE JUNE 30, 1898, BUT NOT YET COMPLETED.

Rebuilding Pier No. 10 (Howard Street Wharf No. 3). City Street Improvement Company, contractors. Date of contract, December 6, 1899.

Contract price.....		\$46,193 40
Mar. 14, 1900—Paid.....	\$15,591 96	
May 3, 1900—Paid.....	5,197 32	
June 7, 1900—Paid.....	6,929 76	
		<u>\$27,719 04</u>

Repiling and repairing Pier No. 24 (Spear Street Wharf). James A. McMahon, contractor. Date of contract, January 20, 1900.

Contract price.....	\$1,799 15	
Addition to contract.....	347 41	
		<u>\$2,146 56</u>

Furnishing the cement for construction of Pier No. 10 (Howard Street Wharf No. 3). J. D. Spreckels & Bros. Co., contractors. Date of contract, February 28, 1900.

Contract price—2,700 bbls. (more or less), at \$2 87 per barrel.		
April 27, 1900—440 bbls. furnished, at \$2 87 per barrel.....		\$1,262 80
May 14, 1900—Paid.....		1,262 80

Constructing a postoffice building. Andrew Wilkie, Jr., contractor. Date of contract, March 5, 1900.

Contract price.....		\$23,700 00
Paid April 12, 1900—Estimate No. 1.....	\$2,844 00	
Paid April 26, 1900—Estimate No. 2.....	3,377 25	
Paid May 10, 1900—Estimate No. 3.....	2,666 25	
Paid May 24, 1900—Estimate No. 4.....	3,555 00	
Paid June 7, 1900—Estimate No. 5.....	1,777 50	
Paid June 21, 1900—Estimate No. 6.....	1,777 50	
		<u>\$15,997 50</u>

Furnishing rock for breakwaters on Water Front. Gray Brothers, contractors. Date of contract, March 15, 1900.

Contract price—		
23,500 tons of rock (more or less), at 59½ cents per ton.		
Amount of work—		
Estimate No. 1, June 19, 1900—2,606.07 tons.....		\$1,162 96
June 21, 1900—Paid.....		1,162 96

Furnishing piles for six (6) months. H. R. Rood & Co., contractors. Date of contract, March 24, 1900.

Contract price—		
12-inch and 13-inch piles, at 12½ cents per lineal foot.		
14-inch and 15-inch piles, at 14 cents per lineal foot.		
16-inch, 17-inch, and 18-inch piles, at 15½ cents per lineal foot.		
May 26, 1900, 102 piles delivered.....		\$774 93
June 14, 1900—Paid.....		774 93
5—HC		

Repairing spring-line of dolphin between Ferry Slips Nos. 3 and 4. Jas. A. McMahon, contractor. Date of contract, April 16, 1900.

Contract price.....	\$1,344 75
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Repairing and repiling Pier No. 5 (Jackson Street Wharf), etc. Dundon Bridge and Construction Company, contractors. Date of contract, April 25, 1900.

Contract price.....	\$2,495 00
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Repairing approach to car ferry slip at foot of Main Street. Darby Laydon, contractor. Date of contract, May 21, 1900.

Contract price.....	\$1,588 00	
Addition to contract.....	444 62	
		\$2,032 62
Paid June 28, 1900—Estimate No. 1.....		1,524 47

Building Fisherman's Wharf. City Street Improvement Company, contractors. Date of contract, May 22, 1900.

Contract price.....	\$4,127 32
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Shed on Pier No. 10 (Howard Street Wharf No. 3). Newsom & McNeil, contractors. Date of contract, June 6, 1900.

Contract price.....	\$9,190 00
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Fixtures for new postoffice building. L. & E. Emanuel (incorporated), contractors. Date of contract, June 19, 1900.

Contract price.....	\$2,745 00
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Spring-line on south side of Lombard Street Wharf. J. A. McMahon, contractor. Date of contract, June 27, 1900.

Contract price.....	\$969 00	
Addition to contract.....	219 55	
		\$1,188 55

Laying block pavement in front of Union Depot and Ferry House. Union Lumber Company, contractors. Date of contract, June 27, 1900.

Contract price—25 cents per square surface foot.

EXHIBIT N.

CONSTRUCTION ACCOUNT No. 4.

SEAWALL.

The completed Seawall has cost as follows:

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

EXHIBIT O.

CONSTRUCTION ACCOUNT No. 5.

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....	4,496 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
June 30, 1895....	11,587 38	8,857 95	3,434 31	6,875 62	7,791 88	38,547 14
June 30, 1896....		10,234 05	4,954 96			15,189 01
June 30, 1897....		8,507 75	2,914 82			11,422 57
June 30, 1898....		9,553 75	5,515 38	3,389 50		18,458 63
June 30, 1899....		20,177 70	5,361 68			25,539 38
June 30, 1900....		24,682 60	9,841 58	2,952 63		37,476 81
	\$90,651 26	\$104,475 16	\$42,414 49	\$37,662 92	\$70,478 31	\$345,682 14

Revenue from Belt Railroad.

Fiscal Year Ending—	Sale of Rails and Trimmings.	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
June 30, 1895.....		10,118 75	21,600 00	8,972 13	40,690 88
June 30, 1896.....	\$5,934 25	11,730 00	23,100 00	8,060 69	48,824 94
June 30, 1897.....		11,619 25	23,400 00	10,007 05	45,026 30
June 30, 1898.....		13,313 50	23,400 00	11,244 70	47,958 20
June 30, 1899.....		17,090 25	23,400 00	14,110 06	54,600 31
June 30, 1900.....		19,402 25	23,400 00	17,469 02	60,271 27
	\$5,934 25	\$110,669 00	\$189,906 43	\$92,560 01	\$399,071 69

EXHIBIT P.

CONSTRUCTION ACCOUNT No. 6.

UNION DEPOT AND FERRY HOUSE.

Masonry work, Union Depot and Ferry House. C. F. McCarthy, contractor. Date of contract, January 23, 1896.

Contract price.....		\$230,000 00
Additions to contract—		
Sept. 19, 1896.....	\$2,416 00	
Jan. 26, 1897.....	1,492 00	
June 29, 1897.....	836 15	
Dec. 21, 1897.....	2,385 00	
Feb. 4, 1898.....	487 38	
		\$7,616 53
Deductions—		
May 13, 1897.....	\$3,840 00	
Mar. 5, 1898.....	226 62	
		4,066 62
		3,549 91
		\$233,549 91
Dec. 18, 1896—Paid.....	\$4,641 00	
Feb. 3, 1897—Paid.....	2,641 00	
Mar. 3, 1897—Paid.....	11,171 44	
Apr. 1, 1897—Paid.....	9,315 00	
Apr. 29, 1897—Paid.....	11,540 25	
May 27, 1897—Paid.....	19,290 30	
June 29, 1897—Paid.....	13,475 25	
July 27, 1897—Paid.....	17,330 25	
Sept. 13, 1897—Paid.....	13,717 50	
Oct. 6, 1897—Paid.....	9,681 00	
Nov. 3, 1897—Paid.....	8,516 53	
Nov. 30, 1897—Paid.....	15,591 75	
Dec. 29, 1897—Paid.....	15,808 50	
Feb. 4, 1898—Paid.....	10,700 14	
Feb. 19, 1898—Paid.....	487 38	
Feb. 26, 1898—Paid.....	7,185 75	
Apr. 13, 1898—Paid.....	5,973 53	
June 4, 1898—Paid.....	53,983 34	
June 4, 1898—Paid.....	2,500 00	
		\$233,549 91

Cement, Union Depot and Ferry House. J. D. Spreckels & Bros. Co. contractors. Date of contract, December 29, 1896.

Contract price		\$12,290 50
Amount used: 5,230 bbls., at \$2 35 per bbl.		
Mar. 26, 1897—Paid	\$129 25	
Apr. 22, 1897—Paid	646 25	
May 13, 1897—Paid	1,880 00	
June 28, 1897—Paid	3,055 00	
July 15, 1897—Paid	3,055 00	
Aug. 11, 1897—Paid	2,232 50	
Sept. 14, 1897—Paid	117 50	
Nov. 11, 1897—Paid	235 00	
Nov. 11, 1897—Paid	705 00	
Jan. 5, 1898—Paid	235 00	
		<u>\$12,290 50</u>

Carpentering, plastering, and glazing, Union Depot and Ferry House. Bateman Bros., contractors. Date of contract, January 23, 1896.

Contract price		\$48,400 00
Additions to contract—		
Jan. 14, 1897	\$2,994 00	
May 13, 1897	2,995 00	
Sept. 21, 1897	551 25	
Jan. 4, 1898	2,230 45	
Jan. 17, 1898	345 00	
		<u>\$9,115 70</u>
Deductions from contract—		
Nov. 24, 1897	\$175 00	
June 2, 1898	50 00	
June 2, 1898	140 00	
		<u>365 00</u>
		8,750 70
		<u>\$57,150 70</u>
Paid prior to June 30, 1896	\$33 00	
July 9, 1896—Paid	1,060 50	
Aug. 11, 1896—Paid	5,115 00	
Jan. 12, 1897—Paid	972 00	
Mar. 16, 1897—Paid	1,125 72	
Apr. 22, 1897—Paid	1,404 84	
June 24, 1897—Paid	2,094 32	
Aug. 11, 1897—Paid	2,247 57	
Sept. 10, 1897—Paid	1,965 00	
Oct. 18, 1897—Paid	6,026 25	
Nov. 3, 1897—Paid	4,361 25	
Dec. 2, 1897—Paid	11,040 25	
Jan. 4, 1898—Paid	2,700 00	
Jan. 12, 1898—Paid	2,230 45	
Feb. 12, 1898—Paid	1,012 50	
Feb. 26, 1898—Paid	345 00	
Mar. 12, 1898—Paid	990 00	
June 8, 1898—Paid	418 30	
June 27, 1898—Paid	12,008 75	
		<u>\$57,150 70</u>

Rolling wooden shutters, Union Depot and Ferry House, first floor. Edward B. Hindes, contractor. Date of contract, August 24, 1897.

Contract price		\$2,960 00
Oct. 6, 1897—Paid	\$1,039 50	
Nov. 13, 1897—Paid	846 00	
Jan. 12, 1898—Paid	334 50	
Feb. 23, 1898—Paid	740 00	
		<u>\$2,960 00</u>

Rolling wooden shutters, Union Depot and Ferry House, second floor.
Edward B. Hindes, contractor. Date of contract, August 24, 1897.

Contract price.....		\$2,615 00
Oct. 6, 1897—Paid.....	\$835 50	
Nov. 13, 1897—Paid.....	922 50	
Jan. 12, 1898—Paid.....	203 25	
Feb. 23, 1898—Paid.....	653 75	
		<u>\$2,615 00</u>

Constructional iron and steel work, Union Depot and Ferry House.
Risdon Iron and Locomotive Works, contractors. Date of contract,
March 20, 1896.

Contract price.....		\$188,000 00
Additions to contract—		
Oct. 29, 1896.....	\$1,550 00	
Oct. 30, 1896.....	1,449 00	
Nov. 5, 1896.....	824 00	
Nov. 5, 1896.....	461 30	
Feb. 4, 1897.....	600 00	
Feb. 26, 1897.....	600 00	
Feb. 26, 1897.....	400 00	
Sept. 14, 1897.....	975 00	
Dec. 2, 1897.....	2,970 00	
		<u>\$9,829 30</u>
Deductions from contract—		
Aug. 7, 1897.....	\$4,000 00	
Aug. 24, 1897.....	200 00	
		<u>4,200 00</u>
		<u>5,629 30</u>
		<u>\$193,629 30</u>
Paid prior to June, 1896.....	\$9,564 44	
July 2, 1896—Paid.....	2,982 90	
Aug. 4, 1896—Paid.....	55,745 23	
Sept. 3, 1896—Paid.....	12,180 14	
Oct. 1, 1896—Paid.....	14,676 42	
Nov. 5, 1896—Paid.....	21,048 62	
Dec. 3, 1896—Paid.....	16,975 42	
Dec. 8, 1896—Paid.....	729 30	
Dec. 17, 1896—Paid.....	1,550 00	
Jan. 5, 1897—Paid.....	1,449 00	
Feb. 4, 1897—Paid.....	600 00	
April 1, 1897—Paid.....	716 85	
June 2, 1897—Paid.....	539 15	
June 25, 1897—Paid.....	300 00	
Nov. 3, 1897—Paid.....	4,575 00	
Dec. 2, 1897—Paid.....	1,076 83	
Dec. 3, 1897—Paid.....	2,970 00	
Jan. 10, 1898—Paid.....	45,950 00	
		<u>\$193,629 30</u>

Steel folding or collapsing gates, Union Depot and Ferry House.
California Artistic Metal and Wire Co., contractors. Date of contract,
August 17, 1897.

Contract price.....		\$2,436 00
Jan. 18, 1898—Paid.....	\$1,827 00	
Mar. 4, 1898—Paid.....	609 00	
		<u>\$2,436 00</u>

Vault necking, and door. Herrin-Hall-Marvin Co., contractors.
Date of contract, November 24, 1897.

Contract price.....	\$200 00
April 2, 1898—Paid	200 00

WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT, AND SINCE COMPLETED.

Plumbing and gasfitting, Union Depot and Ferry House. E. James Duffy, contractor. Date of contract, January, 1896.

Contract price.....	\$11,123 00
Additions to contract—	
Jan. 12, 1897	\$2,063 00
Jan. 14, 1897	715 00
Feb. 2, 1897	475 00
Feb. 18, 1897	700 00

\$3,953 00

Deduction from contract—May 13, 1897	550 00
--	--------

3,403 00

\$14,526 00

Feb. 3, 1897—Paid.....	\$5,067 80
Mar. 4, 1897—Paid.....	2,747 79
Apr. 8, 1897—Paid.....	2,466 03
May 11, 1897—Paid.....	847 65
May 28, 1898—Paid.....	337 50
July 21, 1898—Paid.....	300 00
July 28, 1898—Paid.....	115 98
Sept. 7, 1898—Paid.....	2,643 25

\$14,526 00

Roofing, skylights, and galvanized iron work, Union Depot and Ferry House. Wm. Cronan, contractor. Date of contract, January 28, 1896.

Contract price.....	\$43,599 00
Additions to contract—	
Dec. 10, 1896	\$2,875 00
Aug. 4, 1897.....	1,392 00
Oct. 26, 1897.....	2,978 00
Mar. 4, 1898.....	2,956 00

\$10,201 00

Deduction from contract—January 12, 1898	345 00
--	--------

9,856 00

\$53,455 00

June 17, 1897—Paid.....	\$2,087 35
June 30, 1897—Paid.....	6,644 61
July 28, 1897—Paid.....	6,426 03
Sept. 10, 1897—Paid.....	9,064 71
Oct. 6, 1897—Paid.....	4,617 50
Nov. 3, 1897—Paid.....	5,520 00
Dec. 1, 1897—Paid.....	2,875 00
Feb. 4, 1898—Paid.....	1,425 00
Mar. 5, 1898—Paid.....	2,956 00
June 29, 1898—Paid.....	1,025 30
Aug. 9, 1898—Paid.....	9,313 50
Mar. 22, 1899—Paid.....	1,500 00

\$53,455 00

Painting Union Depot and Ferry House. George J. Smith & Sons, contractors. Date of contract, January 23, 1896.

Contract price	\$12,900 00	
Deductions from contract—		
Dec. 21, 1897	\$313 85	
July 8, 1898	56 80	
	<u>370 65</u>	\$12,529 35
Sept. 10, 1897—Paid	\$1,551 04	
Nov. 11, 1897—Paid	1,211 25	
Dec. 1, 1897—Paid	2,163 75	
Dec. 30, 1897—Paid	1,683 75	
Jan. 28, 1898—Paid	862 50	
Mar. 18, 1898—Paid	1,200 00	
July 12, 1898—Paid	724 73	
Aug. 23, 1898—Paid	3,132 33	
	<u>3,132 33</u>	\$12,529 35

Heating Union Depot and Ferry House. W. W. Montague & Co., contractors. Date of contract, April 15, 1897.

Contract price	\$5,675 00	
Addition to contract	335 00	
	<u>335 00</u>	\$6,010 00
July 28, 1897—Paid	\$2,428 53	
Dec. 30, 1897—Paid	1,320 00	
May 19, 1898—Paid	842 72	
July 21, 1898—Paid	1,418 75	
	<u>1,418 75</u>	\$6,010 00

RECAPITULATION.

Contractors.	Amount of Contract.	Amount Paid.
C. F. McCarthy	\$233,549 91	\$233,549 91
J. D. Spreckels & Bros. Co.	12,290 50	12,290 50
Bateman Bros.	57,150 70	57,150 70
Edward B. Hindes	5,575 00	5,575 00
Risdon Iron and Locomotive Works	193,629 30	193,629 30
California Artistic Metal and Wire Works	2,436 00	2,436 00
Herrin-Hall-Marvin Co.	200 00	200 00
E. James Duffy	14,526 00	14,526 00
Wm. Cronan	53,455 00	53,455 00
W. W. Montague & Co.	6,010 00	6,010 00
George J. Smith & Sons	12,529 35	12,529 35
Edward R. Swain	14,303 24	14,303 24
Estate A. Page Brown	1,470 00	1,470 00
Totals	\$607,125 00	\$607,125 00

Amount in San Francisco Depot Fund	\$600,000 00	
Premium on sale of bonds	7,125 00	
	<u>7,125 00</u>	\$607,125 00
Total amount of contracts		\$607,125 00

EXHIBIT Q.

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending--	Salaries of Employees.	Repairs.	Coal.	Ship Chauldery and Water.	Miscellaneous, including Docking Tugs, 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	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 $\frac{3}{4}$	10.76
June 30, 1876.	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877.	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 $\frac{1}{2}$	9.01
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	9.02
June 30, 1879.	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
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
June 30, 1881.	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,982 $\frac{1}{2}$	7.02
June 30, 1882.	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 $\frac{1}{2}$	7.62
June 30, 1883.	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 $\frac{1}{2}$	8.13
June 30, 1884.	23,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 $\frac{1}{2}$	9.45
June 30, 1885.	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 $\frac{1}{2}$	7.68
June 30, 1886.	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 $\frac{1}{2}$	6.87
June 30, 1887.	23,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 $\frac{1}{2}$	12.97
June 30, 1888.	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 $\frac{1}{2}$	7.52
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
June 30, 1890.	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891.	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206 $\frac{1}{2}$	9.35
June 30, 1892.	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893.	27,055 72	12,858 62	8,596 79	3,533 20	1,362 00	54,060 33	641,400	3,127	8.44
June 30, 1894.	28,350 30	17,505 81	8,931 46	3,099 10	471 00	58,357 67	677,200	3,743 $\frac{1}{2}$	8.75
June 30, 1895.	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896.	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617
June 30, 1897.	28,515 00	16,519 35	7,118 87	3,411 69	122 00	55,086 31	691,600	3,229	8.051
June 30, 1898.	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899.	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,900	2,864	8.053
June 30, 1900.	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.308

EXHIBIT R.

STATEMENT OF FOREIGN AND DOMESTIC TONNAGE ENTERING THE GOLDEN GATE, BY YEARS SINCE 1864.

	Foreign.	Domestic.	Total.
1864.....			750,295
1865.....			708,703
1866.....			750,169
1867.....			924,872
1868.....	451,367	655,458	1,106,825
1869.....	416,833	757,000	1,173,833
1870.....	376,064	691,824	1,067,888
1871.....	347,843	701,440	1,049,283
1872.....	498,374	749,345	1,247,719
1873.....	553,284	750,026	1,303,310
1874.....	690,114	867,208	1,557,322
1875.....	604,464	984,005	1,588,469
1876.....	721,466	1,073,228	1,794,694
1877.....	607,264	1,006,999	1,614,263
1878.....	715,843	966,088	1,681,931
1879.....	668,675	945,307	1,613,982
1880.....	727,155	935,253	1,662,408
1881.....	985,258	1,068,681	2,053,939
1882.....	1,006,683	1,177,095	2,183,778
1883.....	991,892	1,060,536	2,052,428
1884.....	963,720	886,247	1,849,967
1885.....	803,173	1,066,719	1,869,892
1886.....	796,651	1,053,899	1,850,550
1887.....	926,810	1,213,801	2,140,611
1888.....	1,081,160	1,416,578	2,497,738
1889.....	1,106,849	1,367,962	2,474,811
1890.....	991,822	1,306,199	2,298,021
1891.....	1,402,125	1,282,320	2,684,445
1892.....	1,148,402	1,307,348	2,455,750
1893.....	1,144,750	1,289,807	2,434,557
1894.....	1,142,398	1,205,601	2,347,999
1895.....	1,208,058	1,297,703	2,505,761
1896.....	1,298,949	1,325,595	2,624,544
1897.....	1,106,561	1,345,020	2,451,581
1898.....	1,091,199	1,389,416	2,480,615
1899.....	1,244,233	1,438,764	2,682,997
1900 (to June 30).....	697,217	351,164	1,048,381
Total tons.....	28,516,056	34,933,636	66,583,731

Tonnage for the years 1864-65-66-67 not segregated.

EXHIBIT S.

REPORT OF EXPERT ACCOUNTANT.

SAN FRANCISCO, August 21, 1900.

To the Honorable the Board of State Harbor Commissioners, San Francisco:

GENTLEMEN:—As customary, I have from time to time made quarterly examinations of the books and accounts of the State Harbor Commissioners, and, with the one for June quarter, my examinations cover the two years ending June 30, 1900. Subjoined, I beg to submit a statement of each account as I find it:

BANK AND CASH ACCOUNTS.

Though these accounts were correct on June 30th, I balanced them again on August 10th, and give you the condition of them on that date:

Balance, as per cash book.....	\$6,242 73	
Add amount of unpaid wages.....	54 85	
		\$6,297 58
Balance at Crocker-Woolworth National Bank.....	\$2,142 53	
Coin and checks in safe.....	4,155 05	
		\$6,297 58

With your permission I obtained from the bank the amount standing to your credit August 10th, which I reconciled with the above stated balance.

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

By kind favor of State Controller E. P. Colgan, I have been furnished with the amount of balance standing to the credit of this account, and the amounts of drafts remaining unpaid June 30, 1900, which reconciles as follows:

Balance, as per Controller's books.....	\$39,983 93	
Add amount remitted for balance of June receipts ..	53,081 36	
		\$93,065 29
Ledger balance, adding 4 cents difference of long years' standing.....	\$87,415 78	
Add amount of 31 drafts outstanding	5,649 51	
		\$93,065 29

The new system of paying all bills by draft on Sacramento makes it more difficult to handle this account with any exactitude, as a state of uncertainty exists as to whether payment has been made or not.

SAN FRANCISCO DEPOT FUND.

This account was closed by draft dated February 24th, for balance, \$1,470.

SAN FRANCISCO DEPOT SINKING FUND.

The courtesy of State Treasurer Truman Reeves in furnishing me with a statement enables me to give you the following synopsis of this account:

STATE TREASURER.

DR.

1898, July 1—To balance brought forward from 49th fiscal year ..	\$32,525 65
To monthly transfer by Act of Legislature, \$4,631, July, 1898, to June, 1900, 24 months.....	111,144 00
1899, July 1—To interest on U. S. 4% bonds, 1 year, on \$170,000...	6,800 00
To interest, 1 year, on \$210,000	8,400 00
	\$158,869 65

CR.

1899, June 22—To investment in U. S. 4% bonds	\$40,000 00
To premium paid on same	12,300 00
To exchange, $\frac{1}{2}$; commission, $\frac{1}{2}$	169 97
To interest on \$600,000 bonds, at 4% (two years)	48,000 00
To accrued interest on \$600,000 bonds at 4% for 1 $\frac{1}{2}$ years before sold. Trans- ferred by Act of Legislature to the San Francisco Harbor Improvement Fund	36,000 00
	136,469 97
Balance of cash in hands of State Treasurer.....	\$22,399 68

Present condition of this fund:

Invested in United States 4% bonds.....	\$210,000 00
Cash balance not invested	22,399 68
Total	\$232,399 68

All errors or omissions discovered by me during the two years now reported on, having been of such an insignificant nature and not in any case affecting the financial accounting, that, in pronouncing everything correct, I must in justice commend all in charge of the office work for their conscientious care and correctness.

The financial statements embodied in the Biennial Report have been carefully checked by me, and are in strict harmony with the ledger accounts.

REMARKS.

Anent the foregoing statement of the San Francisco Depot Sinking Fund. If some amendment could be made to the Act of the Legislature in so far as permitting the State Treasurer to use the moneys of this fund in the purchase of the San Francisco Depot 4 per cent bonds, a great saving could be effected, as I am credibly informed that a large number were offered at 8 per cent premium, whereas the last purchase of United States 4 per cent bonds (\$40,000), a premium of over 30 per cent was paid, a difference in this one transaction of over \$9,000.

It is gratifying to find that the receipts of the two years ending June 30, 1900, exceed the two years preceding by \$181,704.93, for the fast increasing demand for dockage and other water-front accommodations necessitates a larger outlay, and this is augmented by the extra cost of the latest improved cylinder piers, which, from their indestructible nature, are in the end far more economical than wooden ones, which are destroyed by the *Teredo navalis* in the course of four or five years.

Congratulating you on the satisfactory working of the Department generally,

I am, gentlemen, yours faithfully,

JULIAN B. HARRIES,

Accountant.

EXHIBIT T.

REPORT OF CHIEF ENGINEER.

To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: I have the honor to submit herewith my report on the principal improvements completed during the two fiscal years just ended, and others which have been commenced during that period, also on the present condition of the water front.

The principal improvements completed are as follows:

Removing, rebuilding, and widening the southerly half of Pier No. 15 (Green Street Wharf), for the use of the Chandler coal-bunkers.

Installation of a steam boiler, fire-pump, and piping in the Union Depot and Ferry House, for heating purposes.

The subdivision of the mezzanine floor in the Union Depot and Ferry House, for the use of the State Board of Trade and State Mining Bureau.

Improvements on dolphin between Slips Nos. 3 and 4, used by Wells, Fargo & Co.

Erecting a shed on Pier No. 34 (Fremont Street Wharf), for the use of Alaska Packing Company and others.

Car ferry slip on Bryant Street, for Santa Fé Terminal Company.

Reconstruction of a portion of Slip No. 7, with apron and hydraulic apparatus, used by the Creek route of the Southern Pacific Company.

Shed on the north end of Union Depot and Ferry House, for North Pacific Coast Railroad Company.

Addition to Pier No. 28 (Main Street Wharf).

Widening of Pier No. 5 (Jackson Street Wharf), and a shed over same.

The works commenced during the last fiscal year, but not completed, are the reconstruction of Pier No. 10 (Howard Street Wharf No. 3) and the construction of the Postoffice building south of the Ferry Depot for Station D of the United States Postoffice.

The contract for the construction of a shed on Pier No. 10 has been let, but the work has not been commenced as yet.

The changes in the termini of the various street railroad lines at foot of Market Street, done under the direction and by the approval of your Honorable Board, have greatly facilitated the handling of street-car passengers and insured greater safety to foot passengers at this sometimes overcrowded thoroughfare.

The paving of the esplanade in front of the Union Depot and Ferry House with bituminous rock has added greatly to the appearance and utility of this portion of the water front.

The widening of Pier No. 5 (Jackson Street Wharf) has relieved the overcrowded condition of this pier during the fruit season, and may, therefore, be considered a success.

It has been my endeavor to make new structures, as well as repairs to old ones, of as lasting a character as possible, in which I have been most willingly assisted by your Honorable Board.

With few exceptions, the piling of old structures has been done with coated or creosoted piles, and although the same have not proved to be of such an irresistible nature against the attacks of the teredo and limnoria as at first anticipated, nevertheless the life of these piles will be greatly prolonged and the present enormous expense for repiling somewhat reduced in the future.

Pier No. 10 (the reconstructed Howard Street Wharf No. 3) is built upon a somewhat different plan than the previous cylinder piers (Nos. 7 and 12), inasmuch as wooden cylinders have been substituted for the steel ones used in the two latter wharves. While, under the existing legal complications that have arisen with regard to my patent claim on this method of wharf construction, it might be considered poor taste on my part to comment on the advantages of this method of construction, still, as Engineer of the Board, I will say, without fear of contradiction, that it is an innovation as regards wharf-building, not only as to the cost of construction, but from the fact that it is the initial wharf on the water front having a carrying capacity of 500 pounds superimposed load to the square foot, and I think I can safely say that it outlines the policy of your Honorable Board as to the capacity of all future structures.

REPAIRS.

The general condition of the water front is exceptionally good. The bulkhead from Section B of the Seawall south to Vallejo Street has been repaired with creosoted piles, and is in perfect condition as regards foundation. This is also the case with the bulkhead from Pacific Mail Steamship Company's wharf north to Folsom Street, except as to the character of the piles, they being in this portion of the water front composed of creosoted piles, built piles, piles prepared by the Rood process, and a few scattering piles prepared by the P. & B. process, with some unprepared piles.

The repairs required on the water front within the ensuing eighteen months to two years will necessitate the driving of some 2,400 piles and the furnishing and laying of some 300,000 feet of lumber, at a cost not to exceed \$38,000.

The details of these repairs will be given in my regular annual report to the Board.

The recent disastrous fire in New York Harbor (at the North German Lloyd docks, Hoboken) has raised the question of making the roofs and

sidings of sheds on the various wharves of a less inflammable material than shingles and redwood rustic. As I have informed the Board in the past, the great objection to corrugated sheet iron for the purposes of a roof covering is that the prevailing summer fogs, in combination with the smoke from the various steamers plying along the water front, most of them burning bituminous coal, tend to form acids, which, falling on the said roofs, would soon destroy them.

In discussing this question with your Honorable Board, the substitution of our local slate was suggested, and upon inquiry figures were obtained which only exceeded but slightly the cost of corrugated galvanized iron.

I would, therefore, suggest that in the future all sheds designed for wharves built on permanent lines, should have roofs of slate and sidings of galvanized iron. The sides being vertical, they would not hold the combination of fog and smoke as would the roof, and they would be more accessible for painting from time to time.

While the question of teredo- and limnoria-proof foundation for piers on permanent lines has to a certain extent been solved, the important one of the preservation of the larger timbers in the superstructure against dry rot arises. The life of the caps and larger stringers in all wharves varies from six to ten years, and the cost of the renewal of these timbers is fully 50 per cent greater than that of the original cost. I would suggest, therefore, that in all future structures of this class the caps and larger stringers be preserved against dry rot by means of some process that will not increase the inflammability of the timber.

BELT RAILROAD.

In the years 1899 and 1900, the number of cars switched on the Belt Railroad were 48,600, at an actual cost of about \$1.25 per car, or at a loss of 50 cents per car for every car switched.

I still maintain, as in my report of 1898, that it would be fallacy to attempt to connect the present railroad tracks north with the Southern Pacific tracks at Second Street, or, in other words, to have a continuous belt railroad along the water front. I have the temerity to say that the term Belt Railroad is, in this case, a misnomer, and that the existing tracks are and always will be merely freight yards for the various railroad companies having freight termini on this side of the bay.

I still maintain that the only feasible connection between the freight yards of the north and south ends of the water front is by means of the broad, unlimited switching yard of the Bay of San Francisco, rather than the narrow, cramped, much-traveled thoroughfare of East Street.

I will venture to say, without fear of contradictory proof, that if the Southern Pacific Company could sell or lose the "Transit" and "Thoroughfare" (car transfer boats) they would adopt a system of car floats

such as are used by the Santa Fé Railroad Company here, and by all railroad companies east of the Rocky Mountains, and thus obtain a cheaper transportation between the various freight slips, between wharf and car, between car and ship at wharf, and between car and ship in stream.

PAVEMENT OF ROADWAYS AND WHARVES.

The roadways of Piers Nos. 7 and 12 have been paved with wooden blocks set on end. In the case of the former, blocks of Douglas fir but 3 inches thick were used; in the latter, redwood blocks 4 inches thick. Both have proved more or less successful, but in the case of the pine blocks, they checked more or less, for the reason that they were too shallow. In my opinion, the blocks should be re-covered at least once a year with a bituminous wearing surface.

It is the intention to pave the roadway of Pier No. 10 with natural bituminous rock, with a guarantee of five years against ordinary wear. I think, from the fact that this is a covered wharf, that this pavement will prove eminently satisfactory.

Respectfully submitted.

HOWARD C. HOLMES,
Chief Engineer.

EXHIBIT U.

REPORT OF ATTORNEY FOR THE BOARD.

SAN FRANCISCO, June 30, 1900.

To the Honorable the Board of State Harbor Commissioners :

GENTLEMEN: I hereby respectfully submit a report of the affairs of my office for the period ending June 30, 1900.

The increased activity at the Port of San Francisco; the attention given by your Board and the members thereof to all the details of harbor affairs; your almost daily meetings to consider the many and complex problems constantly arising; the proposed action of the Board under new laws and the formulation and execution of plans for the construction of new wharves, docks, and other works on a permanent basis; the apportionment of space in the new Depot building, and the extension of its facilities, where the same were inadequate, by new structures, added to the regular duties of Harbor Commissioners, have marked this epoch as one of the most important in the history of the harbor of San Francisco.

The consideration of legal questions has also required of your Attorney much time. It has been his endeavor to avoid litigation, and, in connection with the Board, he has given a careful and special hearing to all disputed or doubtful claims that might possibly result in lawsuits. He has attended all Board meetings at which legal questions might arise, or at which members requested his attendance. On all matters submitted it has been his practice to promptly state conclusions and give legal advice without burdening your body with long dissertations.

Among the matters submitted for investigation and opinion in addition to those informally discussed between the Board and its Attorney were the following: The methods and requirements of bids, advertisements, and contracts; what laws governed the Board, and to what extent; what changes were necessary therein; the methods of payment; the authority to change specifications, when, and how; the right to employ special counsel; the duties of officers, and their authority; controversies between bidders, between contractors, and between competing transportation companies; the rights of the State to and over China Basin; obligations for royalties for use of patented articles, and the right to use same without paying royalties; and, as my able and accommodating predecessor so well said:

“In addition to the above unusual and special matters there have been the ever present legal controversies that unavoidably attend the large and complicated business of protecting and improving the water front of San Francisco, involving, as it does, the construction and preservation of seawalls, piers, wharves, and other structures, the dredging of slips and docks, the collection of tolls, wharfage, and dockage, the letting of many and multifarious contracts, the employment of a large force of employes, and the collection and disbursement of some \$600,000 per annum.”

It has been the settled purpose of the Board to hold the Attorney to strict account for the legality of proceedings, the Board alone being responsible for its policy, determination, and acts.

The liability of the State for extra work on the new Depot Building has been the occasion for much investigation by your Board and its Attorney. All claims were settled except those of the Bateman Bros., and of Wm. Cronan. That the work was done by these contractors has been shown; owing, however, to irregularities in ordering the work, it will require an Act of the Legislature to authorize payment.

The eight-hour law of the session of 1899 has required more than ordinary consideration. It has worked well, and has been upheld by your body in both letter and spirit. The right to extra pay under a claimed infraction of the law led to an application to the Supreme Court for a writ of mandate, which writ was denied.

The demands of commerce, among other matters, requiring immediate legislation, His Excellency, Governor Gage, convened the Legislature in extra session, during February of this year. Under the direction of your Board, I attended the session and appeared before the committees of both houses to explain the necessity for the harbor amendments and laws. The desired bills became laws, though at one period during the session failure seemed certain. Much effective work was done by the Governor and his secretaries and by Daniel Kevane of the Board of Examiners to prevent such failure. The result of this session reflects the greatest credit on our able Governor, and will remain a monument to his energy and ability, and be of incalculable benefit to the State. Besides the \$36,000 gained to your Board by the session, extraordinary powers were conferred on the Harbor Commissioners by amendments to the Political Code, so that under the policy of your body and Governor Gage, you may, on lines now determined upon, improve the water front of San Francisco on a plan so extensive and a basis so permanent as to leave a lasting testimonial to the present administration and your Board. And, all this without an additional dollar's tax on the people of the State or the commerce of the port.

In February, 1900, the representatives of the San Joaquin Valley Railway Company applied for a supplemental lease of a strip of land

two hundred feet wide and contiguous to that leased to said railway company in 1895. The proposed lease was referred to me as your Attorney. After a long and careful study of the same from a legal standpoint, a number of objections were made thereto. I pointed out that the supplemental lease as asked was absolutely illegal and void, as the Act of 1895 prohibited the leasing of more than one parcel of land to one corporation; also objected to the non-limitation of the Seawall south; also insisted on a re-insertion of the wharf clauses of the old lease, and urged a disallowance of the change proposed in the subletting clause, besides making other objections. All of these were accepted by Mr. Pillsbury as representative of the road, and reported to the members of your Board. Later, Major Harney called attention to the Acts of the Legislature of 1868, 1874, 1878, and others, relating to the water front, and suggested that in view of the immense sum the railway company proposed to expend in improving this basin, careful consideration should be given to the effect of these dubious laws, and that inquiry should be made as to whether the uses or purposes to which the basin was dedicated could be changed, under the Act of 1895. Mr. Pillsbury deemed the questions raised important and calling for a full investigation of the law and facts before the lease was executed. This was had.

Mr. McKenna, Vice-President and Attorney for the company, also submitted questions as to the validity of the Act of 1895 under our Constitution. The constitutional authorities and decision were furnished him. Here the matter pended, June 30, 1900.

In the report for the two years succeeding June 30, 1900, I will give a history of the various leases presented, by whom, changes proposed, and their effects as well as the results.

Among other matters referred to me by your honorable body for investigation, and legal opinion or action, were the following:

January 27, 1899. Liability of bondsmen of C. F. McCarty for use of patent of Gray Bros. Opinion: Not liable.

January 27th. Suit of Gray Bros. for infringement of patent. On advice, suit settled and license to use patent purchased.

February 9th. Liability of bondsmen of Bateman Bros. for use of Gray patent. Opinion: Not liable.

February 21st. Claim of Bateman Bros. for certain extra work. This investigation resulted in several conferences of attorneys and meetings of the Board. Opinion: Not a legal charge, but an equitable claim against the State to the amount of work ordered, done, and accepted.

February 21st. Claim of F. S. Stratton for fees in Paraffine Paint Co. vs. Board, prior to my term. Opinion: Board liable for fees.

March 16th. Claim of A. Page Brown. Opinion: Be paid.

March 22d. Cronin vs. Colnon, dismissed by Gordon & Young.

April 18th. Swain's architects request to have bond canceled. Reported against, until all claims paid.

April 25th. San Francisco Board of Health quarantine laws for investigation.

May 2d. Thomas Canepa killed on Belt Railroad; engineer arrested for manslaughter. Exonerated.

May 16th. J. C. Foulds, attorney for Southern Pacific Company in re Channel Street compromise. Pending.

June 20th. Sewer on Dupont Street across North Point Street. Investigated; report favorable.

June 26th. Claim of Bateman Bros. and William Cronan. Referred to Attorney. Report: Equitable, but not legal, claim.

July 5th, 11th. Board of Health request Harbor Board to refuse dockage to vessels not complying with local regulations. Report against such action under existing circumstances.

September 6th. Claim of H. W. Peterson for services. Reported against.

September 27th. E. R. Swain's withholding plans of Depot. Pending.

November 1st. Claim of A. Page Brown. Report: Payable out of S. H. I. F.

December 27th. Claim of G. D. White for overtime; test case. Disallowed.

January 3, 1900. Claim of G. D. White for overtime. Attorney directed to defend suit. Supreme Court refused mandate.

January 27th. Directed to proceed to Sacramento and look after water-front legislation. Attended nearly entire extra session; appeared before committees; explained legal necessities to members.

March 11th. Accident, Belt Railroad; damages to wagon of V. Muller. Pending.

May 8th. Accident and personal injuries, Belt Railroad; engineer arrested. Attended court twice; defendant discharged.

May 8th. Removal of Whitelaw & Chase from Seawall lots. Advised proper procedure.

May 9th. Holmes' patent on wharf construction. Pending.

May 23d, June 6th. Claim of D. M. Angeir for services. Disallowed.

June 28th. Claim for damages by George T. Wise. Pending.

June 28th. Claim of Andrew Wilkie, Jr., contractor for constructing New Postoffice Building. Pending.

* * * * *

Twice during this period accidents on the Belt Railroad resulted in the arrest of employes of the Board, and in each case, under directions, I attended court, to the end that no claim against the State might develop. In both instances, case was dismissed, no culpability or even slight neglect on part of the State employes appearing.

STATUS OF CASES, JUNE 30, 1900, AND SINCE LAST REPORT.

E. L. COLNON ET AL., Plaintiffs vs. PACIFIC IMPROVEMENT CO., Defendant. Supreme Court.

Since last report the Superior Court rendered judgment in this case, deciding every point in favor of plaintiff.

Defendants have perfected an appeal to the Supreme Court, where the matter is now pending.

* * * * *

MICHAEL KLEIN, Plaintiff vs. E. L. COLNON ET AL., Defendants. Superior Court, San Francisco.

This was an action for damages for personal injuries. When the last report was made it was pending. On June 27, 1897, plaintiff dismissed the action, and in December, 1897, commenced a new one, which was settled and dismissed on December 21, 1898.

* * * * *

O. ERICKSON ET AL., Plaintiffs vs. E. L. COLNON ET AL., Defendants. Superior Court.

Action for damages for personal injuries. Since last report, a verdict and judgment were rendered for defendant. Notice of intention to move for a new trial received. On April 21, 1899, the case was dropped from the calendar.

* * * * *

CHARLES F. BASSETT ET AL., Plaintiffs vs. J. M. WOOD ET AL., Defendants. Superior Court.

On September 26, 1896, J. J. Rauer and J. M. Wood were given judgment for balance on contract, to be divided equally. On December 10, 1898, a satisfaction of judgment was filed as to defendants W. H. Gaffney, J. Scully, A. Quill, James McDevitt, Louis Metzger, J. F. Sullivan, and M. Sullivan.

* * * * *

SAMUEL C. IRVING, Plaintiff vs. E. L. COLNON ET AL., Defendants. Superior Court.

This was a suit in equity to enjoin the Board from opening bids and awarding contracts to cure piles. It was commenced January 11, 1898. Judgment for plaintiff in lower court, now pending on appeal to the Supreme Court.

* * * * *

PARAFFINE PAINT CO., Plaintiff vs. E. L. COLNON ET AL., Defendants. Superior Court.

Mandamus proceedings to compel awarding of contracts for preservation of piles. Writ granted. Appeal taken to the Supreme Court. This action was commenced January 11, 1898.

JOSEPH WARREN, Plaintiff vs. E. L. COLNON ET AL., Defendants. Superior Court.

Action to recover \$25,000 damages for personal injuries. Action commenced September 1, 1898. Trial, January, 1899. Verdict for defendants. Motion for a new trial made. Denied, March 3, 1899.

* * * * *

UNION TRANSPORTATION CO., Plaintiff vs. CHARLES F. BASSETT ET AL., Defendants. Superior Court.

Pending in Superior Court on new trial granted by Supreme Court.

* * * * *

GEORGE GRAY AND HENRY GRAY, Plaintiffs vs. E. L. COLNON ET AL., Defendants. United States Circuit Court.

Action for the infringement of a patent. Suit commenced November, 1898. Settled out of court.

* * * * *

IN RE SCHOONER "ALEXANDER." United States Court.

Ship libeled for dockage, 1900. Judgment for Board.

* * * * *

THE PEOPLE OF THE STATE OF CALIFORNIA vs. T. L. THOMPSON, Defendant. Committing magistrate, Police Judge Graham.

The defendant was charged with manslaughter by reason of the death of Thomas Canepa, who was injured on the Belt Railroad, of which defendant was at that time engineer. The defendant was fully exonerated, no blame attaching to him or to any employé of the Board, the accident being the result of carelessness of Canepa.

* * * * *

THE PEOPLE OF THE STATE OF CALIFORNIA vs. T. L. THOMPSON, Defendant. Police Court. Judge Mogan.

Defendant discharged.

Respectfully submitted.

JAMES H. BUDD,
Attorney for Board.

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

TWO FISCAL YEARS COMMENCING JULY 1, 1900, AND ENDING
JUNE 30, 1902.



SACRAMENTO:

W. W. SHANNON, : : : : SUPERINTENDENT STATE PRINTING.
1903.

BOARD OF STATE HARBOR COMMISSIONERS.

PARIS KILBURN, <i>President</i> ,	-	-	-	-	Commissioner.
JOHN C. KIRKPATRICK,	-	-	-	-	Commissioner.
J. D. MACKENZIE,	-	-	-	-	Commissioner.

WM. D. ENGLISH,	-	-	-	-	Secretary.
JAMES BYRNE, JR.,	-	-	-	-	Assistant Secretary.
LOTT D. NORTON,	-	-	-	-	Chief Engineer.
JAMES H. BUDD,	-	-	-	-	Attorney.

OFFICE:

Union Depot and Ferry House, San Francisco.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CAL., September 1, 1902.

HON. HENRY T. GAGE, *Governor of California, Sacramento, Cal.:*

SIR: As required by law, the Board of State Harbor Commissioners for the harbor and port of San Francisco respectfully submits the following report for the two (2) fiscal years commencing July 1, 1900, and ending June 30, 1902, embracing in detail all financial transactions of this department, and work done during the period named, together with such recommendations as the observation and experience of the individual members comprising the Board may deem expedient for the betterment of the commercial facilities of this port.

Statements of receipts and disbursements and other subjects are classified under exhibits, as follows:

Exhibit A—Summary of receipts and disbursements during the last two (2) fiscal years; showing also amounts remitted to State Treasurer.

Exhibit B—Statement showing the condition of the San Francisco Harbor Improvement Fund, June 30, 1902.

Exhibit C—Statement showing the condition of the San Francisco Depot Sinking Fund, June 30, 1902.

Exhibit D—Comparative statement of receipts and disbursements from the organization of the Commission on November 4, 1863, up to June 30, 1902.

Exhibit E—Statement of receipts and disbursements for the two (2) fiscal years ending June 30, 1902; showing whence the revenue was derived and the purposes for which expended.

Exhibit F—Itemized statement of Harbor Improvement Fund for the two (2) fiscal years ending June 30, 1902; showing monthly remittances to the State Treasurer and payments made by drafts on State Controller.

Exhibit G—Balance sheet from the organization of the Commission, November 4, 1863, to June 30, 1902.

Exhibit H—Construction Account No. 1, showing contracts under way at the date of the last Biennial Report, and since completed.

Exhibit I—Construction Account No. 2, showing work contracted for within the last two (2) fiscal years, and completed.

Exhibit J—Construction Account No. 3, showing work contracted for within the last two fiscal years, but not yet completed.

Exhibit K—Construction Account No. 4, seawall constructed from 1878 to 1893, showing cost of same.

Exhibit L—Construction Account No. 5, Belt Railroad, its cost and maintenance, and revenue derived therefrom.

Exhibit M—Statement showing deferred payment drafts.

Exhibit N—Statement of cost of dredging by years, since June 30, 1875.

During the past two years the remarkable activity in shipping to and from this port foreshadows the possibilities of our commercial trade in the future. Never in the history of San Francisco has the volume of trade by water been so large as during the period which this report embraces.

Our traffic with Europe, Asia, South America, the Hawaiian and Philippine Islands, as well as with the principal seaports of the Atlantic coast, reached such a stage of activity that it was a matter of much concern whether we could afford sufficient port facilities to accommodate the largely increased traffic.

Every effort was made by this Board to provide all necessary facilities, and we are pleased to say, and the commercial community will concur in the statement, that every convenience and accommodation were afforded.

To provide the necessary accommodations for this remarkably increased trade, extensive improvements had to be made, a full account of which will be found under the head of Exhibits "H," "I," and "J."

NEW WHARVES.

Under date of November 28, 1900, contracts were awarded for the construction of four (4) new piers, to be known as:

Pier 19—Union Street Wharf No. 2;

Pier 21—Filbert Street Wharf;

Pier 23—Greenwich Street Wharf No. 1;

Pier 25,—Greenwich Street Wharf No. 2.

These piers are located on the north end of the water front, between Lombard and Union streets. The length of each is 600 feet, with a width of 100 feet; they are built on concrete cylinder piers, measuring

four (4) feet in diameter, and in all other respects are of the most modern style of construction. They are as permanent as modern wharf engineering skill can make them.

Their location is admirably adapted for sea-going vessels, inasmuch as a number of warehouses are in close proximity, which is a great advantage in the handling of cargo in any port. A modern shed has been constructed on Pier 19, and the Board contemplates the erection of similar sheds over each of the other three piers.

NEW CAR FERRY SLIPS.

On November 8, 1900, the Board entered into a contract for the construction of two (2) new car ferry slips, just north of Lombard Street Pier. These ferry slips are used by the transports of the different railroad companies in the movement of cars to and from the Belt Railroad.

On the inauguration, in 1892, of the Belt Railroad, two (2) slips were built just south of Lombard Street Wharf, and aside from the fact that these two (2) old slips had become dilapidated by long service and had to be rebuilt, a different location for the new slips was made necessary in order that sufficient room could be secured for the extension of the four (4) new piers already referred to. At the head of each of these slips have been erected immense drop aprons, which are lowered and elevated by hydraulic power. Freight cars are moved over these aprons to and from the different transport steamers, and in view of the great weight passing over the aprons, the utmost care has been exercised as to their sustaining strength and mechanism.

LENGTHENING OF WHARVES.

Since the last biennial report of this Board, on the application made by your Excellency to the United States War Department, Washington, D. C., a new pierhead line has been established by the Federal Government, which enables this Board to build wharves now out to a distance of eight hundred (800) feet instead of six hundred (600) feet as formerly. This authority to extend our wharves is a very important concession, as it makes it possible to provide additional wharf facilities in the most central and convenient locations on the city front.

The constantly increasing number of river steamers plying between San Francisco and points on the Sacramento and San Joaquin rivers and other tributaries of the Bay of San Francisco, made it necessary for the board to provide additional accommodations for this class of shipping. As river steamers transport to tide water fruit and perishable products, requiring quick delivery at point of destination, the additional accommodation, required by the increased traffic to and from points on the inland waters of the State for the convenience and economy of farmer and merchant, had to be provided at points adjacent to the

wholesale business center of the city. Therefore, in view of the extension of the pierhead line, the Board awarded contracts for the lengthening of Washington Street Wharf and Mission Street Wharf No. 1, by two hundred (200) feet each. This work has been completed and the added wharf room on each dock has been covered over by modern sheds connected with those covering the wharves before being lengthened.

The lengthening of these two central wharves has provided eight hundred (800) lineal feet of berth room for river steamers, and has added thirty-two thousand (32,000) square feet of wharf space for handling their freight.

REBUILDING OF STEUART STREET WHARF.

Carrying out the policy of providing additional wharf room, in the most central portions of the city front, to meet the requirements of the commercial traffic by ocean-going vessels, a contract was entered into September 20, 1900, for the lengthening of Steuart Street Wharf (Pier No. 20) by three hundred (300) feet, and virtually rebuilding the old portion of the wharf. This work was completed in June, 1901, at a cost of \$46,700.96.

IMPROVEMENT AT HARRISON STREET WHARF.

The demand for more covered wharves has been such that the Commission, on August 29, 1900, contracted for the construction of a shed over Harrison Street Wharf (Pier No. 16), which, together with new piling required, was completed at a cost of \$9,433.19.

BERRY STREET WHARF.

This wharf has long been used for vessels in discharging immense cargoes of lumber. The wharf has been thoroughly overhauled and repaired, at a cost of \$9,625.75.

BROADWAY WHARF No. 1 (PIER No. 9).

On January 15, 1902, a contract was awarded for the construction of a new wharf to replace old Broadway Wharf No. 1 (Pier No. 9). This pier was one of the oldest in the harbor. The new dock will be eight hundred and twenty (820) feet in length and one hundred and twenty-four (124) feet in width. It will be built on cylindrical piers of concrete three feet in diameter, and in all other respects its construction will be along the lines adopted in other work of improvement carried out by the Board. The cost of this work, not including wharf shed, will be \$84,770.

BELT RAILROAD.

The great increase in the business of the Belt Railroad, as shown in Exhibit "L" of this report, proves that the north end of our water front is becoming more and more a business center.

Coming in and passing out on cars moved over the road during the last two fiscal years, the aggregate freight tonnage was 816,020 tons. For the two fiscal years ending June 30, 1900, the aggregate freight tonnage was 631,580 tons. The excess in favor of the two fiscal years embracing the period covered by this report is, therefore, 184,440 tons. This increased volume is convincing proof that the advantages of our Belt Railroad are appreciated by our mercantile community. The increased business of the Southern Pacific Company and the Santa Fé System on the Belt Railroad, both of which companies have terminals on the south end, show that the short cartage haul from the Belt Railroad to the business center must be a source of economy for our merchants. Another advantage is the substantial and permanent roadways on the north end, made possible by the construction of the seawall, which makes the haul much easier than on the south end, where the seawall does not extend.

Recognizing the importance of the Belt Railroad system as an important commercial factor, the Board has during the past two years made many improvements in that department. Additional yard room has been set aside wherever possible, and a number of warehouses and manufactories are now connected with the main line by spurs, so that cars of freight shipped in and out can be handled with economy and dispatch. The increased business of the road made it incumbent on the Board to purchase an additional locomotive, at a cost of \$9,000.

SLIPS FOR FLOATING DRY DOCKS.

A contract was let June 4, 1902, for the construction of slips for floating dry docks in Central Basin, at a cost of \$79,206. The work is being rapidly pushed to completion.

DREDGING.

To maintain sufficient water for heavy-draught vessels in the approaches to our wharves, and in the channels between and alongside thereto, required the constant operation of the two dredgers belonging to the State. During the past two years, to keep pace with dredging requirements, the Board was obliged to have considerable work done by contract. A new modern and up-to-date dredger has already been contracted for and will be in operation by the first of the year, and will greatly assist us in solving the dredging problem. During the last two years the two State dredgers removed 1,605,200 cubic yards, at a cost of $6\frac{58}{100}$ cents per cubic yard.

CHINA BASIN LEASE.

The lease to the San Francisco & San Joaquin Valley Railway Company, made by the Board in 1895, having been rescinded, a new lease with said company was executed on November 21, 1900, and approved by the State Legislature, March 23, 1901.

The premises leased consist of about thirty-five acres in China Basin, and the following excerpt from the lease itself is explanatory of its purport:

Whereas, in the opinion of the party of the first part, the interests of commerce permit and require that any or all parts of the premises herein described should be utilized and employed for such terminal facilities, which are hereby defined to be the filling in or piling of the said premises or any part thereof up to the inner line of the seawall and thoroughfare as established by law, and the building of a retaining wall along the water front under the direction of the party of the first part, and the placing upon said demised premises of tracks, depots, warehouses, freight sheds, and all other structures necessary or convenient for the proper operating of said railway and the receiving and discharging of both freight and passengers, including the usual adjuncts of railway waiting and freight stations.

The lease runs for a period of fifty (50) years, at a yearly rental of \$1,000. On the expiration of the lease, the property with all improvements reverts to the State. The following letter shows the extent of the work already done in China Basin :

ENGINEER'S OFFICE, CORNER SPEAR AND HARRISON STREETS,
SAN FRANCISCO, CAL., August 7, 1902.

MR. LOTT D. NORTON, *Chief Engineer, Board of State Harbor Commissioners, San Francisco, Cal.:*

SIR: The work of reclaiming China Basin was commenced in May, 1901.

Seawall.—The first steps that were taken were the hiring of dredgers to dredge out a channel or trench in which the seawall was to be placed. This channel or trench was dredged out along the center of the 200-foot thoroughfare from El Dorado Street on the south to Channel Street on the north. The cross-section of the trench, as nearly as can be determined, is shown in the inclosed blue print. The channel or trench, of course, varies in depth according to locality, but taking a general average along the whole line, the dimensions are as follows: Depth below city base, 40 to 50 feet; width on base, 60 feet, with slopes of 2 to 1 to seaward and 4 to 1 on the land side. The mud that was taken from this trench was deposited on the land side, and up to the present date, the approximate amount of mud dredged is about 570,000 cubic yards. As fast as this trench was dredged, rock was placed in the same for core of the seawall. This core is shown on the blue print attached, together with the probable settlement below the part dredged. Up to date there has been placed about 330,000 tons of rock, or an average of 200 cubic yards of rock per lineal foot of seawall. The rock that has been used is an igneous or basalt rock, and has been brought from the quarries at El Campo and San Bruno. The size of the rock was from 4 inches cubed up to 2 feet cubed. It is proposed to place on the outside of this wall heavy rip-rap to protect it from wave action, using rock not less than 2 feet cubed. The slopes of the finished seawall will be, as near as practicable, $1\frac{1}{2}$ to 1 to seaward and 2 to 1 on the landward side.

Filling China Basin.—The filling of China Basin proper, that is, the area leased by the State, has not yet really commenced, as most all of the material that has been dumped so far has been along the Fourth Street line and to the south of the same as far as El Dorado Street, covering the property purchased by this company. At present trestles are being run to the north of Fourth Street, in China Basin proper, and during

the past month a small amount of material has been dumped from them. Up to date, there has been dumped about 350,000 cubic yards of filling material. This filling material has been taken from the Potrero hills.

The ferry slip at the foot of Fourth Street was completed and accepted by the Board of State Harbor Commissioners on July 1, 1902. Since that time, the San Francisco & San Joaquin Valley Railway Company has received some few cars of freight at that point. Any further information you may need, I will be most happy to furnish you.

(Signed :) W. D. NICHOLSON,
Assistant Engineer.

OTHER IMPROVEMENTS.

The work done, as outlined in the foregoing, while in itself large in extent and costly in expenditure, does not constitute all the improvements made. Special reference is made thereto for the reason that the work referred to constitutes the principal operations of the Board during the past two fiscal years. When it is taken into consideration that our wharf structures embrace over seven miles in lineal measurement, the older portions of which are built on unpreserved and unprotected piling, the life of which is, at best, short, an idea of the magnitude of the necessary repairs on this vast stretch of territory is suggested, especially when these repairs are made as far as possible in a more permanent manner. Aside from the shore repairs that constantly demand attention, the long stretch of wooden bulkheads, wharf roadways, and piling, together with the approaches to different wharves, is a matter of the greatest importance.

EXTENSION OF SEAWALL.

With the above-mentioned new piers constructed and those still under construction, together with improvements made, the accommodations would be ample for some time to come were it not that most of the present old, unpreserved structures have to be entirely removed and rebuilt in the near future. Under these conditions, attention should now be given to the extension of the seawall south from its present terminus near Mission Street. The building of a seawall as far south as Channel Street would be of incalculable benefit to commerce, inasmuch as it would do away with the long stretch of wooden bulkheads and roadways, over which the immense traffic has to pass, on that portion of our water front where the seawall does not extend. The expense entailed in keeping these wooden bulkheads and roadways in good condition and repair is very large. Were the seawall extended, this great expense for repairs would cease. Again, the extension of the seawall as far as Channel Street would bring the State into the possession of twenty-four (24) fifty-vara lots, and in addition thereto, re-alignment of the water front on the south end would make room for seven additional piers.

In view of the activity of our wide-awake competitors of the North, it behooves us to be alive to the situation and to the consequences that may follow our failure to provide, in advance, accommodations of the most

modern and improved character. The seawall must be extended sooner or later. Until it is, no permanent improvements of any consequence can be made on the south end. Therefore, we earnestly trust that the Legislature, at its next session, commencing in January, 1903, will take up this subject and authorize the issuance of two million (\$2,000,000) dollars in bonds, so as to proceed with this necessary work.

There is now on our water front 9,203 feet of seawall, commencing at the foot of Taylor Street, running thence in a southeasterly and southerly direction to a point 208 feet south of the ferry depot.

From its present terminus to Channel Street the distance is about 6,000 lineal feet. The approximate cost of building the seawall would be about \$150 per lineal foot, or \$900,000 in the aggregate for the seawall proper, and to this amount must be added the additional cost of renewing wharves now projecting inside of the seawall line. In the matter of a bond issue, we would recommend that a bond commission be created, to consist of the Governor, State Treasurer, and Attorney-General, and said commission be authorized to issue and sell bonds to an amount not exceeding \$2,000,000, and in such installments as the Board of State Harbor Commissioners may deem necessary.

When the Board of State Harbor Commissioners determine to build a section of the seawall, the bond commission could sell bonds in a sufficient amount to defray the expenses thereof. In other words, instead of selling all the bonds at one time, they should be sold only to obtain money to pay for work actually contracted for, and thus avoid paying interest on money not required. The bonds should run for thirty years, and the principal and interest should be paid from the revenue of the water front, the same as the ferry depot bonds.

The following excerpt from the report of the Chief Engineer of the Board in 1898 is explanatory of seawall construction:

“The seawall and thoroughfare, of which there has been constructed some 9,600 feet, is as follows: It consists of, first, a wall of loose, broken stone 100 feet wide at a point 20 feet below low tide, sloping upward from that point on the natural slope assumed under water until it reaches city base on the inner side and to low-water mark on the outer or water side, this fixed point of 20 feet below low water being where the outer line of the water front intersects the slope of the embankment. From low-water mark on the outside, a layer of large rock 4 feet in thickness is hand-laid on a slope of 4 to 1 shorewards. This slope continues inshore for 36 feet, ending at a point 54 feet from the water-front line. At this point a dry wall is built of large broken rock about 8 feet at the bottom and 5 feet in height, battering slightly in-board. Before filling in this above-described embankment of loose rock, a trench is dredged along the line of same in the soft mud to a depth varying from 20 to 35 feet at low water (according to the density and character

of mud). It has a width of from 20 to 30 feet on the bottom to receive the toe of slope. The rock used on the outer slope of the above-described loose rock embankment, below the line of low water for a thickness of 10 feet, are specified to be in weight of not less than 400 pounds each. The wall thus described is protected on its outer side by a wharf 60 feet in width, built in the usual manner, with piles 10 feet from centers each way; the outer line of this wharf is on the water-front line. The portion of the street and thoroughfare behind the embankment above described (said street being 200 feet in width) is filled to the official grade or city base with sand and broken rock, or dry earth, or any suitable material except mud. The surface, when sufficiently settled, is either macadamized or paved."

The report of James H. Budd, Attorney of the Board, will be found under the head of Exhibit "O."

Respectfully submitted.

PARIS KILBURN,
President.
JOHN C. KIRKPATRICK,
Commissioner.
J. D. MACKENZIE,
Commissioner.

EXHIBIT A.
SUMMARY OF RECEIPTS AND DISBURSEMENTS.

Receipts.	1900-1901.	1901-1902.	Total.	Disbursements.	1900-1901.	1901-1902.	Total.
From dockage	\$195,977 70	\$192,924 40	\$388,902 10	Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office	\$75,274 10	\$88,108 75	\$158,377 85
From tolls	252,441 57	244,583 96	496,975 53	Construction, including building of new wharves, slips, sheds, sewers, and roads; maintenance and repairs of water-front streets, old wharves, buildings, and roadway	460,741 42	460,548 25	921,289 67
From rents of wharves, seawall lots, special dock privileges—including re-servicing of berths, ferry slips, Belt Railroad freight sheds, and offices	2,251 85	3,775 73	6,027 08	Wharf cleaning	21,203 64	24,300 26	45,503 90
From sale of old material (urgent repairs)	282,761 25	328,984 25	611,685 50	Dredging	46,166 24	59,494 87	105,661 11
From Fishermen's Wharf (exclusive of rents)	3,526 25	3,758 75	7,285 00	General expenses, including the following:			
From miscellaneous, damage to property, etc.	263 40	2,581 81	2,795 21	Light and power			\$17,537 92
From Belt Railroad (switching)	27,477 00	38,992 53	66,469 53	Legal expenses			2,752 80
From sale of old material (Dredgers Nos. 1 and 2, and tugs)	20 31	92 51	112 82	Premium of insurance			11,088 75
From dredging	300 00		300 00	Telephone service			3,088 95
From Belt Railroad construction	1,385 90	3,006 56	4,392 46	Furniture for various offices			1,557 17
From lighting (Postoffice station 'D' and miscellaneous)	3,183 71	2,824 35	6,008 06	Watchman and supplies for the tug "Gov. Perkins"			1,123 44
From discount account		26 63	26 63	Lighting for account of Post-office and ferry slips			5,615 74
Total receipts	\$772,989 03	\$825,191 43	\$1,598,180 46	Revenue refunded			1,860 56
Amount drawn from San Francisco Harbor Improvement Fund	689,443 51	702,988 69	1,392,382 20	Books, stationery, and print			2,884 03
				Messenger and Janitor			1,725 00
				Advertising, exchange, livery, marine reports, water, care of clocks, fuel, auditing, etc.			9,670 32
				Belt Railroad, construction and maintenance	28,198 79	30,225 89	58,424 68
				Fire account	76,346 58	67,316 66	143,663 24
				Seawall lots and accounts	5,871 33	5,155 50	11,026 83
				Dredging (contract)	3,060 83		3,060 83
				Union Ferry Depot (expense)	1,900 50	7,661 25	9,591 75
				Amount remitted to State Treasurer	29,589 72	29,786 74	59,376 46
					\$748,353 25	\$767,623 17	\$1,515,976 42
					714,079 29	760,506 95	1,474,586 24
					\$1,462,432 54	\$1,528,130 12	\$2,990,562 66

EXHIBIT B.

The following shows the condition of the San Francisco Harbor Improvement Fund, June 30, 1902.

Amount in fund July 1, 1900	\$87,415 74	
Amount remitted to June 30, 1902	1,474,586 24	
Amount of drafts returned	11,623 43	
		\$1,573,625 41
Amount drawn out to June 30, 1902 (ordinary expenditures)	\$1,392,382 20	
Amount transferred to San Francisco Depot Sinking Fund	111,144 00	
Amount in fund July 1, 1902	70,099 21	
		\$1,573,625 41

EXHIBIT C.

STATEMENT OF THE SAN FRANCISCO DEPOT SINKING FUND.

1900—July 1	To amount transferred from S.F. Harbor Imp. Fund.	\$4,631 00	
Aug. 1	“ “ “ “ “ “	4,631 00	
Sept. 1	“ “ “ “ “ “	4,631 00	
Oct. 1	“ “ “ “ “ “	4,631 00	
Nov. 1	“ “ “ “ “ “	4,631 00	
Dec. 1	“ “ “ “ “ “	4,631 00	
1901—Jan. 1	“ “ “ “ “ “	4,631 00	
Feb. 1	“ “ “ “ “ “	4,631 00	
Mar. 1	“ “ “ “ “ “	4,631 00	
April 1	“ “ “ “ “ “	4,631 00	
May 1	“ “ “ “ “ “	4,631 00	
June 1	“ “ “ “ “ “	4,631 00	
			\$55,572 00
1901—July 1	To amount transferred from S.F. Harbor Imp. Fund.	\$4,631 00	
Aug. 1	“ “ “ “ “ “	4,631 00	
Sept. 1	“ “ “ “ “ “	4,631 00	
Oct. 1	“ “ “ “ “ “	4,631 00	
Nov. 1	“ “ “ “ “ “	4,631 00	
Dec. 1	“ “ “ “ “ “	4,631 00	
1902—Jan. 1	“ “ “ “ “ “	4,631 00	
Feb. 1	“ “ “ “ “ “	4,631 00	
Mar. 1	“ “ “ “ “ “	4,631 00	
April 1	“ “ “ “ “ “	4,631 00	
May 1	“ “ “ “ “ “	4,631 00	
June 1	“ “ “ “ “ “	4,631 00	
			55,572 00
	Balance in Fund, June 30, 1900		\$111,144 00
			412,159 00
			\$523,303 00

EXHIBIT D.

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS—1863-1902.

Fiscal Year.	Receipts.	Expenses.	Percentage per Year	Construction and Repairs.	Seawall	Dredging.	Purchase of Dredgers, Scows, and Repairs	Constructing and Operating Belt Railroad	Miscellaneous	Remitted State Treasurer	Drawn from State Treasurer
1863-64	\$117,848 28	\$25,354 84	21.50	\$67,599 82					\$676 25	\$71,897 39	\$47,680 02
1864-65	177,393 66	32,439 10	18.28	80,875 15		\$44,106 50				123,365 23	52,334 82
1865-66	183,716 80	35,531 42	19.02	19,065 42	\$3,607 00	10,300 00				132,023 96	47,568 50
1866-67	336,409 36	41,233 95	11.95	88,525 78	266 50	41,021 00			330 62	268,573 45	64,345 94
1867-68	294,304 28	55,531 92	18.87	82,791 27	250,991 97	32,338 00			561 18	217,528 06	354,121 12
1868-69	287,890 53	52,130 77	18.11	38,779 83	262,323 13	80,100 00				212,532 07	310,213 27
1869-70	252,649 56	54,684 40	21.65	35,545 04	165,892 68	35,258 00				180,623 37	272,670 93
1870-71	148,917 03	37,782 65	25.37	53,693 31		53,944 40				96,097 20	73,914 13
1871-72	195,031 14	61,006 70	31.28	28,146 62		32,293 20				105,877 82	53,944 40
1872-73	190,330 47	69,858 63	36.50	78,776 28						91,042 59	80,640 23
1873-74	265,709 06	77,938 05	29.33	104,175 98	2,321 85	42,478 56	\$34,070 00		6,344 01	166,150 23	168,769 62
1874-75	373,541 72	68,617 14	18.37	209,540 80	1,078 25	33,835 71	3,725 00		924 99	245,369 00	189,549 17
1875-76	372,078 74	65,976 57	17.73	162,000 25		40,802 70			565 47	249,450 44	146,716 69
1876-77	448,087 25	79,208 85	17.68	284,023 05		25,252 94	15,354 45			310,909 33	266,661 37
1877-78	446,516 82	84,326 82	18.88	112,628 95		38,214 40	82,068 79			285,521 50	162,712 80
1878-79	466,420 55	97,162 63	20.83	164,560 55	4,803 38	60,454 68	3,948 84		1,665 88	274,370 87	241,764 39
1879-80	427,687 56	100,667 57	23.53	141,022 14	107,091 87	51,675 28				204,414 91	419,429 27
1880-81	419,437 49	102,746 75	24.49	199,972 97	309,652 90	48,743 45			2,510 53	204,782 41	527,487 44
1881-82	455,005 64	104,255 15	22.91	86,102 58	383,174 96	34,949 22			4,785 32	249,919 90	131,140 42
1882-83	436,030 54	107,883 69	24.74	179,089 82	76,461 63	51,457 50	5,247 00		4,320 00	194,860 84	165,886 90
1883-84	501,243 25	115,231 30	22.98	173,997 19	195,706 95	60,780 40			28,129 37	254,497 78	186,588 60
1884-85	500,702 10	116,194 14	23.20	248,607 11	157,963 82	52,258 80			4,933 50	259,702 01	376,700 41
1885-86	483,851 04	117,693 22	24.32	197,612 03		46,675 40			4,324 00	249,431 18	289,838 61

1886-87	527,890 96	128,584 90	24.35	153,529 29	53,403 50	78,046 99	---	---	5,742 95	245,509 83	136,926 50
1887-88	580,152 51	138,993 05	23.95	294,855 61	36,360 98	54,082 70	---	---	5,450 62	294,861 66	244,452 11
1888-89	619,537 54	139,552 66	20.91	231,353 84	101,586 24	62,424 96	---	---	10,152 33	321,695 12	247,137 61
1889-90	593,105 58	131,262 56	21.91	301,063 18	115,419 48	51,588 91	---	---	5,257 21	306,148 20	311,633 96
1890-91	600,821 20	115,579 39	19.23	269,542 63	65,810 20	53,230 81	---	---	9,600 62	319,721 19	232,991 25
1891-92	651,112 11	114,860 89	17.64	275,083 97	122,112 90	56,081 70	---	---	7,663 95	360,206 68	365,205 44
1892-93	629,957 55	121,882 55	19.34	319,991 36	72,025 44	54,871 43	25,384 00	---	5,771 81	334,575 70	320,477 89
1893-94	583,674 58	123,039 43	21.08	338,570 00	23,158 22	58,357 87	---	---	4,815 50	281,417 59	260,327 66
1894-95	586,618 61	137,684 53	23.47	444,366 85	55 00	48,132 14	31,532 29	---	4,827 05	215,278 73	326,013 26
1895-96	593,207 89	135,267 13	22.57	390,935 35	---	50,295 44	6,343 58	---	6,582 96	285,523 58	290,929 16
1896-97	562,123 05	133,138 80	23.68	319,085 55	6,658 01	55,686 31	---	---	5,938 89	256,612 21	226,419 29
1897-98	581,661 05	151,598 53	26.06	313,603 11	---	54,278 81	---	---	8,833 26	224,702 65	189,813 94
1898-99	630,455 62	170,678 51	27.07	293,560 22	---	54,102 91	---	---	10,553 75	334,870 27	258,799 42
1899-00	695,033 41	150,533 68	21.66	385,662 52	---	60,593 79	---	---	10,708 53	633,779 53	583,781 45
1900-01	772,989 03	148,669 59	19.23	480,741 42	3,060 93	48,066 74	---	---	11,467 99	714,079 29	689,443 51
1901-02	825,191 43	164,294 43	19.91	460,548 25	---	67,186 12	---	---	8,277 71	760,506 95	702,938 69
	\$17,826,334 99	\$3,909,076 81	---	\$8,089,625 09	\$2,648,731 99	\$1,840,481 12	\$208,847 45	\$394,716 70	\$189,235 30	\$10,610,448 97	\$10,028,670 19
										11,623 43	
											412,159 00
											111,144 00
											70,099 21
										\$10,622,072 40	\$10,622,072 40

Drafts returned
 Balance in San Francisco Depot Sinking Fund June 30, 1900
 Amount transferred to San Francisco Depot Sinking Fund, fiscal years 1900-01 and 1901-02
 Balance in Treasury June 30, 1902

EXHIBIT E.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1902.

RECEIPTS.	1900-1901.	1901-1902.	Total.
Fishermen's Wharf	\$4,074 25	\$4,372 75	\$8,447 00
Sections "A," "B," 1, Seawall, and Powell Street Wharf	12,070 93	13,187 74	25,258 67
Section 2, Seawall Wharf	6,044 41	4,868 10	10,912 51
Section 3, Seawall Wharf	16,111 67	13,235 79	29,347 46
Lombard Street Car Ferry Slips, Freight Depots, and Tolls	42,072 67	46,684 07	88,756 74
Section 4, Seawall Wharf	9,797 87	3,596 40	13,394 27
Filbert Street Wharf (Pier No. 21)	-----	1,719 67	1,719 67
Union Street Wharf No. 2 (Pier No. 19)	-----	106 60	106 60
Union Street Wharf No. 1 (Pier No. 17)	19,078 56	12,096 82	31,175 38
Green Street Wharf (Pier No. 15)	22,406 63	21,409 28	43,815 91
Vallejo Street Wharf (Pier No. 13)	10,398 07	11,347 47	21,745 55
Broadway Street Wharf No. 2 (Pier No. 11)	14,417 43	14,860 27	29,277 70
Broadway Street Wharf No. 1 (Pier No. 9)	19,965 50	20,098 94	40,064 44
Pacific Street Wharf (Pier No. 7)	17,722 35	16,667 45	34,389 80
Jackson Street Wharf (Pier No. 5)	16,735 44	17,810 88	34,546 32
Washington Street Wharf (Pier No. 3)	12,027 10	13,875 48	25,902 58
Clay Street Wharf (Pier No. 1)	4,882 68	5,868 06	10,750 74
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, Tolls, and P. O. Building	109,649 34	112,499 25	222,148 59
Mission Street Wharf No. 1 (Pier No. 2)	13,954 06	16,979 30	30,933 36
Mission Street Wharf No. 2 (Pier No. 4)	29,120 40	26,132 97	55,253 37
Howard Street Wharf No. 1 (Pier No. 6)	15,135 35	17,791 79	32,927 14
Howard Street Wharf No. 2 (Pier No. 8)	12,958 95	10,564 05	23,523 00
Howard Street Wharf No. 3 (Pier No. 10)	7,515 35	12,703 19	20,218 54
Folsom Street Wharf No. 1 (Pier No. 12)	20,204 80	18,000 00	38,204 80
Folsom Street Wharf No. 2 (Pier No. 14)	23,305 85	21,845 32	45,151 17
Harrison Street Wharf (Pier No. 16)	8,188 35	10,980 27	19,168 62
Steuart Street Wharf (Pier No. 20)	8,843 55	17,113 29	25,956 84
Spear Street Wharf (Pier No. 24)	12,779 03	12,031 18	24,810 21
Main Street Car Ferry Slips and Tolls	20,844 51	23,120 16	43,964 67
Main Street Wharf (Pier No. 28)	17,936 89	14,927 95	32,864 84
Beale Street Wharf (Pier No. 32)	28,772 22	23,231 08	52,003 30
Fremont Street Wharf (Pier No. 34)	12,749 52	13,045 16	25,794 68
Pacific Mail Wharf (Pier No. 40)	26,700 00	30,000 00	56,700 00
Second Street Car Ferry Slips and Tolls	94,232 62	91,408 59	185,641 21
Third Street Wharf	6,342 89	7,622 86	13,965 75
Berry Street Wharf	8,918 00	10,753 77	19,671 77
Channel Street Wharf	5,979 85	8,542 45	14,522 30
Center Street Wharf	4,181 03	4,747 22	8,928 25
California Dry Dock	6,600 00	6,600 00	13,200 00
Sale of old material	3,400 59	3,794 95	7,195 54
China Basin	-----	2,000 00	2,000 00
Central Basin	1,667 50	1,571 00	3,238 50
Revenue from seawall lots	10,002 50	36,480 00	46,482 50
Belt Railroad, revenue	27,477 00	38,992 53	66,469 53
Belt Railroad construction	1,385 90	3,006 56	4,392 46
Tug "Gov. Perkins"	950 00	-----	950 00
Wharfage, damages, sales, etc.	263 40	2,337 27	2,600 67
U. S. Customs Department (rent and dockage)	1,620 00	1,620 00	3,240 00
Postoffice Station "D" and Ferry Slip No. 8 (lighting)	3,183 71	2,645 10	5,828 81
Sale of old material (Dredgers 1-2 and Tugs)	20 31	92 51	112 82
Dredging	300 00	-----	300 00
Pacific States Tel. & Tel. Co. (lighting tele- phone booths)	-----	179 25	179 25
Discount account	-----	26 63	26 63
Amount drawn from the San Francisco Har- bor Improvement Fund	\$772,989 03	\$825,191 43	\$1,598,180 46
Totals	689,443 51	702,938 69	1,392,382 20
Totals	\$1,462,432 54	\$1,528,130 12	\$2,990,562 66

EXHIBIT E—Continued.

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING
JUNE 30, 1902.

DISBURSEMENTS.	1900-1901.	1901-1902.	Total.
Administration account—			
Salaries of Commissioners	\$8,800 00	\$9,600 00	\$18,400 00
Salaries of Chief Engineer and Assistants ..	8,141 25	8,378 75	16,520 00
Salaries of Chief Wharfinger and Assistants	4,375 00	5,966 15	10,341 15
Salary of Attorney	2,200 00	2,400 00	4,600 00
Salaries of Watchmen	4,401 40	5,163 30	9,564 70
Collection of revenue—			
Salaries of Secretaries and Clerks	7,825 00	11,615 95	19,440 95
Salaries of Wharfingers	24,445 85	25,424 75	49,870 60
Salaries of Collectors	15,085 60	14,554 85	29,640 45
Expense account	21,602 13	24,412 84	46,014 97
Urgent repairs	58,909 74	64,684 48	123,594 22
Repairs (contract)	145,624 82	195,586 68	341,211 50
Pile-driving	24,893 03	14,629 61	39,522 64
Cleaning wharves, bulkhead, and streets ..	21,203 64	24,300 26	45,503 90
Wharf offices and furniture	619 13	938 04	1,557 17
Legal expenses	1,000 00	1,752 80	2,752 80
Fire account	5,871 33	5,155 50	11,026 83
Dredger No. 1	12,737 35	13,773 45	26,510 80
Dredger No. 2	14,568 60	18,091 59	32,660 19
Tug "Governor Markham"	8,804 53	15,615 98	24,420 51
Tug "Governor Irwin"	10,055 76	12,013 85	22,069 61
Construction account	231,313 83	185,647 48	416,961 31
Seawall account	2,344 98	-----	2,344 98
Dockage refunded	549 35	147 20	696 55
Tolls refunded	118 76	-----	118 76
Wharfage refunded	-----	105 00	105 00
Rent refunded	131 25	-----	131 25
Belt Railroad, construction	37,349 31	19,314 80	56,664 11
Belt Railroad, operating and maintenance ..	38,997 27	48,001 86	86,999 13
Wharfage, damages, sales, etc.	309 00	-----	309 00
Postoffice Sta. D, and Ferry Slip No. 8 (lighting)	3,091 87	2,523 87	5,615 74
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, tolls, and P. O. building..	29,589 72	29,786 74	59,376 46
Tug "Governor Perkins"	777 30	346 14	1,123 44
Improving seawall lots	715 95	-----	715 95
Dredging	1,900 50	7,691 25	9,591 75
	\$748,353 25	\$767,623 17	\$1,515,976 42
Remitted State Treasurer, account San Fran- cisco Harbor Improvement Fund	714,079 29	760,506 95	1,474,586 24
Totals	\$1,462,432 54	\$1,528,130 12	\$2,990,562 66

EXHIBIT F.

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND FOR
TWO FISCAL YEARS ENDING JUNE 30, 1902.

RECEIPTS.

1900—Aug.---	To amount remitted by Commissioners for July	\$49,755 30	
Sept.---	“ “ “ “ “ “ Aug.	61,608 78	
Oct.---	“ “ “ “ “ “ Sept.	65,498 71	
Nov.---	“ “ “ “ “ “ Oct.	58,317 72	
Dec.---	“ “ “ “ “ “ Nov.	59,992 67	
1901—Jan.---	“ “ “ “ “ “ Dec.	62,727 41	
Feb.---	“ “ “ “ “ “ Jan.	56,388 86	
Mar.---	“ “ “ “ “ “ Feb.	55,881 83	
April---	“ “ “ “ “ “ Mar.	58,728 42	
May---	“ “ “ “ “ “ April	63,956 05	
June---	“ “ “ “ “ “ May	58,731 09	
July---	“ “ “ “ “ “ June	62,492 45	
			\$714,079 29
1901—Aug.---	“ “ “ “ “ “ July	\$84,874 60	
Sept.---	“ “ “ “ “ “ Aug.	53,893 18	
Oct.---	“ “ “ “ “ “ Sept.	57,850 03	
Nov.---	“ “ “ “ “ “ Oct.	67,548 54	
Dec.---	“ “ “ “ “ “ Nov.	66,829 92	
1902—Jan.---	“ “ “ “ “ “ Dec.	68,370 59	
Feb.---	“ “ “ “ “ “ Jan.	59,538 53	
Mar.---	“ “ “ “ “ “ Feb.	58,897 48	
April---	“ “ “ “ “ “ Mar.	59,526 84	
May---	“ “ “ “ “ “ April	62,838 65	
June---	“ “ “ “ “ “ May	60,680 11	
July---	“ “ “ “ “ “ June	59,658 48	
			760,506 95
	Total amount remitted -----	\$1,474,586 24	
	Balance in S. F. Harbor Imp. Fund July 1, 1900-----	87,415 74	
	Drafts returned-----	11,623 43	
			\$1,573,625 41

DISBURSEMENTS, 1900-1901.

Date.	Order.	No.	On Account of.	Amount.
1900				
July 7	Mutual Electric Light Co.	2237	Light -----	\$1,363 01
7	City Street Imp. Co.	2238	Repairing Howard No. 3 -----	5,197 32
7	Union Lumber Co.	2239	Paving -----	1,377 00
9	Spring Valley Water Works	2240	Water -----	223 35
9	Str. "Willamette" (Pac. Coast Co. agents)	2241	Rebate of dockage -----	15 20
10	Black Diamond Coal Mining Co.	2242	Coal -----	1,030 84
12	Union Lumber Co.	2243	Paving -----	183 25
12	Bancroft-Whitney Co.	2244	U. S. Notes -----	9 00
12	Baker & Hamilton	2245	Hardware -----	761 68
13	Dundon Bridge and Con. Co.	2246	Removing and driving piles -----	497 00
13	Dundon Bridge and Con. Co.	2247	Piles -----	756 92
13	T. J. Moynihan	2248	Repairs, Belt Railroad -----	9 70
13	Durham, Carrigan & Hayden Co.	2249	Hardware -----	439 49
13	James Young	2250	Millwork -----	187 35
13	John W. Murphy	1	Keeping horse -----	46 00
13	C. J. Hendry's Son & Co.	2	Chandlery -----	249 83
13	James Mathews	3	Washing for fire house. -----	3 50

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
July 13	C. G. Clinch & Co.	4	Paints, oils, etc.	\$7 15
13	Merchants' Exchange Association.	5	Reporting	25 00
13	Cahill & Hall Elevator Co.	6	Repairing elevator	17 60
13	S. F. & San Mateo Ry. Co.	7	Power	60 00
13	Holbrook, Merrill & Stetson	8	Hardware	10 97
13	W. T. Garratt & Co.	9	Repairs	15 60
13	Wm. Bateman	10	Stands for water coolers.	37 50
13	James Byrne, Jr.	11	Petty cash bills.	32 50
13	James A. McMahon	12	Repairing Clay and Washington St. bulkhead.	455 52
13	Arctic Oil Works	13	Oil.	47 25
13	Bender Bros.	14	Railroad ties	72 00
13	Spoiled	15	.....	.....
13	Goodyear Rubber Co.	16	Hose	14 91
14	Cal. Northwestern Ry. Co.	17	Repairs on cars.	38 60
14	G. M. Josselyn & Co.	18	Chain	111 91
14	Searcy Furniture Co.	19	Chairs, etc.,	15 00
16	F. H. McConnell	20	Care of clocks.	15 00
16	City Front Stables.	21	Keeping horse.	20 00
17	The Guide Publishing Co.	22	Guides	10 50
17	H. S. Crocker Co.	23	Stationery	36 65
17	Flinn & Treacy	24	Basalt blocks.	140 84
17	Pacific Rolling Mill Co.	25	Plates and bolts.	250 00
18	Darby Laydon.	26	Extra piling Car Ferry Slip, Main St.	1,465 92
19	S. F. Timber Preserving Co.	27	Piles	1,287 91
19	Dundon Bridge and Con. Co.	28	Repairing and repiling Pier No. 5.	2,968 60
19	G. F. Buswell.	29	Frictions	25 00
19	Board of State Harbor Commissioners.	30	Payrolls	10,944 35
25	Board of State Harbor Commissioners.	31	Payrolls	8,740 80
26	S. E. Slade Lumber Co.	32	Lumber	5,730 55
26	Rowlands & Laughton.	33	Repairs.	193 79
26	Pacific Tel. & Tel. Co.	34	Telephones.	139 60
26	Darby Laydon.	35	Extra work, Main Street.	862 61
28	James Mathews.	36	Washing for fire house.	3 50
30	Frank Greg.	37	Sawdust.	5 00
30	Mysell-Rollins Co.	38	Legal pads.	8 75
31	Black Diamond Coal Mining Co.	39	Coal.	965 91
Aug. 4	City Street Imp. Co.	40	Fishermen's Wharf.	2,321 62
6	Dundon Bridge and Con. Co.	41	Repairing Pier No. 5.	1,769 10
7	James A. McMahon.	42	Repiling and repairing Spear Street.	2,146 56
7	James A. McMahon.	43	Incline at Spear Street.	840 00
8	George G. Rundle.	44	Dredger poles.	61 00
8	E. M. Graney.	45	Shoeing horses.	5 00
9	U. S. Laundry Ass'n.	46	Washing.	11 55
9	James A. McMahon.	47	Repairs, Pier No. 27.	1,188 55
9	Gray Bros.	48	Breakwater (Fishermen's Wharf).	1,378 48
9	Mutual Electric Light Co.	49	Lights.	1,373 96
10	City Street Imp. Co.	50	Driving piles at seawall.	135 00
10	H. R. Rood & Co.	51	Piles.	795 76
11	James Byrne, Jr.	52	Petty cash expenses.	44 00
13	City Front Stables.	53	Keeping horse.	20 00
13	F. B. Dallam & Co.	54	Brushes, etc.	21 89
13	Merchants' Exchange Association.	55	Reporting.	25 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900—1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Aug. 13	C. G. Clinch & Co.	56	Oil, paint, etc.	\$15 59
13	Payne's Bolt Works	57	Bolts	449 60
13	Bancroft-Whitney Co.	58	U. S. Notes, Vol. 7	6 50
13	Commercial Pub. Co.	59	Advertising	24 75
13	Dunham, Carrigan & Hayden Co.	60	Hardware	29 50
13	Callahan Paint Co.	61	Painting tug "Governor Irwin"	69 70
13	S. F. & San Mateo Ry Co.	62	Power	20 00
13	S. F. Dry Dock Co.	63	Docking tug "Governor Irwin"	67 60
13	John W. Murphy	64	Keeping horses	47 65
13	Columbia Machine Wks	65	Chain drum	170 00
13	J. C. Winans	66	Packing	20 79
13	H. S. Crocker Co.	67	Books, stationery, etc.	186 22
13	Arctic Oil Works	68	Oil	30 98
13	Willam J. Brady	69	Repairs on locomotive	9 60
13	Cunningham, Curtiss & Welch	70	Toilet paper	20 00
13	Marshutz & Cantrell	71	Sheaves for dredgers	98 50
13	Holbrook, Merrill & Stetson	72	Drip pans, etc.	8 25
13	P. F. Dundon's S. F. Iron Works	73	Tugs and dredger repairs	226 53
13	Baker & Hamilton	74	Hardware	173 28
14	Buchanan Bros.	75	Rags	4 50
14	Guide Publishing Co.	76	Guides	10 50
14	Kuss & Storz	77	Painting Postoffice	43 00
14	Charles F. Doe & Co.	78	Lumber	880 76
14	Langley & Michaels Co.	79	Disinfectant	10 78
14	Goodyear Rubber Co.	80	Hose, etc.	23 40
16	H. R. Rood & Co.	81	Piles	1,006 46
16	City Street Imp. Co.	82	Fishermen's Wharf	1,805 70
16	T. J. Moynihan	83	Repairs, tug "Governor Irwin"	608 10
16	F. H. McConnell	84	Care of clocks	15 00
16	National Bank of D. O. Mills	85	Exchange	98 95
16	Pacific Rolling Mill Co.	86	Fenders	32 00
17	J. Eugene Freeman	87	Architect fees	257 00
17	Simpson Brush and Broom Co.	88	Brooms	7 50
20	Spring Valley Water Works	89	Water	237 35
20	Board of State Harbor Commissioners	90	Payrolls	10,825 45
23	Darby Laydon	91	Piling at Main St. Wharf	165 52
23	Thomas Eagan	92	Laying tracks and switches, Belt Railroad	1,280 00
23	James A. McMahon	93	Repairs on Dolphin bet. Slips Nos. 2 and 3	2,729 45
23	James A. McMahon	94	Repairs on Dolphin bet. Slips Nos. 3 and 4	2,917 10
23	James A. McMahon	95	Repairs on Dolphin bet. Slips Nos. 4 and 5	2,439 31
23	Pacific Tel. & Tel. Co.	96	Telephones	139 70
24	City Street Imp. Co.	97	Driving piles at Fishermen's Wharf	176 00
24	S. E. Slade Lumber Co.	98	Lumber	5,225 62
25	Board of State Harbor Commissioners	99	Payrolls	8,907 70
27	City Street Imp. Co.	100	Howard No. 3, Pier No. 10	12,518 84
28	Newsom & McNeil	101	Shed on Slip bet. Piers 5 and 7 and office	1,742 00
28	H. R. Rood & Co.	102	Piles (contract)	1,005 34
28	Murray Bros.	103	Repairs, scow driver	6 00
28	S. F. Timber Preserv- ing Co.	104	Creosoting	1,507 50
28	Williams-Diamond Co.	105	Injector check	9 00
28	Black Diamond Coal Mining Co.	106	Coal	951 75

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Aug. 29	Thos. Day Co.....	107	Gas and electric fixtures, Postoffice	\$1,164 00
29	West Coast Wire and Iron Works.....	108	Wire fence, N. P. C. R. R. Co.....	267 60
29	Bender Bros.....	109	Railroad ties.....	144 00
30	Rowlands & Laughton.....	110	Repairs.....	414 66
30	J. D. Spreckels & Bros. Co.....	111	Cement.....	6,242 25
30	J. D. Spreckels & Bros. Co.....	112	Rebate of dockage, Str. Zealandia..	130 75
31	Julian B. Harries.....	113	Experting accounts.....	112 50
Sept. 5	Chas. True.....	114	Services as engineer.....	27 10
6	C. G. Clinch & Co.....	115	Paints, oil, etc.....	14 25
6	California Northwest'n Ry. Co.....	116	Sign.....	19 00
6	Frank Greg.....	117	Sawdust.....	5 00
7	Hyde Construction Co..	118	Repairing and repiling bulkhead bet. Union St. and Car Ferry slip No. 1.....	1,537 50
7	T. J. Crowley.....	119	Shoeing horses.....	10 00
7	James Mathews.....	120	Washing for fire house.....	3 50
7	Mutual Electric Light Co.....	121	Lights.....	1,478 85
12	F. H. McConnell.....	122	Care of clocks.....	15 00
12	S. F. Timber Preserving Co.....	123	Creosoting.....	1,056 07
12	Kuss & Storz.....	124	Painting Postoffice, Station "D" ..	43 00
12	Bay City Mfg. Co.....	125	Packing.....	3 65
13	Geo. G. Rundle.....	126	Repairing tug "Gov. Irwin" and Dredger No. 2.....	1,935 68
13	Scott & Magner.....	127	Oats.....	8 63
13	Vulcan Iron Works.....	128	Sheave wheel.....	31 50
13	C. J. Hendry's Son & Co.	129	Chandlery.....	84 17
13	The Guide Publishing Co.....	130	Guides.....	10 50
13	James Young.....	131	Millwork.....	130 25
13	Merchants' Exchange Ass'n.....	132	Reporting.....	25 00
13	Union Lumber Co.....	133	Paving Pier No. 12.....	1,089 54
13	Langley & Michaels Co.	134	Disinfectant.....	21 38
13	Sidney L. Plant.....	135	Packing.....	16 50
13	Tug "Ida W." B. H. Tietjen, agent.....	136	Towing.....	30 00
13	Risdon Iron and Loco- motive Works.....	137	Repairing locomotive.....	82 02
13	Fairbanks, Morse & Co.	138	Scales.....	105 00
13	Commercial Publishing Co.....	139	Advertising.....	24 00
13	John W. Murphy.....	140	Boarding horses, etc.....	41 30
13	City Street Improve- ment Co.....	141	Piles at Fishermen's Wharf.....	220 00
13	Market Street R. R. Co.	142	Rails.....	234 68
13	H. S. Crocker Co.....	143	Stationery.....	51 60
13	G. W. Josselyn & Co.....	144	Chain.....	67 40
13	Simpson Lumber Co.....	145	Mast.....	10 00
13	E. W. Tucker & Co.....	146	Repairs on Belt Railroad.....	152 06
13	W. P. Fuller & Co.....	147	Asbestine.....	10 75
13	Dunham, Carrigan & Hayden Co.....	148	Hardware.....	41 62
13	Department of State Printing.....	149	Printing.....	17 00
13	W. T. Garratt & Co.....	150	Repairs on tugs.....	88 26
13	Leonard & Ellis.....	151	Oil.....	36 08
13	Dundon Bridge and Construction Co.....	152	Extension to Ferry Slip between Piers Nos. 5 and 7.....	854 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Sept. 13	F. B. Dallam & Co.	153	Cheese cloth sponges	\$ 5 38
13	The Painters' Supply Co.	154	Painting shed	25 00
13	Gray Bros.	155	Rock	324 94
13	Gray Bros.	156	Breakwater at Fishermen's dock	2,428 00
13	Geo. T. Wise	157	Claim for damages	300 00
14	Studebaker Bros. Mfg. Co.	158	Repairs on sprinklers	33 65
14	Tubbs Cordage Co.	159	Rope	86 06
14	Black Diamond Coal Mining Co.	160	Rebate of dockage, bk. "Germania"	40 80
14	John McClellan	161	Covering boiler, "Gov. Irwin"	15 00
14	Baker & Hamilton	162	Hardware	475 70
15	S. F. Towel Co.	163	Towel service	7 00
17	J. Metcalf	164	Lloyds' register	24 00
18	James A. McMahon	165	Delay on contract, Spear street	415 00
19	Board of State Harbor Commissioners	166	Payrolls	10,765 80
20	S. E. Slade Lumber Co.	167	Lumber	5,225 61
20	Spring Valley Water Works	168	Water	240 00
20	H. R. Rood & Co.	169	Coating piles	1,523 20
20	Frank Greg	170	Sawdust	5 00
20	Newsom & McNeil	171	Shed on Howard No. 3	2,894 85
20	National Bank of D. O. Mills & Co.	172	Exchange	98 86
21	Pacific States Tel. & Tel. Co.	173	Telephones	138 95
25	Bay City Mfg. and Rubber Co.	174	Packing	20 14
25	E. M. Graney	175	Shoeing horses	5 00
25	Bancroft-Whitney Co.	176	California Reports, etc.	8 50
26	Board of State Harbor Commissioners	177	Payrolls	8,669 15
27	S. F. Paving Co.	178	Paving in front Postoffice	1,753 25
27	Rowlands & Laughton	179	Blacksmithing	400 59
28	Wm. J. Brady	180	Repairs	8 95
28	P. F. Dundon's S. F. Iron Works	181	Repairs on tug "Gov. Markham" and Dredger No. 1	459 88
28	City Front Stables	182	Keeping horse	20 00
28	Arctic Oil Works	183	Oil	34 25
28	Michael Hodge	184	Draying	13 75
28	Goodyear Rubber Co.	185	Hose	19 77
28	C. G. Clinch & Co.	186	Paints, oils, etc.	105 96
28	Str. "Milverton," J. D. Spreckels & Bros., agts.	187	Rebate of dockage	36 00
28	G. E. Dow Pumping Engine Co.	188	Repairs on tugs	153 60
28	Balfour, Guthrie & Co.	189	Rebate of tolls	5 00
28	Main St. Iron Works	190	Repairs on tug "Gov. Irwin"	16 11
29	Tubbs Cordage Co.	191	Rope	35 36
29	W. T. Garraff & Co.	192	Repairs on Dredger No. 2	51 75
29	J. J. Moore, Str. "Flintshire"	193	Rebate of dockage	29 25
29	Cahill & Hall Elevator Co.	194	Care of elevator	8 50
29	Buchanan Bros.	195	Rags	5 00
29	Black Diamond Coal Mining Co.	196	Coal	1,131 66
29	Commercial Publishing Co.	197	Advertising	33 75
Oct. 5	Hyde Construction Co.	198	Repiling and repairing bulkhead bet. Union St. and Car Ferry Slip No. 1	2,912 40
5	S. E. Slade Lumber Co.	199	Lumber	4,318 84
6	Pacific Marine Supply Co.	200	Spar	12 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Oct. 8	James Mathews.....	201	Washing for fire house.....	\$3 50
9	Simpson Brush & Broom Co.....	202	Brooms.....	7 50
10	S. E. Slade Lumber Co..	203	Lumber.....	5,224 48
10	Cal. Transportation Co..	204	Rebate of dockage.....	7 00
10	Cal. Fireworks Co., Ltd.	205	Flags.....	16 50
11	James Byrne, Jr.....	206	Petty cash expenses.....	53 15
11	Mutual Electric Light Co.....	207	Lights.....	1,612 56
11	National Bank of D. O. Mills & Co.....	208	Exchange.....	83 12
11	Spoiled.....	209	.....	.....
12	Commercial Publishing Co.....	210	Advertising.....	50 90
12	Newsum & McNeil.....	211	Shed on Howard No. 3.....	2,274 52
12	Gray Bros.....	212	Rock for breakwater.....	1,720 70
12	Gray Bros.....	213	Rock.....	35 25
13	Bay City Mfg. and Rub- ber Co.....	214	Packing.....	22 79
13	City Front Stables.....	215	Keeping horse.....	20 00
13	W. T. Garratt & Co.....	216	Repairs.....	88 40
13	A. Leity Co.....	217	Steel tape.....	10 35
13	James Young.....	218	Millwork.....	206 30
13	Baker & Hamilton.....	219	Hardware.....	78 14
13	G. F. Buswell.....	220	Frictions.....	25 00
13	Judson Mfg. Co.....	221	Switches.....	1,286 00
13	Guide Publishing Co.....	222	Guides.....	10 50
13	H. S. Crocker Co.....	223	Stationery.....	17 10
15	Merchants' Exchange Ass'n.....	224	Reporting.....	25 00
15	Boesch Lamp Co.....	225	Repairs on lamps, Belt Railroad.....	4 30
15	C. J. Hendry's Son & Co.	226	Chandlery.....	13 31
15	J. W. Murphy.....	227	Keeping horse.....	46 15
15	Frank Greg.....	228	Sawdust.....	5 00
15	Arctic Oil Works.....	229	Oil.....	116 09
15	Britton & Rey.....	230	Maps.....	55 00
15	W. P. Fuller & Co.....	231	Asbestine.....	8 50
15	Harry M. Nagle.....	232	Brooms.....	8 00
15	Cal. Northwestern Ry. Co.....	233	Repairing cars.....	37 22
15	G. W. Fuller Desk Co..	234	Office furniture, P. O., Station "D"	349 18
16	Dunham, Carrigan & Hayden Co.....	235	Hardware.....	918 31
17	F. Lester & Co.....	236	Brake shoes, etc.....	128 50
18	H. R. Rood & Co.....	237	Piles.....	1,007 79
18	F. H. McConnell.....	238	Care of clocks.....	15 00
19	City Street Imp. Co.....	239	Repairing and repiling Howard No. 3 bulkhead.....	1,949 52
19	Pacific States Tel. & Tel. Co.....	240	Telephones.....	138 90
19	G. G. Rundle.....	241	Repairs on Dredger No. 1.....	676 01
20	West Coast Furniture Co.....	242	Case for Postoffice.....	320 00
22	Spring Valley Water Works.....	243	Water.....	252 80
22	Board of State Harbor Commissioners.....	244	Payrolls.....	10,708 50
23	L. & E. Emanuel (in- corporated).....	245	Office fixtures, Postoffice building	945 00
25	Julian B. Harries.....	246	Experting books.....	37 50
25	Rowlands & Laughton.	247	Repairs.....	212 79
25	S. E. Slade Lumber Co.	248	Lumber.....	3,399 01
26	Board of State Harbor Commissioners.....	249	Payrolls.....	9,203 25

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Oct. 26	Bowers Rubber Co.	250	Hose and couplings	\$28 00
26	Bay City Mfg. and Rubber Co.	251	Packing	14 03
26	Black Diamond Coal Mining Co.	252	Coal	1,221 60
26	R. S. Chapman	253	Hose carts	360 00
26	Holbrook, Merrill & Stetson	254	Water coolers, Postoffice	7 70
26	Goodyear Rubber Co.	255	Gaskets	5 70
27	Cunningham, Curtiss & Welch	256	Toilet paper	10 00
27	Arctic Oil Works	257	Oil	15 75
27	Thomas Day Co.	258	Electric fixtures	113 00
27	Dunham, Carrigan & Hayden Co.	259	Barrow	8 33
27	Levi Strauss & Co.	260	Towels	6 25
27	Wm. Bateman	261	Bootblack stand	225 00
27	W. & J. Sloane & Co.	262	Shades and furniture	143 65
29	Buchanan Bros.	263	Brooms, polish, etc.	25 50
29	J. J. Moore & Co., Sh. "Inveramsey"	264	Rebate of dockage	31 00
29	Wm. J. Brady	265	Repairs Belt Railroad	6 55
29	P. F. Dundon's S. F. Iron Works	266	Repairs tugs and dredgers	74 02
29	M. Greenberg's Sons.	267	Repairs Dredger No. 1	4 00
29	W. W. Montague & Co.	268	Cuspidors, Postoffice	9 00
29	F. B. Dallam & Co.	269	Dusters, etc.	8 88
30	Langley & Michaels Co.	270	Disinfectant	21 41
31	Bancroft-Whitney Co.	271	U. S. Reports	6 50
Nov. 7	James H. O'Brien	272	Grading seawall lot	552 22
8	James Mathews	273	Washing for fire hose	3 50
8	Hyde Construction Co.	274	Piling "Little Mail Dock"	1,256 85
8	Wm. H. Smith & Co.	275	Mast for fender	15 00
8	Newsom & McNeil	276	Shed on Howard No. 3.	4,211 63
10	City St. Imp. Co.	277	Foundation for boiler	867 10
10	Mutual Electric Light Co.	278	Lights	1,644 34
12	Harry M. Nagle	279	Brooms	8 00
12	Guide Publishing Co.	280	Guides	10 50
12	Merchants' Exchange Ass'n	281	Reporting	25 00
12	H. R. Rood & Co.	282	Preserving piles	120 00
12	H. R. Rood & Co.	283	Piles	143 14
12	City Front Stables	284	Keeping horse	20 00
12	Arctic Oil Works	285	Oil	25 10
12	Commercial Publishing Co.	286	Advertising	22 00
12	E. M. Graney	287	Shoeing horses	10 00
12	Goodyear Rubber Co.	288	Nozzles	60 00
12	Studebaker Bros. Co.	289	Repairing sprinkler	21 30
12	The Pacific Coast Co.	290	Coal	11 45
12	Bowers Rubber Co.	291	Hose	350 00
12	James Young	292	Millwork	67 70
12	Wm. B. Isaacs	293	Steel rails	1,972 99
12	Judson Mfg. Co.	294	Railroad crossing	450 00
13	Wm. J. Brady	295	Repairs	5 80
13	Vulcan Iron Works	296	Castings, etc.	190 00
13	John W. Murphy	297	Keeping horse	40 00
13	Neville & Co.	298	Cover for bootblack stand	10 00
13	Thos. B. Eagen	299	Crossing and guard-rail work	100 00
13	S. F. Timber Preserving Co.	300	Creosoting	1,945 00
15	City Street Imp. Co.	301	Paving Howard No. 3	2,267 05
15	City Street Imp. Co.	302	Paving	300 53
15	City Street Imp. Co.	303	Dolphin on "Little Main"	160 00
15	U. S. Laundry Ass'n	304	Washing	12 85
15	Spilled	305	.....	.....

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Nov. 19	Gray Bros.....	306	Breakwater.....	\$2,038 03
20	James Byrne, Jr.....	307	Petty cash expenses.....	22 65
21	Board of State Harbor Commissioners.....	308	Payrolls.....	10,518 30
22	Newsom & McNeil.....	309	Building at Fishermen's Wharf.....	1,111 12
22	Commercial Publishing Co.....	310	Advertising.....	89 00
22	Pacific States Tel. & Tel. Co.....	311	Telephones.....	139 90
22	James H. O'Brien.....	312	Grading seawall lots.....	1,061 90
22	Spring Valley Water Co.....	313	Water.....	257 05
23	Thos. B. Eagen.....	314	Laying railroad tracks.....	1,815 50
23	Hyde Construction Co.....	315	Repiling and repairing Pier 38.....	1,792 48
23	Hyde Construction Co.....	316	Repiling and repairing bulkhead between Union Street and Car Ferry Slip No. 1.....	1,483 29
23	James A. McMahon.....	317	Driving and fastening piles at Section "B".....	1,255 00
24	Dundon Bridge and Con- struction Co.....	318	Repairing bulkhead in front of dry- dock.....	480 68
24	Dundon Bridge and Con- struction Co.....	319	Laying lumber.....	1,031 05
24	Dundon Bridge and Con- struction Co.....	320	Repairs, "Little Main".....	2,225 35
24	Dundon Bridge and Con- struction Co.....	321	Repairing approach to dry-dock.....	1,856 74
24	Spoiled.....	322		
26	Board of State Harbor Commissioners.....	323	Payrolls.....	9,452 75
27	S. E. Slade Lumber Co.....	324	Lumber.....	3,277 95
27	Wm. B. Isaacs.....	325	Rails.....	1,397 44
28	Bay City Mfg. & Rubber Co.....	326	Packing.....	7 15
28	Bender Bros.....	327	Railroad ties.....	396 00
28	Columbia Machine Wks.....	328	Repairs, Dredger No. 2.....	35 00
28	Swan, the Painter.....	329	Sign, Postoffice.....	28 00
28	E. W. Tucker & Co.....	330	Repairs, Belt Railroad.....	146 71
28	Dundon Bridge and Con- struction Co.....	331	Use of pile-driver.....	127 95
28	Pacific Pine Co.....	332	Piles.....	204 17
28	Goodyear Rubber Co.....	333	Hose.....	28 50
28	S. F. & San Mateo Ry Co.....	334	Electric power.....	30 00
28	H. S. Crocker Co.....	335	Stationery.....	65 11
28	G. F. Buswell.....	336	Frictions.....	124 00
28	Boesch Lamp Co.....	337	Repairing lamps.....	6 50
28	Eagle Rubber Co.....	338	Gaskets.....	7 20
28	Olsen & Cook.....	339	Repairs on tugboats.....	5 10
28	Southern Pacific Co.....	340	Rent of engine.....	40 03
28	John English.....	341	Services on tug "Gov. Markham".....	28 00
28	Black Diamond Coal Mining Co.....	342	Coal.....	1,236 28
30	Atlantic, Gulf and Pa- cific Co.....	343	Repairing dolphin bet. Slips 4 and 5.....	233 30
30	J. Browell.....	344	Chimneys.....	96 25
30	Arctic Oil Works.....	345	Oil.....	8 00
Dec. 6	Newsom & McNeil.....	346	Shed east of Postoffice building.....	662 00
6	J. A. Vaughan.....	347	Reporting proceedings China Basin.....	93 80
6	Gray Bros.....	348	Rock for Section B, Seawall.....	730 86
6	Gray Bros.....	349	Rock for breakwater.....	1,269 60
6	F. H. McConnell.....	350	Care of clocks.....	30 00
7	Western Iron Works.....	351	Stairs in Santa Fé waiting room.....	2,130 00
7	Rowlands & Laughton.....	352	Blacksmithing.....	428 54
7	James Mathews.....	353	Washing for fire house.....	3 50
10	Cunningham, Curtiss & Welch.....	354	Toilet paper.....	10 00
10	E. M. Graney.....	355	Shoeing horses.....	5 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Dec. 10	Baker & Hamilton	356	Hardware	\$630 86
10	Arctic Oil Works	357	Oil	8 00
10	The Guide Pub. Co.	358	Guides	10 50
10	F. Fontaine	359	Rope	9 50
10	Dunham, Carrigan & Hayden Co.	360	Hardware	302 38
10	John W. Murphy	361	Boarding horses	40 00
10	Spring Valley Water Works	362	Water	252 40
10	Leonard & Ellis	363	Oil	33 80
10	Frank Greg.	364	Sawdust	5 00
10	W. & J. Sloane & Co.	365	Chairs for bootblack stand	86 00
10	Charles F. Doe & Co.	366	Lumber	989 15
10	Bancroft-Whitney Co.	367	U. S. Notes No. 9	6 50
11	Dundon Bridge and Construction Co.	368	Repairs at "Little Main" Str. Wh.	68 18
11	Murray Bros.	369	Repairs, pile-drivers	200 30
11	San Francisco Timber Preserving Co.	370	Creosoting	2,125 16
13	F. B. Dallam & Co.	371	Dusters, brooms, etc.	18 75
13	C. J. Hendry's Son & Co.	372	Chandlery	188 56
13	H. R. Rood & Co.	373	Piles	863 20
13	O'Brien & Sons.	374	Repairing buggy	97 85
13	Mutual Electric Light Co.	375	Lights	1,620 15
13	Newsom & McNeil	376	Buildings at Fishermen's dock	1,111 13
13	Newsom & McNeil	377	Extras at Fishermen's dock	54 00
15	John Twigg & Sons.	378	Two skiffs	75 00
17	The Pacific Coast Co.	379	Coal	311 30
18	San Francisco Timber Preserving Co.	380	Creosoting	4,330 74
18	P. F. Dundon's S. F. Iron Works.	381	Repairs to tugs and dredgers	111 50
19	Board of State Harbor Commissioners	382	Payrolls	10,477 30
20	Merchants' Exchange Association	383	Reporting	25 00
20	H. R. Rood & Co.	384	Piles	1,886 82
20	Rowlands & Laughton	385	Repairs, dredgers	493 97
20	James Byrne, Jr.	386	Petty cash expenses	39 95
20	Pacific States Tel. & Tel. Co.	387	Telephones	153 20
21	Hyde Construction Co.	388	Repiling and repairing bulkhead between Fremont and Beale	2,873 06
21	Hyde Construction Co.	389	Repiling "Little Main Dock"	418 95
21	Dundon Bridge and Construction Co.	390	Repairing approach to dry dock	182 61
21	San Francisco Timber Preserving Co.	391	Creosoting	2,513 94
21	J. D. Spreckels & Bros. Co.	392	Cement	1,335 60
22	James Young	393	Millwork	638 25
24	Charles C. Moore & Co.	394	Steam boiler	2,571 75
27	Board of State Harbor Commissioners	395	Payrolls	9,910 50
28	T. J. Crowley	396	Shoeing horses	10 00
28	City Front Stables	397	Keeping horse	20 00
28	H. R. Rood & Co.	398	Coating piles	720 00
28	Dunham, Carrigan & Hayden Co.	399	Hardware	23 70
28	Baker & Hamilton	400	Hardware	378 03
28	City Street Imp. Co.	401	Steuart St. wharf	4,650 35
28	City Street Imp. Co.	402	Foundation for boiler	289 03
28	Tubbs Cordage Co.	403	Rope	90 77
28	Bay City Mfg. and Rub- ber Co.	404	Packing	5 40

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1900				
Dec. 28	C. G. Clinch & Co.	405	Oil, etc.	\$5 25
28	Judson Mfg. Co.	406	Frogs for Belt Railroad	112 00
28	Pacific Surety Co.	407	Boiler insurance	88 75
28	Pacific Coast Steamship Co.	408	Rebate of tolls	15 30
28	Payne's Bolt Works	409	Bolts	2 84
28	Spoiled	410	.....	.....
28	Commercial Publishing Co.	411	Advertising	73 85
28	Sternfeld Leather Co.	412	Flour toilet soap	15 00
28	S. E. Slade Lumber Co.	413	Lumber	2,683 05
28	San Francisco & San Joaquin Ry. Co.	414	Rental of engine	512 50
28	H. S. Crocker Co.	415	Stationery supplies	56 87
28	Arctic Oil Works	416	Oil	30 05
28	Betts Spring Co.	417	Spring, Belt Railroad	22 50
28	Dundon Bridge and Construction Co.	418	Repairing approach to dry dock	56 45
28	Cunningham, Curtiss & Welch	419	Toilet paper	10 00
28	A. Lietz Co.	420	Repairing barometer	7 50
28	Chas. C. Moore & Co.	421	Valves	6 05
28	I. Willard Beam	422	Wire gates	63 50
28	G. M. Josselyn & Co.	423	Chain	72 20
28	Geo. W. Smith	424	Reporting	20 00
28	Holbrook, Merrill & Stetson	425	Radiators	794 20
28	W. T. Garratt & Co.	426	Repairs, tug "Gov. Irwin"	25 16
29	Hyde Construction Co.	427	Addition to Second Street slip	1,882 65
29	Hyde Construction Co.	428	Furnishing and laying lumber, Brannan Street	189 40
29	Thos. Day Co.	429	Chandeliers, etc.	174 40
29	Black Diamond Coal Mining Co.	430	Coal	1,202 13
30	Thos. B. Eagen	431	Laying track on seawall lots 5 and 6	1,325 25
31	Devoto & Pedrini	432	Railroad ties	67 32
31	H. T. Holmes Lime Co.	433	Fire clay	11 75
1901				
Jan. 7	J. E. Freeman	434	Telegraph office	50 00
7	Wm. Bateman	435	Telegraph office	500 00
7	Vermont Marble Works	436	Marble	50 97
8	De Solla-Deussing Co.	437	Covering boiler	88 00
8	National Bank of D. O. Mills & Co.	438	Transfers of coin	84 30
10	Julian B. Harries	439	Experting books	37 50
10	Spoiled	440	.....	.....
10	H. R. Rood & Co.	441	Coating piles	246 00
10	Gray Bros.	442	Rock for two breakwaters	765 09
10	Gray Bros.	443	Rock for seawall	1,311 00
10	Gray Bros.	444	Rock for repairs, foot of Powell St.	59 40
11	Mutual Electric Light Co.	445	Lights	1,839 74
12	Pacific Coast Co.	446	Coal	774 63
12	City Front Stables	447	Keeping horse	20 00
12	Williams, Dimond & Co.	448	Rebate of dockage, ship "Shenan- doah"	52 40
14	C. J. Hendry's Son & Co. Merchants' Exchange Association	449	Chandlery	112 77
14	Bender Bros.	450	Reporting	25 00
14	Bender Bros.	451	Railroad ties	312 00
16	Harry M. Nagle	452	Brooms	16 00
14	John W. Murphy	453	Keeping horses	59 30
14	Arctic Oil Works	454	Oil	8 00
14	Cal. Shipping Co.	455	Rebate of dockage, ship "Alex. Gibson"	8 80
14	M. Greenberg's Sons	456	Repairs, Dredger No. 1	6 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Jan. 14	Moise-Klinkner Co.....	457	House numbers.....	\$19 20
14	J. D. Spreckels & Bros. Co.....	458	Cement.....	28 00
14	Marshutz & Cantrell.....	459	Blocks for Dredger No. 1.....	10 62
14	Flinn & Treacy.....	460	Basalt blocks, etc.....	85 00
14	Swan, the Painter.....	461	Sign, Postoffice.....	117 50
14	C. Masoers.....	462	Doctoring horse.....	10 00
14	The Economy Mfg. Co.....	463	Spindle for blower.....	9 75
14	Boesch Lamp Co.....	464	Lantern globes.....	6 00
14	S. F. Towel Co.....	465	Laundry.....	7 00
14	P. F. Dundon's S. F. Iron Works.....	466	Repairs on tugs.....	50 95
14	Guide Publishing Co.....	467	Guides.....	10 50
14	Commercial Publishing Co.....	468	Advertising.....	72 85
14	West Coast Electrical Works.....	469	Repairs to rheostat.....	10 00
14	S. P. Nelson & Co.....	470	Packing, etc.....	76 42
14	Holbrook, Merrill & Stetson.....	471	Hardware.....	1,403 04
14	Spoiled.....	472		
14	T. J. Moynihan.....	473	Repairs on boiler.....	4 00
14	Union Lumber Co.....	474	Rebate of tolls.....	10 80
15	J. Browell.....	475	Chimneys in Wharfinger's office.....	82 00
15	E. M. Graney.....	476	Shoeing horses.....	7 50
15	F. Lester & Co.....	477	Iron work on ferry slip.....	40 22
16	James Mathews.....	478	Washing for fire house.....	3 50
16	McCormick Bros.....	479	Grate bars.....	22 50
17	H. R. Rood & Co.....	480	Coating piles.....	672 00
17	Newsom & McNeil.....	481	Building at Fishermen's Wharf.....	740 75
17	H. Huddleston & Co.....	482	Cuspidors.....	20 00
18	Rowlands & Laughton.....	483	Blacksmithing.....	349 82
18	James Byrne, Jr.....	484	Petty cash expenses.....	21 57
21	Thomas Price & Son.....	485	Analysis of cement.....	45 00
21	G. M. Josselyn & Co.....	486	Sheaves.....	15 00
21	Thomas Day Co.....	487	Electric fixtures.....	214 00
21	Columbia Machine Wks. Board of State Harbor Commissioners.....	488	Repairs, Dredger No. 1.....	64 25
21	Nonpareil Cork Manu- facturing Agency.....	489	Payrolls.....	11,256 45
21	F. H. McConnell.....	490	Cork covering.....	256 29
22	F. B. Dallam.....	491	Care of clocks.....	15 00
22	Baker & Hamilton.....	492	Brooms and sponges.....	3 00
22	Arctic Oil Works.....	493	Dust pans, etc.....	18 00
22	De Solla-Deussing Co.....	494	Oil.....	62 12
22	Payot, Upham & Co.....	495	Covering boiler, Union Depot.....	292 00
22	Pacific States Tel. & Tel. Co.....	496	Stationery.....	10 13
22	Swan, the Painter.....	497	Telephones.....	137 95
22	Geo. E. Dow Pumping Engine Co.....	498	Signs.....	49 50
22	Spring Valley Water Works.....	499	Repairs, "Gov. Irwin".....	44 90
22	Dunham, Carrigan & Hayden Co.....	500	Water.....	256 60
22	H. S. Crocker Co.....	501	Hardware.....	128 77
24	J. Haskett.....	502	Stationery.....	76 18
24	L. Feldmann & Co.....	503	Dredging at Fishermen's Wharf.....	917 67
24	S. E. Slade Lumber Co.....	504	Brushes, etc.....	15 75
24	Val Franz.....	505	Lumber.....	3,324 58
24	City Street Imp. Co.....	506	Officers—P. O. inspectors.....	496 60
24	City Street Imp. Co.....	507	Driving piles at Union, Mission 1, and Howard 3.....	310 28
24	City Street Imp. Co.....	508	Driving piles at Harrison Street.....	2,523 19
24	City Street Imp. Co.....	509	Extra work at Harrison Street.....	1,791 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Jan. 26	Atlantic, Gulf, and Pacific Co.	510	Repairs on Ferry Slip No. 1	\$722 50
26	Board of State Harbor Commissioners	511	Payrolls	10,018 25
29	Chas. C. Moore	512	Boiler for heating	857 25
29	E. W. Tucker & Co.	513	Material, Belt Railroad	108 52
30	Black Diamond Coal Mining Co.	514	Coal	1,402 33
30	Justinian Caire Co.	515	Window guards	50 00
31	H. R. Rood & Co.	516	Piles	849 92
31	Frank Greg	517	Sawdust	5 00
31	Newsom & McNeil	518	Store house bet. Slips 5 and 6	1,247 00
Feb. 6	Hyde Construction Co.	519	Repairs, Second Street slip	627 55
6	W. A. Mitchell & Co.	520	Rebate of rent	62 50
7	U. S. Laundry Ass'n	521	Washing	12 95
7	H. R. Rood & Co.	522	Coating piles	894 40
7	Newsom & McNeil	523	Shed on Dolphin bet. Slips 6-7	98 00
7	Hyde Construction Co.	524	Repairing Berry Street	2,863 13
7	Hyde Construction Co.	525	Repairs, Second Street Slip	2,048 35
7	Hyde Construction Co.	526	Service of scow driver	75 00
7	Mutual Electric Light Co.	527	Lights	1,743 21
7	James H. O'Brien	528	Paving seawall lots	379 73
7	James Mathews	529	Washing for fire house	3 50
8	City Street Imp. Co.	530	Piles	174 58
11	T. H. McConnell	531	Care of clocks	15 00
12	Columbia Machine Wks.	532	Repairs, Dredgers 1-2	3 00
12	Spring Valley Water Works	533	Water	229 20
12	Thomas Day Co.	534	Chandeliers	71 45
12	Marshutz & Cantrell	535	Repairs, Dredger No. 2	129 45
12	The Harry Unna Co.	536	Bags	10 00
12	Main Street Iron Works	537	Repairs, tug "Gov. Irwin"	37 12
12	Guide Publishing Co.	538	Guides	10 50
12	William Wolff & Co.	539	Cement	62 50
12	Chas. C. Moore & Co.	540	Repairs to boiler	5 28
12	Cal. Artistic Metal and Wire Co.	541	Folding gates	127 60
12	Market St. Ry. Co.	542	Girder rails	164 80
12	F. Lester & Co.	543	Rail braces, etc.	335 56
12	The Crandall Pack'g Co.	544	Packing	6 45
12	Commercial Pub. Co.	545	Advertising	24 75
12	James A. McMahon	546	Repairing Broadway No. 1 and Fishermen's wharves	250 00
12	Gray Bros.	547	Fishermen's breakwater	218 18
13	Payne's Bolt Works	548	Bolts	23 87
13	J. C. Winans	549	Gasket	13 68
13	Murray Bros.	550	Repairs, pile drivers	16 50
13	Wm. J. Brady	551	Repairing locomotive, Belt Railroad	539 74
13	Geo. H. Fuller Desk Co.	552	Postoffice furniture	292 35
13	Arctic Oil Works	553	Oil	26 90
13	M. Greenberg's Sons	554	Repairs, Dredger No. 1	7 00
13	W. T. Garratt & Co.	555	Repairs	6 68
13	Cunningham, Curtiss & Welch	556	Toilet paper	10 00
13	Levi Strauss & Co.	557	Towels	9 00
13	H. S. Crocker Co.	558	Stationery	48 80
14	Gorham Rubber Co.	559	Packing	12 90
14	The Pacific Coast Co.	560	Coal	870 00
14	L. Feldmann & Co.	561	Brushes, brooms, etc.	45 15
14	S. F. & S. J. Valley Ry. Co.	562	Rental of engine	437 50
15	Industrial Home for the Adult Blind	563	Brooms	22 80
15	Merchants' Ex. Ass'n	564	Reporting	25 00
15	James Byrne, Jr.	565	Petty cash expenses	56 83

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Feb. 16	Thos. B. Eagen.....	566	Laying track, Belt Railroad.....	\$1,086 75
16	Thos. B. Eagen.....	567	Labor, Belt Railroad.....	33 00
18	Flinn & Treacy.....	568	Paving at Fishermen's Wharf.....	1,116 40
19	E. M. Graney.....	569	Shoeing horses.....	5 00
20	Str. "Iaqua," Dolbeer & Carson, agents.....	570	Rebate of dockage.....	24 75
20	Board of State Harbor Commissioners.....	571	Payrolls.....	10,717 75
20	Geo. E. Dow Pumping Engine Co.....	572	Repairs, tug "Gov. Markham".....	3 40
21	Rowlands & Laughton.....	573	Repairs, Dredgers Nos. 1 and 2.....	37 80
21	Joshua Hendy Machine Works.....	574	Repairing locomotive, Belt R. R.....	1,785 01
25	John W. Murphy.....	575	Keeping horses.....	40 00
25	Garlock Packing Co.....	576	Packing.....	3 66
26	Board of State Harbor Commissioners.....	577	Payrolls.....	9,643 90
26	Str. "Alice Blanchard," Swayne & Hoyt, agts.....	578	Rebate of dockage.....	35 00
27	Baker & Hamilton.....	579	Hardware.....	441 15
28	Pacific States Tel. & Tel. Co.....	580	Telephones.....	148 30
28	S. E. Slade Lumber Co.....	581	Lumber.....	2,692 00
28	Jardine Machine Works.....	582	Gratings for sewer.....	16 75
28	San Francisco Construction Co.....	583	Sewer.....	410 94
28	H. R. Rood & Co.....	584	Preserving piles.....	652 80
Mar. 6	Pacific Pine Co.....	585	Piles.....	2,163 11
7	Frank E. Smith & Co.....	586	Storage battery.....	125 00
7	Black Diamond Coal Mining Co.....	587	Coal.....	1,271 18
7	Vulcan Iron Works.....	588	Gratings, etc.....	194 00
7	Str. "Iaqua," Dolbeer & Carson, agents.....	589	Rebate of dockage, str. "Iaqua".....	7 50
11	G. W. McNear.....	590	Rebate of tolls, "Manx King".....	47 90
12	Sydney L. Plant.....	591	Gaskets.....	7 50
12	Thomas Day Co.....	592	Deck light.....	6 00
12	Judson Mfg. Co.....	593	Stands and castings.....	20 81
12	Dunham, Carrigan & Hayden Co.....	594	Rings and links.....	10 05
12	Leonard & Ellis.....	595	Oil.....	33 80
12	Gorham Rubber Packing Co.....	596	Hose and packing.....	26 77
12	S. F. Weeks Co.....	597	Signals.....	17 50
12	City Front Stables.....	598	Boarding horse.....	20 00
12	J. T. Wilson.....	599	Floor powder and brushes.....	49 00
12	Western Iron Works.....	600	Iron beams and girders.....	304 12
12	Frank Greg.....	601	Sawdust.....	5 00
12	The Economy Mfg. Co.....	602	Repairing fan.....	5 50
13	Boesch Lamp Co.....	603	Headlight, etc.....	41 00
13	Payne's Bolt Works.....	604	Bolts.....	161 07
13	Spoiled.....	605		
13	Arctic Oil Works.....	606	Oil.....	103 32
13	J. J. McKinnon.....	607	Rebate of tolls.....	7 66
13	Wm. J. Brady.....	608	Repairing boiler, pile-driver.....	6 80
13	Simpson Lumber Co.....	609	Rebate of rent.....	31 25
14	Hyde Construction Co.....	610	Repairing Lombard Street.....	1,177 74
14	Hyde Construction Co.....	611	Use of scow driver.....	157 80
14	Robert Wakefield.....	612	Repairing bulkhead, Section 3.....	545 86
14	Robert Wakefield.....	613	Driving piles, Section 3.....	60 00
14	Robert Wakefield.....	614	Piles.....	28 70
14	Robert Wakefield.....	615	Constructing Car Ferry Slips 1-2.....	3,017 27
14	H. R. Rood & Co.....	616	Coating piles.....	1,285 20
14	The Pacific Coast Co.....	617	Coal.....	681 58
14	City Street Imp. Co.....	618	Repairing Steuart Street.....	4,432 04
14	F. Lester & Co.....	619	Rail braces.....	52 21

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Mar. 14	Mutual Electric Light Co.	620	Lights	\$1,562 52
14	James Mathews	621	Washing for fire house.....	3 50
15	L. Feldmann & Co.	622	Dusters, etc.	22 20
15	Merchants' Exchange Ass'n	623	Reporting	25 00
15	Rowlands & Laughton	624	Repairs, etc.	270 34
15	Commercial Publishing Co.	625	Advertising	53 60
15	Spring Valley Water Works	626	Water	258 35
15	S. F. Timber Preserving Co.	627	Creosoting piles	2,942 03
15	S. F. Timber Preserving Co.	628	Creosoting piles	7,882 23
15	Ralston Iron Works	629	Plates for baggage room	23 00
15	James Young	630	Millwork	110 65
15	Baker & Hamilton	631	Hardware	770 71
16	Gray Bros.	632	Breakwater, Fishermen's Wharf	561 43
16	Gray Bros.	633	Rock for breakwater	206 68
16	Gray Bros.	634	Rock	404 22
16	Arctic Oil Works	635	Oil	38 29
16	Dunham, Carrigan & Hayden Co.	636	Hardware	117 88
16	G. M. Josselyn & Co.	637	Chain, Dredger No. 2	101 55
16	H. S. Crocker Co.	638	Stationery	97 08
16	Frank Greg	639	Sawdust	5 00
16	Guide Publishing Co.	640	Guides	10 50
16	Cunningham, Curtiss & Welch	641	Toilet paper	10 00
16	Pacific Pine Co.	642	Piles	176 40
16	Bancroft-Whitney Co.	643	Law books	23 00
16	Gorham Rubber Co.	644	Packing	13 18
16	Columbia Machine W'ks	645	Repairs, Dredger No. 2	16 00
16	S. F. & San Mateo Ry. Co.	646	Fish plates	26 50
16	City Front Stables	647	Boarding horse	20 00
18	Langley & Michaels Co.	648	Disinfectant	11 88
18	Tubbs Cordage Co.	649	Rope	136 74
18	E. M. Graney	650	Shoeing horse	5 00
18	J. D. Spreckels & Bros. Co.	651	Cement	98 00
18	Geo. H. Fuller Desk Co.	652	Chairs and desk	53 55
19	S. F. & S. J. Valley Ry. Co.	653	Repairs to engine, Belt Railroad	239 02
19	W. P. Fuller & Co.	654	Cotton waste	7 25
20	Board of State Harbor Commissioners	655	Payrolls	10,487 90
21	James A. McMahon	656	Driving piles at Mission 1	320 00
21	City Street Imp. Co.	657	Pulling piles	80 00
22	Arctic Oil Works	658	Oil	8 00
22	Thomas Day Co.	659	Electric fixtures	40 50
22	Pacific States Tel. & Tel. Co.	660	Telephones	148 85
22	Pacific Electric Corporation	661	Motor	154 00
22	Newsom & McNeil	662	Freight shed on Seawall lot 5	3,071 25
22	P. F. Dundon's S. F. Iron Works	663	Repairs to tugs and dredgers	115 47
22	S. F. & S. J. Valley Ry. Co.	664	Freight on engine	806 77
22	Henry H. Gorter	665	Monitor battery on "Gov. Markham"	949 00
22	E. K. Wood Lumber Co.	666	Rebate of dockage	75 90
23	Joshua Hendy Machine Works	667	Repairs, Belt Railroad	47 68
23	Fred Miller	668	Shed on Harrison Street Wharf	4,405 12

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Mar. 23	L. Feldmann & Co.	669	Sponges, brooms, etc	\$22 50
25	Tug "Annie" (C. Fitch- north, master)	670	Towing scows	15 00
25	Board of State Harbor Commissioners	671	Payrolls	9,027 25
26	C. G. Clinch & Co.	672	Oil	14 77
26	Black Diamond Coal Mining Co.	673	Coal	1,192 40
26	Chas. C. Moore & Co.	674	Valves	13 15
26	W. S. Ray Mfg. Co.	675	Stove, etc., for Fishermen's Wharf.	11 55
26	Pacific Electric Cor- poration	676	Repairing pumps	10 00
26	Santa Fé Pacific Rail- road Co.	677	Railroad engine	7,690 80
26	Gray Bros.	678	Rock for Belt Railroad	186 00
26	W. T. Garratt & Co.	679	Repairs to tugs	14 95
27	James H. O'Brien	680	Paving East Street, etc.	1,308 94
28	Healy, Tibbitts & Co.	681	Fishermen's Wharf	2,383 00
Apr. 4	Robert Wakefield	682	Car Ferry Slips 1 and 2	3,248 06
4	Robert Wakefield	683	Constructing Pier 19, Union No. 2 ..	2,227 02
4	Julian B. Harries	684	Experting books	37 50
4	Wheaton & Kalloch	685	Legal expense fees, Holmes vs. Kilburn	1,000 00
5	Hannah Bros.	686	Improvements on dolphin bet. slips 4 and 5	3,636 75
5	W. & J. Sloane & Co.	687	Carpets	135 60
6	Newsom & McNeil	688	Constructing freight shed, Santa Fé Railway Co.	1,316 25
8	Albert Raymond, and Albert Raymond, as- signee of Andrew Wilkie, Jr., and the lien-holders	689	Postoffice building	7,907 50
8	Stephen Potter	690	Dictation of letters and reporting ..	25 00
8	James Byrne, Jr.	691	Petty cash expenses	52 40
8	Hyde Construction Co.	692	Repairs, Main Street	590 00
8	Hyde Construction Co.	693	Repairs, Mission No. 2	1,373 68
9	E. K. Wood Lumber Co.	694	Rebate of dockage, sch. "Letitia" ..	34 00
9	J. O'Shea	695	Cobbles for Santa Fé yards	874 35
11	Merchants' Exchange Association	696	Reporting	25 00
11	U. S. Laundry Ass'n	697	Washing	11 45
11	Val Franz	698	Fixing offices in Union Depot	219 00
11	Val Franz	699	Alteration to roundhouse	2,108 00
11	Val Franz	700	Inclosing northside Pier 10	749 00
11	F. H. McConnell	701	Care of clocks	30 00
12	Nelson & Nunan	702	Two smokestacks, Belt Railroad ..	100 00
12	James Mathews	703	Washing for fire house	3 50
12	Hannah Bros.	704	Improvements on dolphin bet. Slips 4 and 5	1,350 00
12	National Bank of D. O. Mills & Co.	705	Exchange	152 34
15	Gray Bros.	706	Constructing breakwater	3,916 39
15	Gray Bros.	707	Rock for roadway	184 53
15	James H. O'Brien	708	Paving East Street, etc.	1,203 28
18	Billor & Qualman	709	Improvements on Pier 7	1,712 00
19	J. W. Murphy	710	Keeping horses	82 00
19	P. F. Dundon's S. F. Iron Works	711	Repairs, tug "Gov. Irwin"	171 46
22	Jos. F. Forderer	712	Pipe	40 80
25	S. F. Timber Preserving Co.	713	Creosoting piles	2,627 41
25	City Street Imp. Co.	714	Constructing Pier 20	3,969 50
25	Val Franz	715	Fitting up offices, Union Depot ..	269 00
26	Newsom & McNeil	716	Shed on Pier 20	5,764 50
27	Capital Hotel (D. Lay- don)	717	Hotel expenses	34 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Apr. 27	Guide Publishing Co.	718	Guides	\$10 50
29	Fred Miller	719	Shed on Pier 16	777 38
30	Fred Miller	720	News stand, Santa Fé waiting room	283 00
30	H. R. Rood & Co.	721	Preserving piles, Slips 1 and 2	1,803 00
May 1	Board of State Harbor Commissioners	722	Payroll	19,600 20
4	Flinn & Treacy	723	Paving East Street, near Vallejo	3,760 62
4	City Street Imp. Co.	724	Addition to Steuart Street	2,461 35
4	H. R. Rood & Co.	725	Coating piles	1,083 00
4	T. J. Moynihan	726	Repairs on bucket, Dredger No. 1	375 00
7	S. F. & San Mateo Ry. Co.	727	Power	50 00
7	Union Lumber Co.	728	Rebate of tolls	32 10
7	Swan, the Painter	729	Signs	54 10
7	Joshua Hendy Machine Works	730	Repairs Belt Railroad	163 71
9	Newsom & McNeil	731	Freight shed on Seawall lot No. 5	1,462 50
9	Newsom & McNeil	732	Shed on Steuart Street	4,035 15
9	Robert Wakefield	733	Repairing "Section 3," Seawall	2,382 86
9	Hannah Bros.	734	Improvements on dolphin bet. Slips 4 and 5	1,212 25
9	Robert Wakefield	735	Car ferry slips	3,953 97
9	Joshua Hendy Machine Works	736	Rail guards	34 33
9	George G. Rundle	737	Dredger, poles, etc.	102 47
9	H. M. Newhall	738	Cement	92 81
9	Vermont Marble Co.	739	Cutting doorways	90 00
9	Mutual Electric Light Co.	740	Lights	3,151 68
9	John W. Murphy	741	Keeping horses	42 00
24	Hyde Construction Co.	742	Repairing dolphin bet. Slips 3 and 4	1,525 00
24	Hyde Construction Co.	743	Repiling and repairing Berry St. Wharf	4,356 18
24	James Byrne, Jr.	744	Petty cash expenses	99 79
25	Harry M. Nagle	745	Brooms	32 00
25	The Guide Publishing Co.	746	Guides	10 50
27	Str. "South Coast" and Albion Lumber Co.	747	Rebate of dockage	12 60
27	Arctic Oil Works	748	Oil	112 19
27	Brooks-Follis Electric Corporation	749	Electric goods	20 30
27	Bauer Lamp and Re- flector Co.	750	Searchlight	12 00
27	J. Browell	751	Chimneys	52 25
27	Wm. Bateman	752	Railing for telegraph office	50 00
27	Bancroft-Whitney Co.	753	Reports, etc.	9 00
27	Buchanan Bros.	754	U. S. metal polish	7 50
27	I. Willard Beam	755	Wire rope	29 30
27	Boston Woven Hose and Rubber Co.	756	Hose	40 14
27	Wm. J. Brady	757	Repairs to boiler, "Gov. Markham," and railroad	103 12
27	G. F. Buswell	758	Frictions	50 00
27	T. J. Crowley	759	Shoeing horses	10 00
27	Callahan Paint Co.	760	Painting "Gov. Irwin" and "Gov. Markham"	111 70
27	City Front Stables	761	Keeping horses	48 50
27	Cunningham, Curtiss & Welch	762	Toilet paper	10 00
27	H. S. Crocker Co.	763	Stationery	135 31
27	Commercial Pub. Co.	764	Advertising	156 15
27	Chas. F. Doe & Co.	765	Lumber	395 04
27	Thos. Day Co.	766	Brackets	35 20
27	Dunham, Carrigan & Hayden Co.	767	Hardware	254 47

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
May 27	Geo. E. Dow Pumping Engine Co.	768	Repairing pumps.....	\$11 15
27	Fulton Engineering and Shipbuilding Works.....	769	Towing bitt	91 15
27	L. Feldmann & Co.	770	Dusters, etc.	25 80
27	Geo. H. Fuller Desk Co.	771	Office furniture.....	150 43
27	The Gibson Soap Co.	772	Soap polish.....	33 00
27	Goodyear Rubber Co.	773	Hose	11 50
27	Frank Greg.....	774	Sawdust	5 00
27	Spoiled	775	.....	.....
27	Gorham Rubber Co.	776	Hose and packing.....	50 50
27	W. T. Garratt & Co.	777	Repairs.....	3 37
27	H. T. Holmes Lime Co.	778	Lime, etc.	13 55
27	C. J. Hendry's Son & Co.	779	Chandlery.....	260 33
27	C. J. Hendry's Son & Co.	780	Chandlery.....	124 17
27	Holbrook, Merrill & Stetson	781	Hardware	79 68
27	Indianapolis Furniture Co.	782	Hatrack	33 75
27	Spoiled	783	.....	.....
27	Judson Mfg. Co.	784	Stands and rail chain.....	141 60
27	J. C. Johnson & Co.	785	Harness	45 00
27	James E. Kidd.....	786	Metal polish.....	12 00
27	Merchants' Exchange Association.....	787	Reporting	25 00
27	H. A. Moore	788	Railroad settees.....	66 50
27	James Mathews	789	Washing for fire house.....	3 50
27	O'Brien & Son.....	790	Repairing buggy.....	55 00
27	Olsen & Cook.....	791	Hardware	18 25
27	The Pacific Coast Co.	792	Coal	813 72
27	Payne's Bolt Works.....	793	Bolts	67 11
27	W. S. Ray Mfg. Co.	794	Stove and fixtures.....	12 10
27	Rowlands & Laughton.....	795	Repairs.....	488 30
27	Scott & Magner.....	796	Oats	10 11
27	San Francisco Towel Co.	797	Towel service.....	7 00
27	S. F. Gas & Electric Co.	798	Wiring Second Street slip.....	10 00
27	S. F. Dry Dock Co.	799	Docking tugs.....	62 60
27	Levi Strauss & Co.	800	Towels	9 00
27	Scott & Van Arsdale.....	801	Lumber	176 25
27	Shipowners and Merchants' Tug Boat Co.	802	Towing U. S. steamer "Gedney".....	10 00
27	Taylor & Brickley.....	803	Whitewashing.....	554 00
27	U. S. Laundry Ass'n.....	804	Washing awning for tug "Gov. Markham".....	5 00
27	Vulcan Iron Works.....	805	Plates, etc.	197 54
27	Union Lumber Co.	806	Rebate of dockage.....	8 40
27	West Coast Wire and Iron Works.....	807	Guards	21 00
27	Wells, Fargo & Co.	808	Rebate of rent.....	37 50
27	Western Iron Works.....	809	Ladders and braces.....	100 00
27	J. C. Winans.....	810	Packing	12 38
27	E. M. Graney.....	811	Shoeing horses.....	10 00
June 4	Board of State Harbor Commissioners.....	812	Payrolls	20,196 60
5	Newsom & McNeil.....	813	Shed on Steuart Street.....	1,589 73
5	Fred Miller.....	814	Shed on Harrison Street.....	1,727 50
5	City Street Imp. Co.	815	Addition to Steuart Street.....	5,171 08
5	H. R. Rood & Co.	816	Preserving piles.....	1,390 40
5	Hyde Construction Co.	817	Repairing bulkhead bet. Piers Nos. 15 and 17.....	1,533 45
5	Black Diamond Coal Mining Co.	818	Coal	1,241 63
5	S. E. Slade Lumber Co.	819	Lumber	2,113 93
12	Fireman's Fund Ins. Co.	820	Insurance	825 00
12	Liverpool and London and Globe Ins. Co.	821	Insurance	550 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1900-1901—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Jun. 12	Phoenix Ins. Co. of Hartford.....	822	Insurance	\$412 50
12	Atlas Assurance Co.....	823	Insurance	275 00
12	Manchester Assurance Co.....	824	Insurance	275 00
12	Milwaukee Mechanics' Ins. Co.....	825	Insurance	275 00
12	Norwich Union Fire Ins. Society.....	826	Insurance	275 00
12	London and Lancashire Fire Ins. Co.....	827	Insurance	275 00
12	Thuringia Insurance Co.....	828	Insurance	275 00
12	Royal Insurance Co.....	829	Insurance	275 00
12	Sun Insurance Office.....	830	Insurance	275 00
12	Etna Insurance Co.....	831	Insurance	275 00
12	Transatlantic Fire Ins. Co.....	832	Insurance	137 50
12	German-American Ins. Co.....	833	Insurance	137 50
12	Aachen and Munich Fire Ins. Co.....	834	Insurance	137 50
12	North German Fire Ins. Co.....	835	Insurance	137 50
12	Hartford Fire Ins. Co.....	836	Insurance	137 50
12	Svea Insurance Co.....	837	Insurance	137 50
12	New Zealand Ins. Co.....	838	Insurance	137 50
12	Phoenix Ins. Co. of London.....	839	Insurance	137 50
12	Magdeburg Fire Ins. Co.....	840	Insurance	137 50
12	S. F. Timber Preserving Co.....	841	Creosoting piles.....	7,217 32
12	Robert Wakefield.....	842	Constructing Pier No. 19.....	3,053 58
12	Robert Wakefield.....	843	Constructing Car Ferry Slips 1, 2.....	2,189 85
12	Paraffine Paint Co.....	844	Coating piles.....	2,904 52
12	Pacific Coast Dredging and Reclamation Co.....	845	Dredging	1,900 50
12	Mutual Electric Light Co.....	846	Lights	1,277 33
24	California Northwestern Ry. Co.....	847	Steel rails.....	2,766 65
	Total amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1900-1901.....			\$689,443 51
	Drafts issued and returned for changes and new drafts issued in lieu:			
1900				
Aug. 31	H. R. Rood & Co.....	81	Piles	\$1,006 46
Sept. 29	Kuss & Storz.....	77	Painting Postoffice.....	43 00
29	National Bank of D. O. Mills & Co.....	85	Exchange	98 95
29	S. E. Slade Lumber Co.....	98	Lumber	5,225 62
Oct. 31	Bay City Manufacturing and Rubber Co.....	125	Packing	3 65
31	S. E. Slade Lumber Co.....	167	Lumber	5,225 61
31	Bay City Manufacturing and Rubber Co.....	174	Packing	20 14
				11,623 43
	Net amount drawn from San Francisco Harbor Improvement Fund for fiscal year 1900-1901.....			\$677,820 08

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
July 1	Board of State Harbor Commissioners	848	Payrolls	\$18,980 50
July 2	Hannah Bros.	849	Office, Harrison Street Wharf	274 00
5	Flinn & Treacy	850	Paving East Street	1,253 54
5	City Street Imp. Co.	851	Repairing and repiling Powell Street Wharf	4,903 13
5	Newsom & McNeil.	852	Shed on Pier 20	4,117 62
5	Hyde Construction Co.	853	Repiling and repairing Berry Street Wharf	2,406 44
5	Thos. B. Eagen	854	Laying track, Belt Railroad	567 62
5	Mutual Electric Light Co.	855	Lights	1,154 81
5	Black Diamond Coal Mining Co.	856	Coal	1,235 97
5	Standard Electrical Construction Co.	857	Lamps and heaters	63 50
5	West Coast Wire and Iron Works	858	Gates	159 39
5	Frank H. La Faille	859	Painting tugs "Gov. Markham" and "Gov. Irwin"	341 75
5	S. F. Timber Preserving Co.	860	Creosoting	5,063 29
8	H. R. Rood & Co.	861	Preserving piles	1,191 20
10	Julian B. Harries	862	Experting books	44 50
10	Robert Wakefield	863	Piles	1,998 59
11	McCann, Beleher & Allen	864	Office furniture	206 65
18	Darby Laydon	865	Extra work, Washington St. Wharf	710 86
18	James Byrne, Jr.	866	Petty cash expenses	59 85
19	Thos. B. Eagen	867	Belt Railroad, construction	578 50
22	Soule & Lent	868	Lumber	420 50
24	Paraffine Paint Co.	869	Coating piles	968 18
24	S. F. Timber Preserving Co.	870	Creosoting piles	2,405 78
24	S. F. Timber Preserving Co.	871	Creosoting piles	1,687 76
24	West Coast Wire and Iron Works	872	Wirework partition	400 00
24	Robert Wakefield	873	Car Ferry Slips 1 and 2	2,189 85
24	Healy, Tibbitts & Co.	874	Repairing Ferry Slips 1, 5, 6, 7	1,766 69
24	R. A. Crothers	875	Advertising in the "Bulletin"	168 00
24	S. F. "Chronicle"	876	Advertising	225 00
24	J. D. Spreckels	877	Advertising in S. F. "Call"	115 20
24	"Examiner"	878	Advertising	273 00
24	"Evening Post"	879	Advertising	170 00
Aug. 3	Board of State Harbor Commissioners	880	Payrolls	20,517 40
6	Abrahamson Ventilating Co.	881	Ventilators	18 00
6	Arctic Oil Works	882	Oils, etc.	146 78
6	Boesch Lamp Co.	883	Repairing headlight, etc.	30 45
6	Black Diamond Coal Mining Co.	884	Coal	2,677 53
6	Bancroft-Whitney Co.	885	U. S. Reports	6 50
6	Buchanan Bros.	886	Rags	10 00
6	G. F. Buswell	887	Frictions	25 00
6	Wm. J. Brady	888	Repairs on tugs	22 21
6	Boston Woven Hose and Rubber Co.	889	Hose, etc.	8 55
6	Baker & Hamilton	890	Hardware	2,787 81
6	H. S. Crocker Co.	891	Stationery	161 32
6	Commercial Pub. Co.	892	Advertising	110 00
6	Cunningham, Curtiss & Welch	893	Toilet paper	20 00
6	Climax Boiler Compound Co.	894	Boiler compound	15 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Aug. 6	Callahan Paint Co	895	Painting tug "Gov. Perkins"	\$29 90
6	Columbia Machine Wks.	896	Repairs tug "Gov. Irwin"	7 20
6	City Front Stables	897	Keeping horses	40 00
6	Cal. Artistic Metal and Wire Co.	898	Wire screen	139 25
6	C. G. Clinch & Co.	899	Paints, oil, etc.	998 18
6	Dunham, Carrigan & Hayden Co.	900	Hardware	239 37
6	C. F. Doe & Co.	901	Lumber	1,203 06
6	Geo. E. Dow Pumping Engine Co.	902	Repairs on tugs	15 20
6	Thomas Day Co.	903	Electric brackets	64 90
6	Geo. H. Fuller Desk Co.	904	Desks, etc.	63 48
6	L. Feldmann & Co.	905	Brushes, brooms, etc.	70 28
6	The Gibson Soap Co.	906	Soap polish	18 00
6	Golden Eagle Hotel	907	Hotel bill	39 00
6	Gray Bros.	908	Rock, etc.	22 40
6	E. M. Graney	909	Shoeing horses	5 00
6	The Guide Publishing Co.	910	Guides	21 00
6	Gorham Rubber Co.	911	Hose and packing	51 17
6	Frank Greg	912	Sawdust	10 00
6	Goodyear Rubber Co.	913	Hose, etc.	33 86
6	W. T. Garratt & Co.	914	Repairs on tugs	6 94
6	C. J. Hendry's Son & Co.	915	Chandlery	235 07
6	Michael Hodge	916	Drayage	12 00
6	Joshua Hendy Machine Works	917	Repairs on locomotive	317 16
6	Indianapolis Furniture Co.	918	Furniture	54 00
6	Judson Mfg. Co.	919	Switches, etc.	153 78
6	G. M. Josselyn & Co.	920	Chain	71 22
6	Leonard & Ellis	921	Oil	67 61
6	Langley & Michaels Co.	922	Methyl spirits	8 00
6	John W. Murphy	923	Keeping horse	80 00
6	C. C. Moore & Co.	924	Pump rod	20 00
6	F. H. McConnell	925	Care of clock	45 00
6	Merchants' Exchange Association	926	Reporting	50 00
6	Market Street R. R. Co.	927	Girder rails	1,286 94
6	H. M. Newhall & Co.	928	Cement	292 60
6	H. M. Nagle	929	Brooms	8 00
6	O'Brien & Son	930	Repairing buggy	9 95
6	Olsen & Cook	931	Anchor light, etc.	9 55
6	Pacific Pine Co.	932	Piles	2,129 85
6	The Pacific Coast Co.	933	Coal	240 25
6	L. Peterson	934	Model of pier	28 00
6	Payne's Bolt Works	935	Bolts	42 95
6	Pacific States Tel. & Tel. Co.	936	Telephones	453 25
6	H. R. Rood & Co.	937	Coating piles	1,708 00
6	George G. Rundle	938	Repairs "Gov. Markham"	190 66
6	Rowlands & Laughton	939	Repairs	189 19
6	S. E. Slade Lumber Co.	940	Lumber	11,759 42
6	Studebaker Bros. Mfg. Co.	941	Repairing sprinklers	279 40
6	Levi Strauss & Co.	942	Towel crash	6 25
6	Sternfeld Leather Co.	943	Toilet soap	15 00
6	W. & J. Sloane & Co.	944	Carpets	201 87
6	Swan, the Painter	945	Signs	61 00
6	J. D. Spreckels & Bros. Co.	946	Cement	210 00
6	Sudden & Christenson	947	Lumber	2,219 50
6	Spring Valley Water Works	948	Water	991 34
6	Geo. H. Tay, Co.	949	Hardware	108 34

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Aug. 6	U. S. Laundry Ass'n	950	Washing	\$12 45
6	J. C. Winans	951	Packing	63 83
6	L. E. White Lumber Co.	952	Railroad ties	319 96
8	Darby Laydon	953	Addition to Washington and Mission No. 1 wharves	3,745 00
8	Fireman's Fund Ins. Co.	954	Insurance	825 00
8	Liverpool and London and Globe Ins. Co.	955	Insurance	550 00
8	Phoenix Insurance Co. of Hartford	956	Insurance	412 50
8	Manchester Ass'nce Co.	957	Insurance	275 00
8	The Atlas Assurance Co.	958	Insurance	275 00
8	Milwaukee Mechanics' Insurance Co.	959	Insurance	275 00
8	Norwich Union Fire Insurance Co.	960	Insurance	275 00
8	London and Lancashire Fire Insurance Co.	961	Insurance	275 00
8	Thuringia Ins. Co.	962	Insurance	275 00
8	Royal Insurance Co.	963	Insurance	275 00
8	Sun Insurance Office	964	Insurance	275 00
8	Ætna Insurance Co.	965	Insurance	275 00
8	Transatlantic Fire Ins. Co.	966	Insurance	137 50
8	German-Am. Ins. Co.	967	Insurance	137 50
8	Aachen and Munich Fire Insurance Co.	968	Insurance	137 50
8	North German Fire Ins. Co.	969	Insurance	137 50
8	Hartford Fire Ins. Co.	970	Insurance	137 50
8	Svea Insurance Co.	971	Insurance	137 50
8	New Zealand Ins. Co.	972	Insurance	137 50
8	Phoenix Insurance Co. of London	973	Insurance	137 50
8	Magdeburg Fire Ins. Co.	974	Insurance	137 50
9	City Street Imp. Co.	975	Repairing Powell St. and Sec. "A"	1,634 37
9	Mutual Elec. Light Co.	976	Light	1,302 29
14	R. J. Murphy	977	Services as engineer, tug "Gov. Irwin"	75 50
21	R. E. Revalk & Co.	978	Typewriter	74 50
31	S. F. Timber Pres'v'g Co.	979	Creosoting piles for Slips 1 and 2	5,280 28
31	S. F. Timber Pres'v'g Co.	980	Creosoting piles for Slips 1 and 2	1,760 09
31	Dundon Bridge and Construction Co.	981	Piles	1,368 50
31	S. F. Timber Pres'v'g Co.	982	Creosoting piles	1,614 06
31	State Board of Harbor Commissioners	983	Payrolls	18,746 90
Sept. 4	Robert Wakefield	984	Piles	2,476 89
5	Black Diamond Coal Mining Co.	985	Coal	992 55
5	Mutual Elec. Light Co.	986	Lights	1,270 71
12	Arctic Oil Works	987	Oil	73 72
12	Buchanan Bros.	988	Polish	8 75
12	Boesch Lamp Co.	989	Repairing headlight	6 95
12	Bancroft-Whitney Co.	990	Law books	17 50
12	Boston Woven Hose and Rubber Co.	991	Hose	64 98
12	Wm. J. Brady	992	Repairs on tugs	13 15
12	City Front Stables	993	Keeping horse	20 00
12	Commercial Publishing Co.	994	Advertising	27 50
12	T. J. Crowley	995	Shoeing horses	10 00
12	Cunningham, Curtiss & Welch	996	Toilet paper	10 00
12	H. S. Crocker Co.	997	Stationery	121 45

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Sept. 12	R. D. Chandler.....	998	Coal.....	\$107 30
12	Columbia Machine Wks.	999	Repairs, tug "Gov. Irwin".....	21 00
12	Geo. E. Dow Pumping Engine Co.....	1000	Repairing pump.....	4 97
12	Thomas Day Co.....	1001	Electric goods.....	6 75
12	Dunham, Carrigan & Hayden Co.....	1002	Hardware.....	107 09
12	Geo. H. Fuller Desk Co.	1003	Chairs.....	17 28
12	L. Feldmann & Co.....	1004	Handles, etc.....	3 35
12	E. M. Graney.....	1005	Shoeing horses.....	10 00
12	The Guide Pub. Co.....	1006	Guides.....	21 00
12	Gorham Rubber Co.....	1007	Hose.....	7 47
12	Gibson Soap Co.....	1008	Soap polish.....	18 00
12	W. T. Garratt & Co.....	1009	Nipples.....	5 40
12	Frank Greg.....	1010	Sawdust.....	5 00
12	Joshua Hendy Machine Works.....	1011	Repairs engine, Belt Railroad.....	22 46
12	C. J. Hendry's Son & Co.	1012	Chandlery.....	71 27
12	Holbrook, Merrill & Stetson.....	1013	Tin and solder.....	29 00
12	H. Huddleston & Co.	1014	Cuspidors.....	8 00
12	Judson Mfg. Co.....	1015	Frogs for Belt Railroad.....	24 85
12	Langley & Michaels Co.	1016	Disinfectant.....	11 11
12	J. Metcalfe.....	1017	Lloyds register.....	24 00
12	Murray Bros.....	1018	Repairs, Belt Railroad.....	147 50
12	Merchants' Exchange Association.....	1019	Reporting.....	50 00
12	F. H. McConnell.....	1020	Care of clocks.....	15 00
12	National Bank of D. O. Mills & Co.....	1021	Exchange.....	174 67
12	John W. Murphy.....	1022	Keeping horses.....	84 75
12	H. M. Nagle.....	1023	Brooms.....	8 00
12	Olsen & Cook.....	1024	Repairs on tugs.....	3 35
12	Spoiled.....	1025		
12	H. R. Rood & Co.....	1026	Coating piles.....	1,219 60
12	Rowlands & Laughton.....	1027	Repairs, Dredgers Nos. 1 and 2.....	86 62
12	George G. Rundle.....	1028	Repairs, tug "Gov. Irwin".....	20 41
12	A. Ruegg.....	1029	Drilling holes in plates.....	25 36
12	S. E. Slade Lumber Co.	1030	Lumber.....	3,548 63
12	Sternfeld Leather Co.	1031	Soap canisters.....	18 00
12	S. F. Towel Co.....	1032	Towel service.....	7 00
12	J. C. Sala.....	1033	Repairing transit.....	65 00
12	Southern Pacific Co.....	1034	Coal.....	143 03
12	W. & J. Sloane & Co.	1035	Carpets.....	262 39
12	Chas. F. Sloane.....	1036	Switch.....	15 12
12	Swan, the Painter.....	1037	Signs.....	14 00
12	Spring Valley Water Works.....	1038	Water.....	507 63
12	Geo. H. Tay & Co.....	1039	Plumbing supplies.....	25 75
12	Spoiled.....	1040		
12	E. W. Tucker & Co.....	1041	Repairs, Belt Railroad.....	26 16
12	West Coast Furniture Co.....	1042	Desk for Postoffice.....	37 50
12	West Coast Wire and Iron Works.....	1043	Lock and repairing gate.....	7 65
12	L. & E. Emanuel (Inc.)	1044	Postoffice furniture.....	1,800 00
12	U. S. Laundry Ass'n.....	1045	Laundry.....	17 65
12	Betts Spring Co.....	1046	Springs.....	147 25
12	L. & E. Emanuel (Inc.)	1047	Court expenses, Emanuel vs. Board	17 00
17	Pacific States Tel. & Tel. Co.....	1048	Telephones.....	296 85
26	James Byrne, Jr.....	1049	Petty cash expenses.....	120 55
Oct. 4	Board of State Harbor Commissioners.....	1050	Payrolls.....	19,070 80

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Oct. 12	Wells, Fargo & Co.'s Bank -----	1051	In lieu of deferred payment, draft No. 1, for \$3,649.75, due Oct. 24, is- sued to Robert Wakefield for con- structing Car Ferry Slips 1-2 and assigned to Wells, Fargo & Co.'s Bank -----	\$3,643 75
12	Wells, Fargo & Co.'s Bank -----	1052	In lieu of deferred payment, draft No. 2, for \$3,649.75, due Jan. 24, 1902, issued to Robert Wakefield for constructing Car Ferry Slips 1-2 and assigned to Wells, Fargo & Co.'s Bank -----	3,597 76
12	Robert Wakefield.....	1053	Constructing Pier 19.....	1,747 28
12	Mutual Electric Light Co.	1054	Lights.....	1,326 20
12	Wm. H. Smith & Co.	1055	Repairing apron, foot of Main St.	1,276 00
12	Robert Wakefield.....	1056	Extra work on Car Ferry Slips 1-2	506 40
12	Robert Wakefield.....	1057	Extra work on Pier 19.....	749 12
14	Arctic Oil Works.....	1058	Oil	38 50
14	Baker & Hamilton.....	1059	Hardware	2,612 94
14	Black Diamond Coal Mining Co.	1060	Coal	762 80
14	Bancroft-Whitney Co.	1061	Law books	20 00
14	Wm. J. Brady	1062	Repairs on tug	57 00
14	Betts Spring Co.	1063	Locomotive spring	6 00
14	Columbia Machine Wks.	1064	Repairs on tug "Gov. Irwin"	52 30
14	City Front Stables.....	1065	Keeping horse	20 00
14	R. D. Chandler.....	1066	Coal	216 45
14	Cunningham, Curtiss & Welch	1067	Toilet paper.....	10 00
14	H. S. Crocker Co.	1068	Books, etc.	211 40
14	Geo. E. Dow Pumping Engine Co.	1069	Piston rod	7 25
14	Dunham, Carrigan & Hayden Co.	1070	Electric goods.....	11 77
14	Flinn & Treacy	1071	Paving blocks.....	245 30
14	The Guide Pub. Co.	1072	Guides	10 50
14	W. T. Garratt & Co.	1073	Repairs on Dredger No. 1	3 60
14	E. M. Graney.....	1074	Shoeing horses.....	5 00
14	The Garlock Packing Co.	1075	Packing	5 35
14	J. Hendy Machine Wks.	1076	Plates for rails	49 00
14	Holbrook, Merrill & Stetson	1077	Tin	38 00
14	C. J. Hendry's Son & Co.	1078	Chandlery	103 23
14	G. M. Josselyn & Co.	1079	Chain	74 42
14	Judson Mfg. Co.	1080	Rail chairs	7 63
14	Merchants' Exchange Association.....	1081	Reporting	25 00
14	John W. Murphy.....	1082	Keeping horses.....	41 00
14	Murphy, Grant & Co.	1083	Alpaca	12 50
14	H. M. Nagle.....	1084	Brooms	8 00
14	Olsen & Cook.....	1085	Burners and globes	2 85
14	Geo. W. Pennington Sons (Inc.)	1086	Blacksmithing	79 00
14	The Pacific Coast Co.	1087	Coal	64 60
14	Pacific States Tel. & Tel. Co.	1088	Telephones	144 00
14	Payne's Bolt Works.....	1089	Bolts	31 21
14	Rowlands & Laughton.....	1090	Repairs	20 03
14	George G. Rundle.....	1091	Repairs, Dredger No. 2.....	104 72
14	S. E. Slade Lumber Co.	1092	Lumber	3,685 88
14	Steiger & Kerr.....	1093	Repairs, Dredger No. 2	45 75

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Oct. 14	Southern Pacific Co.	1094	Coal	\$584 49
14	Spring Valley Water Works			
14	E. W. Tucker & Co.	1095	Water	250 20
14	Vulcan Iron Works	1096	Rings and packing	26 16
14	Valvoline Oil Co.	1097	Repairing plane, etc.	56 53
14	Western Iron Works	1098	Oil	33 80
14	J. C. Winans	1099	Repairs	55 00
14	Williams, Dimond & Co.	1100	Packing	9 60
14	S. F. Timber Preserving Co.	1101	Engine supplies	245 72
14	H. M. Newhall & Co.	1102	Creosoting	2,825 56
14	Pacific Coast Dredging and Reclamation Co.	1103	Cement	2,641 70
24	Hay & Wright	1104	Dredging	1,554 00
24	Julian B. Harries	1105	Water tank	1,295 00
24	Spoiled	1106	Experting books	37 50
30	S. E. Slade Lumber Co.	1107		
Nov. 1	Board of State Harbor Commissioners	1108	Lumber	2,324 31
2	City Street Imp. Co.	1109	Payrolls	19,279 05
7	Mutual Electric Light Co.	1110	Repairing wharves between Main and Beale streets	1,943 85
13	Arctic Oil Works	1111	Lighter	1,421 35
13	Baker & Hamilton	1112	Oil	56 03
13	Geo. L. Buswell	1113	Hardware	811 23
13	Wm. J. Brady	1114	Frictions	66 60
13	Boesch Lamp Co.	1115	Repairs on tugs	57 48
13	Black Diamond Coal Mining Co.	1116	Repairing headlight	12 25
13	J. Browell	1117	Coal	207 63
13	Betts Spring Co.	1118	Chimneys	36 00
13	H. S. Crocker Co.	1119	Repairing spring	3 75
13	Columbia Machine Wks.	1120	Stationery	95 45
13	Commercial Publishing Co.	1121	Repairs on dredgers	33 25
13	City Front Stables	1122	Advertising	97 65
13	R. D. Chandler	1123	Keeping horse	40 25
13	C. G. Clinch & Co.	1124	Coal	877 71
13	Dunham, Carrigan & Hayden Co.	1125	Paints, oil, etc.	29 94
13	Ensign & McGuffick	1126	Hardware	15 24
13	L. Feldmann & Co.	1127	Boiler compound	18 55
13	Gibson Soap Co.	1128	Brooms, etc.	10 00
13	Garlock Packing Co.	1129	Soap polish	18 00
13	Frank Greg	1130	Packing	16 60
13	Guide Publishing Co.	1131	Sawdust	5 00
13	W. T. Garratt & Co.	1132	Guides	10 50
13	Hay & Wright	1133	Repairs	15 50
13	C. J. Hendry's Son & Co.	1134	Repairing pile-driving lighter	515 29
13	H. T. Holmes Lime Co.	1135	Chandlery	186 75
13	Holbrook, Merrill & Stetson	1136	Cement and clay	6 05
13	S. T. Hubbell & Co.	1137	Tin	104 60
13	G. M. Josselyn & Co.	1138	Water cask	25 12
13	John W. Murphy	1139	Chain	127 53
13	Merchants' Exchange Association	1140	Keeping horses	41 00
13	S. P. Nelson & Co.	1141	Reporting	25 00
13	H. M. Nagle	1142	Packing	75 12
13	J. C. O'Connor & Co.	1143	Brooms, etc.	12 25
13	O'Brien & Sons	1144	Funeral expenses, J. J. McCarthy	160 50
13	G. W. Pennington Sons (Inc.)	1145	Repairing buggy	92 00
13	Pacific Pine Co.	1146	Steel links	152 00
		1147	Piles	863 94

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Nov. 13	Pacific Coast Co.	1148	Coal	\$154 48
13	Pacific Coast Wrecking Co.	1149	Sail covers	19 28
13	Pacific States Tel. & Tel. Co.	1150	Telephones	149 20
13	Rowlands & Laughton ..	1151	Repairs, Dredgers Nos. 1 and 2 ..	36 68
13	George G. Rundle	1152	Repairs, Dredgers Nos. 1 and 2 ..	749 10
13	Southern Pacific Co.	1153	Coal, freight, etc.	784 94
13	Spring Valley Water Works	1154	Water	265 15
13	J. C. Sala	1155	Repairing transit	45 00
13	S. F. Timber Preserving Co.	1156	Creosoting	1,742 41
13	Steiger & Kerr	1157	Castings for Dredger No. 1	11 85
13	Geo. H. Tay Co.	1158	Plumbing supplies	43 40
13	Robert Wakefield	1159	Constructing Pier No. 19	2,858 36
20	S. F. Timber Preserving Co.	1160	Creosoting piles	3,607 57
20	Healy, Tibbitts & Co.	1161	Repairing Slips 1, 5, 6, 7	7,640 52
20	Cal. Northwestern Ry. Co.	1162	Repairing cars	18 59
20	James Byrne, Jr.	1163	Petty cash expenses	226 00
20	Boston Woven Hose and Rubber Co.	1164	Weather strips	63 00
29	Bancroft-Whitney Co.	1165	California Reports	2 50
29	Betts Spring Co.	1166	Repairing spring	11 50
29	J. Browell	1167	Chimney	33 75
29	Cunningham, Curtiss & Welch	1168	Toilet paper	10 00
29	Commercial Publishing Co.	1169	Advertising	33 00
29	H. S. Crocker Co.	1170	Stationery, etc.	131 84
29	Dunham, Carrigan & Hayden Co.	1171	Chain, etc.	84 90
29	Dundon Bridge and Construction Co.	1172	Piles	788 46
29	L. Feldmann & Co.	1173	Brooms and mats	22 00
29	W. T. Garratt & Co.	1174	Copper pipe	11 80
29	J. J. Haviside	1175	Fender	17 50
29	J. Hammond & Co.	1176	Car coupler	59 75
29	Holbrook, Merrill & Stetson	1177	Hardware	41 43
29	Pacific States Tel. & Tel. Co.	1178	Telephones	143 55
29	Geo. G. Rundle	1179	Repairing tug "Gov. Markham" ..	1,500 88
29	Southern Pacific Co.	1180	Engine repaired	202 32
29	Levi Strauss	1181	Towels	9 00
29	E. W. Tucker & Co.	1182	Metal rings	12 60
29	Geo. H. Tay Co.	1183	Hardware, etc.	16 05
29	Vulcan Iron Works	1184	Repairing Main Street slip	25 60
29	Robert Wakefield	1185	Piles	388 65
29	Williams, Dimond & Co.	1186	Rings, etc.	51 70
29	Robert Wakefield	1187	Constructing Filbert St. Wharf ..	3,893 58
29	H. M. Newhall & Co.	1188	Cement	1,848 00
29	S. E. Slade Lumber Co.	1189	Lumber	3,712 49
29	Black Diamond Coal Mining Co.	1190	Coal	482 08
29	J. Hammond & Co.	1191	Repairs on tug "Gov. Markham" and Dredger No. 1	1,128 01
Dec. 4	Board of State Harbor Commissioners	1192	Payrolls	19,403 30
4	Hyde Construction Co.	1193	Repairing Main Street Pier	2,529 60
4	Darby Laydon	1194	Constructing an addition to Mission No. 1	842 39
4	Darby Laydon	1195	Constructing an addition to Piers 2 and 3	5,485 81

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1901				
Dec. 4	R. D. Chandler	1196	Coal	\$932 95
11	Hannah Bros.	1197	Office and storeroom between Slips 2 and 3.	764 00
11	San Francisco Timber Preserving Co.	1198	Creosoting piles	1,669 30
11	Mutual Electric Light Co.	1199	Lights	1,521 32
11	Geo. G. Rundle	1200	Repairing tug "Gov. Markham" ..	2,899 66
11	The Pacific Coast Co.	1201	Coal	445 25
11	J. J. Pera	1202	Damage to wagon	100 00
11	Wm. J. Brady	1203	Repairs to "Gov. Markham" and Belt Railroad	679 20
13	Arctic Oil Works	1204	Oil	33 25
13	Boesch Lamp Co.	1205	Repairing headlight, etc.	24 55
13	Braun & Prior	1206	Boat covers	18 48
13	J. Browell	1207	Chimneys	62 00
13	Baker & Hamilton	1208	Hardware	1,013 51
13	Callahan Paint Co.	1209	Painting tug "Gov. Markham" ..	60 70
13	Columbia Machine Wks.	1210	Repairs Dredger No. 1.	4 10
13	H. S. Crocker Co.	1211	Blue-print paper	9 65
13	Thomas Day Co.	1212	Electric fixtures	29 90
13	Dunham, Carrigan & Hayden Co.	1213	Chain, etc.	18 45
13	Dundon Bridge and Construction Co.	1214	Piles	829 16
13	Flinn & Treacy	1215	Basalt blocks	204 00
13	Fulton Engineering and Shipbuilding Works.	1216	Repairs, Dredger No. 1.	3 00
13	Guide Publishing Co.	1217	Guides	10 50
13	Merchants' Exchange Association	1218	Reporting	25 00
13	John W. Murphy	1219	Keeping horses	40 25
13	S. P. Nelson & Co.	1220	Packing	64 24
13	S. F. Dry Dock Co.	1221	Docking tug "Gov. Markham" ..	216 80
13	Spring Valley Water Works	1222	Water	269 25
13	Geo. H. Tay Co.	1223	Plumbing supplies	10 91
13	U. S. Laundry Ass'n.	1224	Washing	16 95
13	J. C. Winans	1225	Packing	3 00
13	West Coast Wire and Iron Works	1226	Gates	67 50
13	Robert Wakefield	1227	Straps	21 90
18	City Street Imp. Co.	1228	Repairing wharves along Bryant and Beale Streets	3,336 14
18	Pacific Pine Co.	1229	Piles	1,693 51
18	Pacific States Tel. & Tel. Co.	1230	Telephones	143 05
18	Commercial Publishing Co.	1231	Advertising	48 15
18	Geo. F. Buswell	1232	Maple frictions	35 00
18	Robt. Wakefield	1233	Lumber	111 10
18	Rowlands & Laughton ..	1234	Repairs on dredgers	216 81
30	City Front Stables	1235	Keeping horse	20 00
30	E. J. Crowley	1236	Shoeing horses	10 00
30	S. F. Dry Dock Co.	1237	Docking, "Gov. Markham" ..	32 50
30	H. M. Nagle	1238	Brooms	8 00
30	Langley & Michaels Co.	1239	Methyl spirits	8 50
1902				
Jan. 3	Board of State Harbor Commissioners	1240	Payrolls	19,250 15
3	Hyde Construction Co.	1241	Repairing Second, Third, Harrison, and Stuart Sts. wharves	1,856 06
3	Fred Miller	1242	Sheds over aprons at car ferry slips	2,366 25
8	Darby Laydon	1243	Constructing an addition to Mis- sion St. Wharf No. 1.	1,816 94
8	Hyde Construction Co.	1244	Repairing and repiling bulkhead between Piers 9 and 11.	2,840 00

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Jan. 8	Hyde Construction Co.	1245	Repairs and materials for bulkhead between Piers 9 and 11.....	\$758 16
8	H. M. Newhall & Co.....	1246	Cement	2,622 08
8	S. F. Timber Preserving Co.....	1247	Creosoting piles	1,559 79
8	S. F. Timber Preserving Co.....	1248	Creosoting piles	489 78
8	Robt. Wakefield.....	1249	Constructing Pier 19.....	2,471 56
8	James Byrne, Jr.....	1250	Petty cash expenses.....	79 65
8	Geo. G. Rundle.....	1251	Repairing tug "Gov. Irwin" and dredger	1,799 79
8	S. E. Slade Lumber Co.	1252	Lumber	2,239 30
8	Mutual Electric Light Co.....	1253	Lights	1,604 90
8	National Bank of D. O. Mills & Co.....	1254	Exchange	161 31
13	Arctic Oil Works.....	1255	Oil.....	127 58
13	Bauer Lamp and Reflector Co.....	1256	Lamps.....	79 00
13	Wm. J. Brady.....	1257	Repairs, tug "Gov. Irwin".....	208 10
13	H. S. Crocker Co.....	1258	Stationery, etc.....	83 87
13	Clot & Crist Machine Co.	1259	Repairs, tug "Gov. Irwin".....	120 60
13	Callahan Paint Co.....	1260	Painting tug "Gov. Irwin".....	44 50
13	R. D. Chandler.....	1261	Coal.....	789 00
13	Dunham, Carrigan & Hayden Co.....	1262	Hardware	95 99
13	The Economy Mfg. Co.....	1263	Runner, spindle, etc.....	34 00
13	Guide Publishing Co.....	1264	Guides	10 50
13	Gray Bros.....	1265	Rock, Belt Railroad	210 16
13	W. T. Garratt & Co.....	1266	Repairs.....	12 32
13	J. Hammond & Co.....	1267	Repairs, tug "Gov. Irwin".....	469 68
13	C. J. Hendry's Son & Co.	1268	Chandlery	239 76
13	Holbrook, Merrill & Stetson.....	1269	Hardware	35 75
13	Merchants' Exchange Association.....	1270	Reporting	25 00
13	John W. Murphy.....	1271	Keeping horses.....	43 85
13	H. M. Nagle.....	1272	Brooms.....	8 00
13	Marshutz & Cantrell.....	1273	Gears, etc.....	325 50
13	Levi Strauss & Co.....	1274	Towel crash	10 26
13	S. F. & S. J. Valley Railway Co.....	1275	Rent of engine	17 80
13	Spring Valley Water Works.....	1276	Water	247 30
13	E. W. Tucker & Co.....	1277	Metal rings.....	12 60
13	Vulcan Iron Works.....	1278	Repairing hoist	431 36
13	S. F. Timber Preserving Co.....	1279	Creosoting	913 29
13	S. F. Towel Co.....	1280	Towel service	7 00
20	Julian B. Harries.....	1281	Experting books	37 50
20	Wm. Belser.....	1282	Sewer at foot of Powell Street	656 88
20	Hyde Construction Co.	1283	Repairing Fremont Street Wharf.....	2,044 00
20	H. M. Newhall & Co.	1284	Cement	1,535 07
22	Wm. Cronan.....	1285	Constructing Union Depot.....	2,727 42
22	City Street Imp. Co.....	1286	Repairing Beale Street.....	1,760 00
22	H. R. Rood & Co.....	1287	Coating piles	648 40
22	Healy, Tibbitts & Co.....	1288	Constructing and repairing Slips 1, 5, 6, and 7	1,706 05
29	Robt. Wakefield.....	1289	Constructing Pier 21.....	6,489 30
29	Chas. C. Horton.....	1290	Shed on Mission and Washington Street wharves	1,325 93
29	S. E. Slade Lumber Co.....	1291	Lumber	2,513 96
29	C. F. Doe.....	1292	Lumber	701 47
29	Pacific Coast Co.....	1293	Coal.....	603 54
29	Pacific States Tel. & Tel. Co.....	1294	Telephones.....	143 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Jan. 29	Hyde Construction Co.	1295	Sewer at Broadway bulkhead	\$308 00
29	Commercial Pub. Co.	1296	Advertising	106 75
29	Rowlands & Laughton	1297	Repairs	160 85
29	Southern Pacific Co.	1298	Freight	158 32
29	S. F. Timber Preserving Co.	1299	Creosoting	334 44
29	Healy, Tibbitts & Co.	1300	Extra work on Slip No. 6	171 05
Feb. 4	Board of State Harbor Commissioners	1301	Payrolls	19,368 35
5	Fred Miller	1302	Sheds over aprons at car ferry slips	788 75
5	Mutual Electric Light Co.	1303	Lights	1,626 67
12	Healy, Tibbitts & Co.	1304	Repairing Slip No. 7	1,081 74
12	Hannah Bros.	1305	Constructing shed on Pier 19 (Union No. 2)	4,789 88
13	Atlas Pipe Wrench Co.	1306	Wrenches	12 13
13	Arctic Oil Works	1307	Oil	55 44
13	Wm. J. Brady	1308	Repairs	41 37
13	J. Browell	1309	Constructing chimney	23 00
13	Bancroft-Whitney Co.	1310	U. S. and Cal. Reports	11 00
13	Boston Woven Hose and Rubber Co.	1311	Hose	35 00
13	Braun & Prior	1312	Boat cover	9 56
13	Boesch Lamp Co.	1313	Repairing headlight	3 00
13	Baker & Hamilton	1314	Hardware	1,530 02
13	R. D. Chandler	1315	Coal	1,632 90
13	Commercial Pub. Co.	1316	Advertising	27 50
13	H. S. Crocker Co.	1317	Stationery, etc.	135 90
13	Clot & Crist Machine Co.	1318	Repairs, tug "Gov. Irwin"	8 10
13	City Front Stables	1319	Keeping horses	43 75
13	Cunningham, Curtiss & Welch	1320	Toilet paper	20 00
13	Columbia Machine Wks.	1321	Repairs, Dredger No. 1	9 25
13	C. G. Clinch & Co.	1322	Paints, oils, etc.	328 04
13	P. F. Dundon's S. F. Iron Works	1323	Repairs, Dredger No. 2	126 90
13	Thos. Day Co.	1324	Electric fixtures	9 20
13	Dunham, Carrigan & Hayden Co.	1325	Hardware	44 27
13	L. Feldmann & Co.	1326	Brushes	63 80
13	Flinn & Treacy	1327	Gravel	73 60
13	Geo. H. Fuller Desk Co.	1328	Desks and chairs	76 20
13	The Garlock Pack'g Co.	1329	Hose, etc.	13 50
13	The Guide Pub. Co.	1330	Guides	10 50
13	Gray Bros.	1331	Rock	26 50
13	Goodyear Rubber Co.	1332	Covers, etc.	8 77
13	The Gibson Soap Co.	1333	Soap polish	21 00
13	Frank Greg	1334	Sawdust	10 00
13	Gorham Rubber Co.	1335	Packing, etc.	53 67
13	W. T. Garratt & Co.	1336	Repairs	9 00
13	H. T. Holmes & Co.	1337	Lime and clay	6 35
13	Holbrook, Merrill & Stetson	1338	Hardware	68 90
13	J. Hammond & Co.	1339	Piston rod	4 45
13	C. J. Hendry's Son & Co.	1340	Chandlery	113 96
13	G. M. Josselyn & Co.	1341	Chain	74 16
13	Merchants' Exchange Association	1342	Reporting	25 00
13	John W. Murphy	1343	Keeping horses, etc.	55 00
13	H. A. Moore	1344	Settees	75 60
13	Magnesia Asbestos Supply Co.	1345	Boiler covering	110 00
13	W. W. Montague & Co.	1346	Reflectors	81 00
13	H. M. Nagle	1347	Brooms	8 00
13	J. Hedy Machine W'ks	1348	Repairs, Belt Railroad	6 40
13	O'Brien & Sons	1349	Repairing buggy	18 75

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Feb. 13	Olsen & Cook	1350	Repairs on tugs	\$38 96
13	Pacific Pine Co.	1351	Piles	679 86
13	Pacific Coast Co.	1352	Coal	157 56
13	Pacific Electric Corp.	1353	Electrical works	25 00
13	Pacific Hardware and Steel Co.	1354	Bolts	18 53
13	Payne's Bolt Works	1355	Bolts	167 81
13	Pacific States Tel. & Tel. Co.	1356	Telephones	156 00
13	W. S. Ray Mfg. Co.	1357	Stove, etc.	13 58
13	Spring Val'y Water W'ks	1358	Water	253 20
13	Simpson Lumber Co.	1359	Lumber	12 36
13	Geo. H. Tay Co.	1360	Hardware	34 55
13	Valvoline Oil Co.	1361	Oil	34 13
13	Vulcan Iron Works.	1362	Head for cylinder hoist	35 00
13	Chas. A. Warren	1363	Repairing streets	122 00
13	U. S. Laundry Ass'n	1364	Washing	11 35
13	The Chas. Nelson Co.	1365	Rebate dockage, Str. "Centennial"	136 80
19	Atlantic, Gulf, and Pacific Co.	1366	Dredging Channel Street	3,486 75
19	H. M. Newhall & Co.	1367	Cement	2,234 66
27	Dundon Bridge and Construction Co.	1368	Repairing Union Street Wharf	5,709 00
27	Healy, Tibbitts & Co.	1369	Repairing Folsom No. 2 Wharf	1,509 75
27	Southern Pacific Co.	1370	Repairing engine, Belt Railroad	3,245 50
27	S. E. Slade Lumber Co.	1371	Lumber	3,347 05
27	S. F. Timber Pres'v'g Co.	1372	Preserving piles	1,279 89
27	Hyde Construction Co.	1373	Repairing Fremont Street Wharf	221 30
27	Britton & Rey	1374	Maps	50 00
27	E. M. Graney	1375	Shoeing horses	12 50
27	Gray Bros.	1376	Rock, Belt Railroad	498 25
Mar. 4	Board of State Harbor Commissioners	1377	Payrolls	18,912 40
5	Mutual Elec. Light Co.	1378	Lights	1,426 30
5	R. D. Chandler	1379	Coal	1,401 59
5	Hyde Construction Co.	1380	Repairing Fremont Street Wharf	681 33
5	Robert Wakefield	1381	Constructing Pier 23	3,838 50
5	R. Dunsmuir's Sons Co.	1382	Repairing Folsom No. 2	2,430 00
5	James Byrne, Jr.	1383	Petty cash expenses	154 58
12	Robert Wakefield	1384	Piles for Pier 21	807 75
12	Healy, Tibbitts & Co.	1385	Cancellation of contract	200 00
12	Healy, Tibbitts & Co.	1386	Extra work on Folsom No. 2 Wharf	1,553 31
12	Healy, Tibbitts & Co.	1387	Repairing Folsom No. 2 Wharf	712 13
12	Charles C. Horton	1388	Shed on Piers 2 and 3	1,767 90
19	Hyde Construction Co.	1389	Repairs on Fremont Street	1,397 00
19	Hyde Construction Co.	1390	Laying lumber, Fremont Street	1,608 00
19	F. S. Stratton	1391	Legal services	1,500 00
19	A. W. Von Schmidt	1392	Services as expert	100 00
24	Arctic Oil Works	1393	Oil	84 10
24	William J. Brady	1394	Repairs to Dredger No. 1 and tug "Governor Markham"	36 21
24	Boesch Lamp Co.	1395	Repairs to engine headlight	11 75
24	J. Browell	1396	Constructing chimney	25 00
24	Baker & Hamilton	1397	Hardware	689 52
24	Boston Woven Hose and Rubber Co.	1398	Packing	2 70
24	Cunningham, Curtiss & Welch	1399	Toilet paper	10 00
24	City Front Stables	1400	Keeping horses	31 31
24	T. J. Crowley	1401	Shoeing horses	12 50
24	H. S. Crocker Co.	1402	Stationery, etc.	233 45
24	Commercial Pub. Co.	1403	Advertising	80 00
24	City Street Imp. Co.	1404	Paving	221 80
24	N. Clark & Son	1405	Sewer pipe	8 08
24	Geo. E. Dow Pumping Engine Co.	1406	Repairs, tug "Gov. Markham"	4 60

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Mar. 24	Dunham, Carrigan & Hayden Co.	1407	Hardware	\$84 06
24	C. G. Clinch	1408	Paints, oil, etc.	112 55
24	Flinn & Treacy	1409	Paving blocks	610 40
24	Federal Salt Co.	1410	Rebate of wharfage	105 00
24	Geo. H. Fuller Desk Co.	1411	Chairs	10 35
24	L. Feldmann & Co.	1412	Dusters, etc.	24 00
24	Gray Bros.	1413	Rock, Belt Railroad	166 10
24	The Guide Pub. Co.	1414	Guides	10 50
24	The Gibson Soap Co.	1415	Soap polish	18 00
24	E. M. Graney	1416	Shoeing horses	12 50
24	Frank Greg	1417	Sawdust	5 00
24	Gorham Rubber Co.	1418	Packing	5 31
24	W. T. Garratt & Co.	1419	Repairs to Dredger No. 1	10 45
24	Holmes Lime Co.	1420	Fire brick	11 78
24	Holbrook, Merrill & Stetson	1421	Hardware	25 45
24	C. J. Hendry's Son & Co.	1422	Chandlery, etc.	244 37
24	Hyde Construction Co.	1423	Bolts, etc.	392 92
24	Joshua Hendy's Machine Works	1424	Repairs, Belt Railroad	37 98
24	Judson Mfg. Co.	1425	Repairing rail straightener	34 65
24	The Merchants' Exch'ge	1426	Reporting	25 00
24	John W. Murphy	1427	Keeping horses	33 04
24	H. M. Nagle	1428	Brooms	8 00
24	O'Brien & Sons	1429	Repairing buggy	9 00
24	Payne's Bolt Works	1430	Bolts	8 66
24	Pacific States Tel. & Tel. Co.	1431	Telephones	149 90
24	Sidney L. Plant	1432	Boiler compound	14 70
24	Rowlands & Laughton	1433	Repairs to dredger	121 00
24	H. R. Rood & Co.	1434	Coating piles	1,298 00
24	George Rundle	1435	Repairs on dredgers	37 14
24	Southern Pacific	1436	Repairing Engine No. 2	891 58
24	S. F. Timber Preserving Works	1437	Creosoting	318 86
24	Swan, the Painter	1438	Sign	23 40
24	Spring Valley Water Works	1439	Water	245 20
24	George H. Tay Co.	1440	Hardware	55 59
24	Chas. A. Warren	1441	Rock	99 00
24	Yates & Co.	1442	Oil	197 45
24	W. T. Garratt & Co.	1443	In lieu of draft No. 1009, Sept. 12, 1901	
26	Fred Miller	1444	Shed between Piers 9 and 11	1,108 05
Apr. 2	Hyde Construction Co.	1445	Repairs on Main and Washington Street wharves	651 10
2	City Street Imp. Co.	1446	Paving Lombard Street	1,781 16
2	H. M. Newhall & Co.	1447	Cement	1,232 00
2	Healy, Tibbitts & Co.	1448	Repairing and repiling wharf on north side channel	1,555 72
2	R. Dunsmuir Sons Co.	1449	Repairing Pier 14	1,186 72
2	P. F. Dundon's S. F. Iron Works	1450	Repairing dredger bucket	701 11
2	C. G. Clinch & Co.	1451	Paints, oils, etc.	515 01
2	Vulcan Iron Works	1452	Repairing hoists at Lombard St.	440 78
2	S. E. Slade Lumber Co.	1453	Lumber	3,629 87
2	Board of State Harbor Commissioners	1454	Payrolls	19,547 05
9	H. M. Newhall & Co.	1455	Cement	947 78
9	Hyde Construction Co.	1456	Repairing Mission No. 1 Wharf	806 44
9	Spring Valley Water Works	1457	Water	246 95
9	R. D. Chandler	1458	Coal	1,323 33
9	Mutual Electric Light Company	1459	Light	1,471 59

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Apr. 12	Arctic Oil Works.....	1460	Oil	\$43 90
12	Baker & Hamilton.....	1461	Hardware	334 78
12	City Front Stables.....	1462	Keeping horses.....	40 50
12	Cal. Electrical Works.....	1463	Electrical goods.....	112 07
12	Columbia Machine Wks.....	1464	Repairs on Dredger No. 2.....	12 00
12	Commercial Pub. Co.....	1465	Advertising	23 40
12	Dunham, Carrigan & Hayden Co.....	1466	Sockets, etc.....	171 05
12	Eagle Rubber Co.....	1467	Packing, etc.....	36 58
12	Geo. H. Fuller Desk Co.....	1468	Desk and chairs.....	37 35
12	Forterer Cornice Works.....	1469	Skylight bars.....	59 10
12	Gorham Rubber Co.....	1470	Packing	40 63
12	The Guide Pub. Co.....	1471	Guides	10 50
12	Frank Greg.....	1472	Sawdust	5 00
12	C. J. Hendry's Son & Co.....	1473	Chandlery.....	48 87
12	G. M. Josselyn & Co.....	1474	Chain	108 33
12	Judson Mfg. Co.....	1475	Rail sockets.....	56 25
12	Langley & Michaels Co.....	1476	Disinfectant	20 92
12	John W. Murphy.....	1477	Keeping horse.....	24 00
12	Marine Exchange.....	1478	Reporting	25 00
12	Merchants' Exchange Association.....	1479	Reporting	25 00
12	Murray Bros.....	1480	Boiler	361 75
12	H. M. Nagle.....	1481	Brooms	11 25
12	Payne's Bolt Works.....	1482	Bolts	4 40
12	J. A. Roebling's Sons & Co.....	1483	Wire	13 02
12	U. S. Laundry Ass'n.....	1484	Laundry	10 65
12	Yates & Co.....	1485	Oil	76 54
16	M. C. Harris.....	1486	Plans and specifications for dredger.....	500 00
16	H. M. Newhall & Co.....	1487	Cement	1,232 00
16	Chas. C. Horton.....	1488	Sheds on Piers 2 and 3.....	1,325 92
16	Hannah Bros.....	1489	Shed on Pier 19.....	2,873 92
16	Dundon Bridge and Con- struction Co.....	1490	Repairing approach to Pier 17.....	844 17
16	Dundon Bridge and Con- struction Co.....	1491	Repairing Union Street Wharf.....	2,859 30
16	Pacific States Tel. & Tel. Co.....	1492	Telephones.....	151 55
16	Robert Wakefield.....	1493	Constructing Filbert Street Wharf.....	2,554 80
23	Julian B. Harries.....	1494	Experting books.....	37 50
23	Clement Bennett.....	1495	Reporting and transcribing.....	252 80
30	Spoiled.....	1496		
30	William Cronan.....	1497	Constructing Union Depot.....	2,727 43
30	H. M. Newhall & Co.....	1498	Cement	1,232 00
30	Robert Wakefield.....	1499	Repairing bulkhead bet. Piers 19-21.....	777 02
30	S. E. Slade Lumber Co.....	1500	Lumber	3,637 15
May 3	Board of State Harbor Commissioners.....	1	Payrolls.....	19,666 40
7	Fred Miller.....	2	Constructing building on bulkhead between Piers 9-11.....	738 70
7	Dundon Bridge and Con- struction Co.....	3	Repairing Green Street Wharf.....	1,200 88
7	Hyde Construction Co.....	4	Repairing Lombard Street Wharf.....	2,379 55
7	Robert Wakefield.....	5	Constructing Pier 23.....	3,838 50
7	Robert Wakefield.....	6	Repairing bulkhead, Pier 25.....	1,805 60
7	Robert Wakefield.....	7	Planking Pier 21.....	1,857 60
7	Wheaton & Kalloch.....	8	Court fee.....	56 90
7	R. D. Chandler.....	9	Coal	1,313 55
7	Spring Valley Water Works.....	10	Water	277 50
7	Mutual Electric Light Co.....	11*	Light.....	1,374 46
7	National Bank of D. O. Mills & Co.....	12	Exchange	202 95
7	S. F. Timber Preserving Co.....	13	Creosoting	1,464 90

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
May 7	A. W. Beadle & Co.	14	Office, Mission Street No. 1	\$300 00
7	Southern Pacific Co.	15	Freight	35 67
7	Sunset Photo-Engraving Co.	16	Photos of Howard No. 2	10 00
7	Fred Miller	17	Office	32 50
8	H. R. Rood & Co.	18	Coating piles	1,316 00
13	Arctic Oil Works	19	Oil	22 56
13	Britton & Rey	20	Water Front maps	45 00
13	G. F. Buswell	21	Frictions	25 00
13	Cunningham, Curtiss & Welch	22	Toilet paper	10 00
13	City Street Imp. Co.	23	Pulling piles	162 80
13	C. G. Clinch & Co.	24	Paint, oil, etc.	335 01
13	H. S. Crocker Co.	25	Stationery	45 56
13	Chas. F. Doe & Co.	26	Cedar lumber	140 09
13	Flinn & Treacy	27	Gravel	115 00
13	L. Feldmann & Co.	28	Bristle brooms	18 00
13	Gorham Rubber Co.	29	Gaskets	4 80
13	Gray Bros.	30	Rock, Belt Railroad	22 00
13	J. J. Haviside & Son. ...	31	Spars for fenders	40 00
13	Holbrook, Merrill & Stetson	32	Hardware	28 07
13	Joshua Hendy Machine Works	33	Brake shoes	26 30
13	Marshutz & Cantrell	34	Repairs, Dredger No. 2	102 10
13	O'Brien & Sons	35	Repairing buggy	5 50
13	Payne's Bolt Works	36	Bolts	59 95
13	Sydney L. Plant	37	Boiler compound	14 70
13	Pacific Pine Co.	38	Piles	643 87
13	George G. Rundle	39	Repairs, Dredger No. 1	113 68
13	S. F. Timber Preserving Co.	40	Creosoting piles	2,911 95
13	W. & J. Sloane & Co.	41	Shades	6 90
13	E. W. Tucker & Co.	42	Metal rings	12 14
13	Geo. H. Tay Co.	43	Hardware	8 22
13	Chas. A. Warren	44	Rock	167 25
13	Yates & Co.	45	Oil	64 64
13	City Street Imp. Co.	46	Paving	127 30
14	Dundon Bridge and Construction Co.	47	Repairing Green Street Wharf	478 22
14	James Byrne, Jr.	48	Petty cash expenses	256 10
21	Hannah Bros.	49	Furnishing materials and con- structing shed on Pier 19.	1,915 95
21	Dundon Bridge and Construction Co.	50	Repairing and repiling Pier 17	2,856 10
21	Chas. C. Horton	51	Furnishing materials and construct- ing an addition to shed at Pier 2	1,473 25
26	G. W. Clark & Co.	52	Papering	34 88
26	City Front Stables	53	Boarding horse	35 68
26	Eagle Rubber Co.	54	Packing	12 90
26	Frank Greg	55	Sawdust	5 00
26	Geo. W. Kneass	56	Repairing yawl	39 89
26	John W. Murphy	57	Boarding horse	25 05
26	S. P. Nelson & Co.	58	Packing	17 28
26	Olsen & Cook	59	Supplies	10 00
26	The S. F. Towel Co.	60	Towel service	7 00
26	Scott & Magner	61	Supplies	11 97
26	Pacific States Tel. & Tel. Co.	62	Telephones	172 00
26	Arctic Oil Works	63	Supplies	23 70
26	Baker & Hamilton	64	Supplies	803 53
26	H. S. Crocker Co.	65	Supplies	51 96
26	California Elec. Works	66	Supplies	18 54
26	L. Feldmann & Co.	67	Brooms, etc.	15 18
26	The Guide Pub. Co.	68	Guides	10 50
26	Goodyear Rubber Co.	69	Hose	11 43

EXHIBIT F—Continued.

DISBURSEMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
May 26	W. T. Garratt & Co.	70	Bushings	\$10 50
26	Gray Bros.	71	Rock, Belt Railroad	121 75
26	C. J. Hendry's Son & Co.	72	Supplies	47 38
26	Merchants' Exchange	73	Reporting	25 00
26	The Marine Exchange	74	Reporting	25 00
26	H. M. Nagle	75	Push-brooms	9 00
26	Valvoline Oil Co.	76	Oil	34 13
28	Hyde Construction Co.	77	Repairing Lombard Street Wharf ..	1,981 60
28	S. E. Slade Lumber Co.	78	Lumber	3,119 25
28	"The Evening Post"	79	Advertising	175 00
28	California Northwest'rn Railway Co.	80	Rails	1,381 50
28	Southard Hoffman	81	Fees	220 85
28	National Surety Co.	82	Bond	60 00
28	Joseph Fredericks & Co.	83	Carpets	215 45
28	Chas. A. Warren	84	Rocks	147 50
28	Flinn & Treacy	85	Paving blocks	450 00
28	Phillips, Smythe & Van Orden	86	Printing	114 75
28	W. S. Phelps & Co.	87	Repairs	320 44
June 4	Board of State Harbor Commissioners	88	Payroll	20,919 00
4	H. M. Newhall & Co.	89	Cement	1,232 00
4	Robert Wakefield	90	Construction of Pier 23	2,559 00
4	Robert Wakefield	91	Construction of Pier 25	1,895 85
4	Hyde Construction Co.	92	Repairing Lombard Street Wharf ..	1,296 39
4	Robert Wakefield	93	Piles	1,615 05
4	S. F. Timber Preserving Co.	94	Creosoting	1,737 87
4	Guide Publishing Co.	95	Guides	10 50
4	Merchants' Exchange	96	Reporting	25 00
4	"The Evening Post"	97	Advertising	60 50
4	The Marine Exchange	98	Reporting	25 00
4	John Twigg & Sons	99	Skiff	43 00
4	Taylor & Brickly Co.	100	Whitewashing Fishermen's Wharf ..	50 00
11	Mutual Elect. Light Co.	101	Lights	1,383 86
11	R. D. Chandler	102	Coal	1,109 47
11	Spring Val. Water Wrks Studebaker Bros. Manu- facturing Co.	103	Water	251 95
11	Chas. F. Doe & Co.	104	Sprinkler	358 50
11	Pacific Pine Co.	105	Lumber	1,625 45
11	Pacific Pine Co.	106	Piles	966 44
11	Yates & Co.	107	Paints, oils, etc.	464 41
11	George G. Rundle	108	Dredger poles	101 83
11	W. W. Montague	109	Steam-heating pipes	86 00
11	Pacific Coast Dredging and Reclamation Co.	110	Dredging Channel Street	2,051 25
11	W. S. Phelps & Co.	111	Repairing Union Street	106 09
13	I. Willard Beam	112	Wire rope	27 60
13	Cal. Fireworks Co., Ltd.	113	Flag	10 45
13	City Front Stables	114	Keeping horses	42 25
13	Cal. Electrical Works	115	Electrical goods	153 91
13	T. J. Crowley	116	Shoeing horses	10 00
13	R. F. Crockard	117	Cold shots	5 50
13	Cunningham, Curtiss & Welch	118	Hoyt's toilet paper	10 00
13	H. S. Crocker Co.	119	Stationery	27 15
13	Dunham, Carrigan & Hayden Co.	120	Hardware	43 29
13	Gibson Soap Co.	121	Soap polish	18 00
13	Frank Greg	122	Sawdust	5 00
13	W. T. Garratt & Co.	123	Bolts	5 40
13	The Hicks-Judd Co.	124	Books	15 00
13	Holbrook, Merrill & Stetson	125	Hardware	27 36
13	Judson Mfg. Co.	126	Switch stands	30 00

EXHIBIT F—Continued.

DISBURSMENTS, 1901-1902—Continued.

Date.	Order.	No.	On Account of.	Amount.
1902				
Jun. 13	John W. Murphy.....	127	Keeping horse.....	\$21 50
13	Mysell-Rollins Co.....	128	Proposal blanks.....	6 00
13	Murray Bros.....	129	Sheave boxes.....	10 00
13	O'Brien & Sons.....	130	Repairing buggy.....	11 75
13	Rowlands & Laughton.....	131	Repairs.....	77 30
13	Spring Valley Water Works.....	132	Service connection.....	5 00
13	Studebaker Bros. Co.....	133	Repairs.....	8 70
18	Flinn & Treacy.....	134	Repairing Union Street sewer.....	1,313 20
18	Novelty Sign Co.....	135	Wiring tower.....	2,158 50
18	H. M. Newhall & Co.....	136	Cement.....	1,232 00
25	Healy, Tibbitts & Co.....	137	Repairing Folsom No. 2.....	740 62
25	H. M. Newhall & Co.....	138	Cement.....	1,229 54
25	Robt. Wakefield.....	139	Constructing Pier No. 25.....	1,895 85
25	F. D. Monckton.....	140	Court fees, patent case.....	535 45
				\$666,394 33
	Deferred payment drafts matured and were paid out of the San Francisco Harbor Improvement Fund, as follows:			
1901				
Nov. 28	H. R. Rood & Co.....	17	Coating piles.....	\$1,164 24
Dec. 4	Healy, Tibbitts & Co.....	20	Repairing ferry slips.....	1,766 69
4	Darby Laydon.....	23	Addition to Washington Street.....	3,745 00
1902				
Feb. 28	H. R. Rood & Co.....	18	Coating piles.....	1,746 36
Mar. 4	Healy, Tibbitts & Co.....	21	Repairing ferry slips.....	1,766 70
7	Hyde Construction Co.....	24	Repairing Main Street.....	1,447 41
7	Hyde Construction Co.....	25	Repairing Mission 1-2, Howard 1-2.....	2,529 68
11	S. F. Timber Preserving Co.....	26	Creosoting piles.....	3,023 63
Apr. 24	Robert Wakefield.....	3	Constructing Car Ferry Slips 1-2.....	3,649 75
8	Robert Wakefield.....	29	Constructing Union St. Wharf.....	3,089 45
22	Healy, Tibbitts & Co.....	45	Repairing Slips 1, 5, 6, 7.....	1,706 05
May 28	H. R. Rood & Co.....	19	Coating piles.....	2,910 60
June 4	Healy, Tibbitts & Co.....	22	Repairing ferry slips.....	1,766 70
11	S. F. Timber Preserving Co.....			
19	S. F. Timber Preserving Co.....	27	Creosoting piles.....	4,535 44
		51	Creosoting piles.....	1,696 66
				36,544 36
	Net amount drawn from the San Francisco Harbor Improvement Fund for fiscal year 1901-1902.....			\$702,938 69

EXHIBIT G.

BALANCE SHEET FROM NOVEMBER 4, 1863, TO JUNE 30, 1902.

RECEIPTS.	
From dockage, tolls, wharfage, rents, Belt Railroad, etc.	\$17,826,334 99
From San Francisco Depot Sinking Fund, transfer (fiscal years 1898-1900)	36,000 00
From drafts returned (fiscal years 1898-1900)	158 25
From drafts returned (fiscal years 1900-1902)	11,623 43
	<u>\$17,874,116 67</u>
DISBURSEMENTS.	
Salaries Commissioners, secretaries, collectors, wharfingers, etc.	\$3,909,076 81
Constructing and repairing wharves, sheds, etc.	8,089,625 09
Constructing seawall and improving seawall lots	2,648,731 99
Purchase and constructing dredgers, scows, tugs, etc.	208,847 45
Dredging, cost of	1,840,481 12
Payroll of crew of fireboat	112,672 95
Suspense account (old defalcations)	5,460 55
Miscellaneous (damage to wharves, toll returned, etc.)	71,101 80
Constructing and operating Belt Railroad	394,716 70
Balance in S. F. Depot Sinking Fund, June 30, 1900. \$412,159 00	
Amount transferred to S. F. Depot Sinking Fund from July 1, 1900, to June 30, 1902	111,144 00
	523,303 00
Cash in treasury June 30, 1902	70,099 21
	<u>\$17,874,116 67</u>
<i>Dr.</i> CASH.	
To amount remitted to State Treasurer	\$10,610,448 97
To drafts returned	11,623 43
	<u>\$10,622,072 40</u>
<i>Cr.</i> CASH.	
By amount drawn from State Treasurer	\$10,028,670 19
By amount to S. F. Depot Sinking Fund	523,303 00
By cash on hand in treasury	70,099 21
	<u>\$10,622,072 40</u>

EXHIBIT H.

CONSTRUCTION ACCOUNT No. 1.

WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT, AND SINCE COMPLETED.

Rebuilding Pier No. 10 (Howard Street Wharf No. 3). City Street Improvement Co., contractors. Date of contract, December 6, 1899.

Contract price	\$46,198 40
Less 477 feet of cylinders, at \$1.60 per foot	763 20
	<u>\$45,435 20</u>
Paid Mar. 14, 1900—Estimate No. 1	\$15,591 96
Paid May 3, 1900—Estimate No. 2	5,197 32
Paid June 7, 1900—Estimate No. 3	6,929 76
Paid July 7, 1900—Estimate No. 4	5,197 32
Paid Aug. 27, 1900—Estimate No. 5	12,518 84
	<u>45,435 20</u>

Repiling and repairing Pier No. 24 (Spear Street Wharf). James A. McMahon, contractor. Date of contract, January 20, 1900.

Contract price—

- Furnishing and driving piles under shed, \$15.62 per pile.
- Furnishing and driving piles outside shed, \$14.23 per pile.
- Furnishing and laying lumber, \$21.75 per 1,000 feet (B. M.).

Work done—

93 piles driven under shed, at \$15.62 per pile . . .	\$1,452 66
17 piles driven outside shed, at \$14.23 per pile . . .	241 91
18,804 feet of lumber laid, at \$21.75 per 1,000 feet . . .	408 99
13 old piles rebolted, at \$1 per pile	13 00
1 day's time for foreman and 4 men and driver ..	30 00

\$2,146 56
2,146 56

Paid August 7, 1900

Furnishing cement for the construction of Pier No. 10 (Howard Street Wharf No. 3). J. D. Spreckels & Bro.'s Co., contractors. Date of contract, February 20, 1900.

Contract price—2,700 barrels (more or less), \$2.87 per barrel.

Amount furnished—

April 27, 1900—440 barrels, at \$2.87 per barrel	\$1,262 80
Aug. 13, 1900—2,175 barrels, at \$2.87 per barrel	6,242 25

\$7,505 05

Paid May 14, 1900	\$1,262 80
Paid Aug. 30, 1900	6,242 45

7,505 05

Constructing a Postoffice building. Andrew Wilkie, Jr., contractor. Date of contract, March 5, 1900.

Contract price	\$23,700 00
Extra work	205 00

\$23,905 00

Paid April 12, 1900—Estimate No. 1	\$2,844 00
Paid April 26, 1900—Estimate No. 2	3,377 25
Paid May 10, 1900—Estimate No. 3	2,666 25
Paid May 24, 1900—Estimate No. 4	3,555 00
Paid June 7, 1900—Estimate No. 5	1,777 50
Paid June 21, 1900—Estimate No. 6	1,777 50
Paid April 8, 1901—Estimate No. 7	7,907 50

23,905 00

Furnishing rock for breakwaters on water front. Gray Brothers, contractors. Date of contract, March 15, 1900.

Contract price—23,500 tons rock (more or less), 59½ cents per ton.

Rock furnished—26,328⁶⁰/₁₀₀ tons, at 59½ cents per ton..... \$15,665 54

Paid June 21, 1900—Estimate No. 1	\$1,162 96
Paid Aug. 9, 1900—Estimate No. 2	1,378 48
Paid Sept. 13, 1900—Estimate No. 3	2,428 00
Paid Oct. 12, 1900—Estimate No. 4	1,720 70
Paid Nov. 19, 1900—Estimate No. 5	2,038 03
Paid Dec. 6, 1900—Estimate No. 6	1,269 60
Paid Jan. 10, 1901—Estimate No. 7	765 09
Paid Feb. 12, 1901—Estimate No. 8	218 18
Paid Mar. 16, 1901—Estimate No. 9	561 43
Paid Mar. 16, 1901—Estimate No. 10	206 68
Paid Apr. 15, 1901—Estimate No. 11	3,916 39

15,665 54

Furnishing piles for six (6) months. H. R. Rood & Co., contractors.
Date of contract, March 24, 1900.

Contract price—

12 and 13 inch piles, 12½ cents per lineal foot.	
14 and 15 inch piles, 14 cents per lineal foot.	
16 and 17 and 18 inch piles, 15½ cents per lineal foot.	
Paid June 14, 1900—Estimate No. 1, for 102 piles.....	\$774 93
Paid Aug. 10, 1900—Estimate No. 2, for 85 piles.....	795 76
Paid Aug. 16, 1900—Estimate No. 3, for 127 piles.....	1,006 46
Paid Oct. 18, 1900—Estimate No. 4, for 123 piles.....	1,007 79
Paid Nov. 12, 1900—Estimate No. 5, for 23 piles.....	143 14
Paid Dec. 20, 1900—Estimate No. 6, for 255 piles.....	1,886 82

Total.....	715 piles.....	\$5,614 90
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Repairing spring line of dolphin between Ferry Slips Nos. 3 and 4.
Jas. A. McMahon, contractor. Date of contract, April 16, 1900.

Contract price—

Furnishing and fastening spring piles, \$22.75 per pile.	
Furnishing and fastening chocks and ribbing, \$42.75 per 1,000 feet.	
Amount of work done, August 21, 1900—	
51 spring piles furnished and fastened, at \$22.75 per pile.....	\$1,160 25
41,096 feet chocks and ribbing furnished and fastened, at \$42.75 per 1,000 feet.....	1,756 85
	\$2,917 10
Paid August 23, 1900.....	2,917 10

Repairing and repiling Pier No. 5 (Jackson Street Wharf). Dundon Bridge and Construction Co., contractors. Date of contract, April 25, 1900.

Contract price—

For piles driven under shed, \$13.30 per pile.	
For piles driven outside shed, \$7.50 per pile.	
For lumber furnished and laid, \$23 per 1,000 feet.	
Amount of work done July 17, 1900—	
142 piles driven under shed, at \$13.30 per pile.....	\$1,888 60
98 piles driven outside shed, at \$7.50 per pile.....	735 00
15,000 feet lumber furnished and laid, at \$23 per 1,000 feet (B. M.).....	345 00
	\$2,968 60
Paid July 19, 1900.....	2,968 60

Repairing and repiling bulkheads between Piers Nos. 3 and 5 and Nos. 5 and 7, "as per letter of agreement." Dundon Bridge and Construction Co., contractors. Date of letter of agreement, April 25, 1900.

Contract price—

For piles driven under shed, \$13.30 per pile.	
For piles driven outside shed, \$7.50 per pile.	
For lumber furnished and laid, \$23 per 1,000 feet.	
For rebolting old piles, \$1 per pile.	
Amount of work, July 24, 1900—	
16 piles driven under shed, at \$13.30 per pile.....	\$212 80
5 piles driven outside shed, at \$7.50 per pile.....	37 50
65,600 feet lumber furnished and laid, at \$23 per 1,000 feet (B. M.).....	1,508 80
10 old piles rebolted, at \$1 per pile.....	10 00
	\$1,769 10
Paid August 6, 1900.....	1,769 10

Repairing approach to car ferry slip at foot of Main Street. Darby Laydon, contractor. Date of contract, May 21, 1900.

Contract price—		
Furnishing and driving new piles, \$9.25 per pile.		
Furnishing and laying new lumber, \$19 per 1,000 feet.		
Relaying old lumber, \$3 per 1,000 feet.		
Amount of work done July 18, 1900—		
31 piles furnished and driven, at \$9.25 per pile	.....	\$286 75
142,000 feet new lumber furnished and laid, at \$19 per 1,000 feet	.....	2,698 00
1,876 feet old lumber relaid, at \$3 per 1,000 feet	.....	5 63
		<u>2,990 38</u>
Paid June 28, 1900	.....	\$1,524 47
Paid July 18, 1900	.....	1,465 92
		<u>2,990 39</u>
(Error by Engineer, overpayment of .01c.)		

Building Fishermen's Wharf. City Street Improvement Co., contractors. Date of contract, May 22, 1900.

Contract price	.....	\$4,127 32
Paid August 4, 1900—Estimate No. 1	.....	\$2,321 62
Paid August 16, 1901—Estimate No. 2	.....	1,805 70
		<u>4,127 32</u>

Shed on Pier No. 10 (Howard Street Wharf No. 3). Newsom & McNeil, contractors. Date of contract, June 6, 1900.

Contract price	.....	\$9,190 00
Extra work, November 7, 1900	.....	191 00
		<u>\$9,381 00</u>
Paid Sept. 20, 1900—Estimate No. 1	.....	\$2,894 85
Paid Oct. 12, 1900—Estimate No. 2	.....	2,274 52
Paid Nov. 8, 1900—Estimate No. 3	.....	4,211 63
		<u>9,381 00</u>

Fixtures for new Postoffice building. L. & E. Emanuel, contractors. Date of contract, June 19, 1900.

Contract price	.....	\$2,745 00
Paid Oct. 23, 1900	.....	\$945 00
Paid Sept. 12, 1900	.....	1,800 00
		<u>2,745 00</u>

Spring line on south side of Lombard Street Wharf. James A. McMahon, contractor. Date of contract, June 27, 1900.

Contract price—Furnishing and driving 60 spring piles, \$16.15 per pile.		
Amount of work done August 7, 1900—		
60 spring piles furnished and driven, at \$16.15 per pile	.....	\$969 00
5 mooring piles furnished and driven, at \$14.68 per pile	.....	73 40
245 feet extra length piling furnished and driven, at 27 cents per foot	.....	66 15
2 days' extra work with 7 men and driver, at \$40 per day	.....	80 00
		<u>\$1,188 55</u>
Paid August 9, 1900	.....	1,188 55

Laying block pavement in front of Union Depot and Ferry House.
Union Lumber Co., contractors. Date of contract, June 27, 1900.

Contract price, 25 cents per square foot.		
Amount of work done—		
July 3, 1900—5,508 square feet paved, at 25 cents per square foot.....	\$1,377 00	
July 10, 1900—733 square feet paved, at 25 cents per square foot.....	183 25	\$1,560 25
Paid July 7, 1900	\$1,377 00	
Paid July 12, 1900	183 25	1,560 25

EXHIBIT I.

CONSTRUCTION ACCOUNT No. 2.

WORK CONTRACTED FOR AND COMPLETED WITHIN THE YEARS JUNE 30, 1900, AND
JULY 1, 1902.

Building an extension to ferry slip between Piers Nos. 5 and 7.
Dundon Bridge and Construction Co., contractors. Date of contract,
July 26, 1900.

Contract price.....	\$842 00	
Extra work.....	12 00	\$854 00
Paid Sept. 13, 1900.....		854 00

Repiling and repairing bulkhead between Pier No. 17 and Car Ferry
Slip No. 1. Hyde Construction Co., contractors. Date of contract,
July 26, 1900.

Contract price—		
Furnishing and driving piles under shed, \$7.20 per pile.		
Furnishing and driving piles outside shed, \$6.20 per pile.		
Furnishing and fastening new lumber, \$19 per 1,000 feet (B. M.).		
Work done October 2, 1900—		
204 piles driven under shed, at \$7.20 per pile	\$1,468 80	
52 piles driven outside shed, at \$6.20 per pile	322 40	
210,894 feet lumber used, at \$19 per 1,000 feet.....	4,006 99	
6 new shoe pieces, at \$7.50 each.....	45 00	
3 days' labor, raising wharf, at \$30 per day.....	90 00	\$5,933 19
Paid Sept. 7, 1900—Estimate No. 1.....	\$1,537 50	
Paid Oct. 5, 1900—Estimate No. 2.....	2,912 40	
Paid Nov 23, 1900—Estimate No. 3.....	1,483 29	5,933 19

Shed between Piers Nos. 5 and 7 and an office building on Section
7 of seawall. Newsom & McNeil, contractors. Date of contract, July
28, 1900.

Contract price.....	\$1,520 00	
Extra work.....	222 00	\$1,742 00
Paid Aug. 28, 1900.....		1,742 00

Repiling and repairing Pier No. 16 (Harrison Street Wharf). City Street Improvement Co., contractors. Date of contract, August 4, 1900.

Contract price—

Furnishing and driving piles, \$19.50 per pile.

Furnishing and fastening caps and stringers, \$35 per 1,000 feet (B. M.).

Work done Jan. 21, 1901—

120 piles furnished and driven, at \$19.50 per pile ... \$2,340 00

5,234 feet caps furnished and fastened, at \$35 per

1,000 feet. 183 19

\$2,523 19

Paid Jan. 24, 1901..... 2,523 19

Laying bituminous rock pavement on East Street. San Francisco Paving Co., contractors. Date of contract, August 3, 1900.

Contract price—

Paving, 8¾ cents per square foot.

Cesspools, \$24 each.

8-inch ironstone pipe, 25 cents per foot.

Work done September 26, 1900—

15,500 sq. ft. of pavement, at 8¾ cents per sq. ft. ... \$1,356 25

10.3 cu. yds. concrete wall, at \$6 per cu. yd. 61 80

32.4 cu. yds. rubble wall, at \$3 per cu. yd. 97 20

208 lineal feet of ironstone pipe, at 25 cents per

lineal foot 52 00

3 cesspools, at \$24 each. 72 00

500 sq. ft. extra paving taken up and relaid, at 6

cents per sq. ft. 30 00

9 loads sand, at \$1 per load 9 00

Extra filling, as per agreement 75 00

\$1,753 25

Paid Sept. 27, 1900 1,753 25

Replanking "Little Main Wharf." Dundon Bridge and Construction Co., contractors. Date of contract, August 11, 1900.

Contract price—

Furnishing and laying planking and stringers, \$16.05 per 1,000 feet (B. M.).

Work done November 14, 1900—

64,240 feet planking and stringers laid, at \$16.05 per 1,000 feet \$1,031 05

Paid Nov. 24, 1900 1,031 05

Shed on Pier No. 16 (Harrison Street Wharf). Fred Miller, contractor. Date of contract, August 29, 1900.

Contract price..... \$6,910 00

Paid Mar. 23, 1901—Estimate No. 1..... \$4,405 12

Paid April 29, 1901—Estimate No. 2 777 38

Paid June 5, 1901—Estimate No. 3 1,727 50

6,910 00

Repairing "Little Mail Dock." Hyde Construction Co., contractors. Date of contract, September 19, 1900.

Contract price—

Furnishing and driving extra standard piles, \$11.40 per pile.

Work done November 7, 1900—

147 piles furnished and driven, at \$11.40 per pile \$1,675 80

Paid Nov. 8, 1900 \$1,256 85

Paid Dec. 21, 1900 418 95

1,675 80

Building an addition to Pier No. 20 (Steuart Street Wharf) and repiling and repairing the present pier. City Street Improvement Co., contractors. Date of contract, September 20, 1900.

Contract price—Addition to pier	\$12,998 00	
Contract price—Repiling and repairing present pier—		
Furnishing and driving piles under shed, \$10.59 per pile.		
Furnishing and driving piles outside shed, \$9.93 per pile.		
Furnishing and fastening lumber, \$20 per 1,000 feet (B. M.).		
Work done April 30, 1901—		
Addition to pier	\$12,998 00	
241 piles driven under present shed, at \$10.59 per pile	2,552 19	
111 piles driven outside present shed, at \$9.93 per pile	1,102 23	
201,595 feet lumber laid and fastened, at \$20 per 1,000 feet	403,190	
		\$20,684 32
Paid Dec. 28, 1900—Estimate No. 1	\$4,650 35	
Paid Mar. 14, 1901—Estimate No. 2	4,432 04	
Paid April 25, 1901—Estimate No. 3	3,969 50	
Paid May 4, 1901—Estimate No. 4	2,461 35	
Paid June 5, 1901—Estimate No. 5	5,171 08	
		20,684 32

Steam boiler on pier between Ferry Slips Nos. 3 and 4. Charles C. Moore & Co., contractors. Date of contract, October 10, 1900.

Contract price		\$3,429 00
Paid Dec. 24, 1900	\$2,571 75	
Paid Jan. 29, 1901	857 25	
		3,429 00

Foundation for steam boiler on pier between Ferry Slips Nos. 3 and 4. City Street Improvement Co., contractors. Date of contract, October 10, 1900.

Contract price		\$1,156 13
Paid Nov. 10, 1900	\$867 10	
Paid Dec. 28, 1900	289 03	
		1,156 13

Market building, net-house, etc., at Fishermen's Wharf. Newsom & McNeil, contractors. Date of contract, October 17, 1900.

Contract price		\$2,963 00
Paid Nov. 22, 1900—Estimate No. 1	\$1,111 12	
Paid Dec. 13, 1900—Estimate No. 2	1,111 13	
Paid Jan. 17, 1901—Estimate No. 3	740 75	
		2,963 00

Creosoting piles for addition to Pier No. 20 (Steuart Street Wharf).
San Francisco Timber Preserving Co., contractors. Date of contract,
October 31, 1900.

Contract price: Creosoting 670 (more or less) piles—		
12-inch piles, 27 cents per lineal foot.		
14-inch piles, 30 cents per lineal foot.		
16-inch piles, 35 cents per lineal foot.		
Work done February 16, 1901—		
570 piles, 29,642 feet, creosoted, at 27 cents per lineal foot	8,003 34	
119 piles, 6,532 feet, creosoted, at 30 cents per lineal foot	1,959 60	
27 piles, 1,562 feet, creosoted, at 35 cents per lineal foot	546 70	
		\$10,509 64
Paid Mar. 15, 1901—Estimate No. 1	7,882 23	
Paid Apr. 25, 1901—Estimate No. 2	2,627 41	
		10,509 64

Repiling and repairing Berry Street Wharf. Hyde Construction Co.,
contractors. Date of contract, November 14, 1900.

Contract price—		
Furnishing, driving, and fastening piles, \$8.55 per pile.		
Furnishing and fastening new lumber, \$19.50 per 1,000 feet (B. M.).		
Relaying and fastening old lumber, \$3 per 1,000 feet (B. M.).		
Pulling under and bolting old standard piles, \$1 per pile.		
Work done May 21, 1901—		
396 piles furnished and fastened, at \$8.55 per pile	3,335 80	
312,200 feet new lumber laid, at \$19.50 per 1,000 feet	6,087 90	
27,350 feet old lumber relaid, at \$3 per 1,000 feet	82 05	
70 old standard piles pulled under and bolted, at \$1 per pile	70 00	
		\$9,625 75
Paid Feb. 8, 1901—Estimate No. 1	2,863 13	
Paid May 24, 1901—Estimate No. 2	4,356 18	
Paid July 5, 1901—Estimate No. 3	2,406 44	
		9,625 75

Repairing south arm Second Street freight ferry slip. Hyde Construction Co., contractors. Date of contract, November 14, 1900.

Contract price—		
Furnishing, driving, and fastening new piles, \$11.15 per pile.		
Removing, driving, and fastening old piles, \$5 per pile.		
Furnishing and laying new lumber, \$20 per 1,000 feet (B. M.).		
Work done December 26, 1900—		
108 new piles furnished and fastened, at \$11.15 per pile	1,204 20	
5 old piles driven and fastened, at \$5 per pile	25 00	
53,825 feet new lumber furnished and laid, at \$20 per 1,000 feet	1,076 50	
53 old piles pulled, at \$2.50 per pile	132 50	
12 old piles pulled under and bolted, at \$1 per pile	12 00	
Repairing approach to slip, 2½ days (scow and crew)	60 00	
		\$2,510 20
Paid Dec. 29, 1900	1,882 65	
Paid Feb. 6, 1901	627 55	
		2,510 20

Repairing dolphin between Ferry Slips Nos. 4 and 5. Atlantic, Gulf, and Pacific Co., contractors. Date of contract, November 21, 1900.

Contract price—

Driving, fitting, and fastening new piles, \$20 per pile.

Driving, fitting, and fastening old piles, \$10 per pile.

Furnishing, fitting, and fastening new lumber, \$49 per 1,000 feet (B. M.).

Work done November 29, 1900—

4 new piles furnished and driven, at \$20 per pile...	\$80 00	
8 old piles fitted and driven, at \$10 per pile.....	80 00	
1,496 feet lumber furnished and fastened, at \$49 per 1,000 feet.....	73 30	
		\$233 30
Paid November 30, 1900.....		233 30

Constructing a shed, office building, etc., on Pier No. 20 (Steuart Street Wharf). Newsom & McNeil, contractors. Date of contract, December 19, 1900.

Contract price.....	\$15,372 00	
Addition to contract.....	1,098 50	\$16,470 50
Deductions from contract, office.....	\$733 50	
Deductions from contract, gates.....	230 00	
		963 50
Total amount of contract.....		\$15,507 00
Paid April 26, 1901—Estimate No. 1.....	\$5,764 50	
Paid May 9, 1901—Estimate No. 2.....	4,035 15	
Paid June 5, 1901—Estimate No. 3.....	1,589 73	
Paid July 5, 1901—Estimate No. 4.....	4,117 62	
		15,507 00

Erecting a shed on Seawall Lot No. 5. Newsom & McNeil, contractors. Date of contract, January 3, 1901.

Contract price.....	\$5,850 00	
Paid March 22, 1901—Estimate No. 1.....	\$3,071 25	
Paid April 6, 1901—Estimate No. 2.....	1,316 25	
Paid May 9, 1901—Estimate No. 3.....	1,462 50	
		5,850 00

Treating piles for Car Ferry Slips Nos. 1 and 2. H. R. Rood & Co., contractors. Date of contract, January 2, 1901.

Contract price—Treating 491 piles, 40 cents per lineal foot of pile treated.

Work done April 30, 1901—

396 piles treated (13,904 feet), at 40 cents per lineal foot.....		\$5,561 60
Paid Mar. 14, 1901—Estimate No. 1.....	\$1,285 20	
Paid April 30, 1901—Estimate No. 2.....	1,803 00	
Paid May 4, 1901—Estimate No. 3.....	1,083 00	
Paid June 5, 1901—Estimate No. 4.....	1,390 40	
		5,561 60

Treating piles for Car Ferry Slips Nos. 1 and 2. Paraffine Paint Co., contractors. Date of contract, January 3, 1901.

Contract price—Treating 491 piles, $32\frac{1}{2}$ cents per lineal foot of pile treated.

Work done June 10, 1901—

402 piles treated (11,916 feet), at $32\frac{1}{2}$ cents per lineal foot		\$3,872 70
Paid June 12, 1901—Estimate No. 1	\$2,904 52	
Paid July 24, 1901—Estimate No. 2	968 18	
		<u>3,872 70</u>

Creosoting piles for Car Ferry Slips Nos. 1 and 2. San Francisco Timber Preserving Co., contractors. Date of contract, January 3, 1901.

Contract price—Creosoting 1,085 piles with 10 lbs. of creosote injected:

12-inch piles, 27 cents per lineal foot of pile injected.

13-inch piles, 30 cents per lineal foot of pile injected.

14-inch piles, 33 cents per lineal foot of pile injected.

15-inch piles, 36 cents per lineal foot of pile injected.

16-inch piles, 41 cents per lineal foot of pile injected.

Work done to August, 1901—1,056 piles (66,867 feet) creosoted, at

27 to 41 cents per lineal foot		\$22,550 02
Paid June 12, 1901	\$7,217 32	
Paid July 5, 1901	4,414 91	
Paid July 24, 1901	3,877 42	
Paid Aug. 31, 1901	7,040 37	
		<u>22,550 02</u>

Erecting a shed on dolphin between Ferry Slips Nos. 5 and 6. New-som & McNeil, contractors. Date of contract, January 23, 1901.

Contract price	\$1,190 00	
Addition to contract	57 00	
		<u>\$1,247 00</u>
Paid January 31, 1901		1,247 00

Improvements on dolphin between Ferry Slips Nos. 4 and 5. Hannah Bros., contractors. Date of contract, January 30, 1901.

Contract price		\$4,849 00
Paid April 5, 1901—Estimate No. 1	\$3,636 75	
Paid May 9, 1901—Estimate No. 2	1,212 25	
		<u>4,849 00</u>

Removing the present Fishermen's Wharf and Car Ferry Slips. Robert Wakefield, contractor. Date of contract, January 30, 1901.

Contract price—All old material.

Work done according to contract.

Improvements on approach to Pier No. 7. Biller & Qualman, contractors. Date of contract, February 14, 1901.

Contract price	\$1,667 00	
Addition to contract	45 00	
		<u>\$1,712 00</u>
Paid April 18, 1901		1,712 00

Additional space for the fishermen. Healy, Tibbitts & Co., contractors. Date of contract, February 14, 1901.

Contract price.....	\$2,383 00
Paid March 28, 1901	2,383 00

Alteration of the roundhouse. Val Franz, contractor. Date of contract, February 20, 1901.

Contract price.....	\$1,680 00
Addition to contract	428 00
	<hr/>
	\$2,108 00
Paid April 11, 1901.....	2,108 00

Paving portions of East Street at foot of Vallejo Street. Flinn & Treacy, contractors. Date of contract, February 27, 1901.

Contract price—	
17¼ cents per square foot for paving with basalt blocks.	
\$95 for cesspool, complete.	
Work done April 30, 1901—	
28,227 square feet paved, at 17¼ cents per square foot.....	\$4,869 16
1 cesspool and sewer	95 00
2 extra cesspools, at \$20 each	40 00
2 days' work teaming (removing curb), at \$5 per day.....	10 00
	<hr/>
	\$5,014 16
Paid May 4, 1901.....	\$3,760 62
Paid July 5, 1901	1,253 54
	<hr/>
	5,014 16

Repiling and repairing Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, January 10, 1901.

Work done March 5, 1901—	
59 piles pulled, redriven, and fastened, at \$6.50 per pile.....	\$383 50
30 piles furnished, driven, and fastened, at \$11 per pile.....	330 00
1,504 feet lumber furnished and placed, at \$10 per 1,000 feet.....	15 04
2,380 feet lumber furnished and placed, at \$15 per 1,000 feet.....	43 20
3,164 feet lumber placed, at \$4 per 1,000 feet.....	12 66
2,360 feet lumber furnished and placed, at \$30 per 1,000 feet.....	70 80
13,627 feet lumber furnished and placed, at \$20 per 1,000 feet.....	272 54
1 extra day's work of full crew preparing wharf for arrival of steamers, at \$25 per day.....	25 00
1 extra day's work furnishing 366 feet of caps, and splicing same, at \$25 per day.....	25 00
	<hr/>
	\$1,177 74
Paid March 14, 1901.....	1,177 74

Creosoting piles for repiling and repairing Pier No. 14 (Folsom Street Wharf No. 2). San Francisco Timber Preserving Co., contractors. Date of letter of agreement, January 10, 1901.

Contract price—

12 and 13 inch piles, 27 cents per lineal foot of pile creosoted.

14 and 15 inch piles, 30 cents per lineal foot of pile creosoted.

16 and 17 inch piles, 35 cents per lineal foot of pile creosoted.

18 and 19 inch piles, 42 cents per lineal foot of pile creosoted.

Work done February 16, 1901—

23 piles, 1,579 feet, creosoted, at 27 cents per lineal foot..... \$426 33

48 piles, 3,691 feet, creosoted, at 30 cents per lineal foot..... 1,107 30

30 piles, 2,422 feet, creosoted, at 35 cents per lineal foot..... 847 70

15 piles, 1,335 feet, creosoted, at 42 cents per lineal foot..... 560 70

\$2,942 03

Paid March 15, 1901..... 2,942 03

Repairing bulkhead at Section 3 of seawall. Robert Wakefield, contractor. Date of letter of agreement, February 18, 1901.

Work done March 7, 1901—

Furnishing, fitting, and fastening 5,184 feet (B. M.) caps, at \$30 per 1,000 feet..... \$155 52

Furnishing, fitting, and fastening 2,412 feet (B. M.) stringers, at \$26 per 1,000 feet..... 62 71

Furnishing, laying, and fastening 13,440 feet (B. M.) planking, at \$20 per 1,000 feet..... 268 80

Relaying 11,766 feet (B. M.) old lumber, at \$5 per 1,000 feet..... 58 83

\$545 86

Paid March 14, 1901..... 545 86

Repairs to Pier No. 4 (Mission Street Wharf No. 2) and south side Car Ferry Slips (near Lombard Street). Hyde Construction Co., contractors. Date of letter of agreement, March 4, 1901.

Work done March 27, 1901—

On Pier No. 4:

Furnishing and driving 7 cluster piles, at \$17 per pile..... \$119 00

Furnishing and driving 21 fender piles, at \$14 per pile..... 294 00

On south arm of car ferry slip:

Furnishing and driving 45 cluster piles, at \$17 per pile..... 765 00

Furnishing and fastening 4,592 feet of ribbing, at \$40 per 1,000 feet..... 183 68

Pulling 6 stumps (old piles), at \$2 per pile..... 12 00

\$1,373 68

Paid April 8, 1901..... 1,373 68

Repairing Main Street Wharf. Hyde Construction Co., contractors.
Date of letter of agreement, March 13, 1901.

Work done, March 26, 1901—

Furnishing, driving, and fastening 40 fender and spring piles, at \$14.75 per pile.....	\$590 00
Paid April 8, 1901.....	590 00

Repiling and repairing Pier No. 51 (Powell Street Wharf) and Section
A, seawall. City Street Improvement Co., contractors. Date of con-
tract, April 3, 1901.

Contract price—

Furnishing and driving piles, \$11.40 per pile.
Furnishing and fastening lumber, \$18 per 1,000 feet (B. M.).

Work done July 2, 1901—

151 piles furnished and driven, at \$11.40 per pile....	\$1,721 40	
265,900 feet lumber furnished and fastened, at \$18 per 1,000 feet	4,786 20	
10 standard piles fastened, at \$1.50 per pile.....	15 00	
1 split cap strapped and bolted, at \$1.50 per cap....	1 50	
1,680 feet of lumber relaid, at \$5 per 1,000 feet.....	8 40	
1 iron ladder placed and fastened, at \$2.....	2 00	
2 mooring piles fastened, at \$1.50 per pile.....	3 00	
		\$6,537 50
Paid July 5, 1901.....	\$4,903 13	
Paid August 9, 1901.....	1,634 37	
		6,537 50

Fitting up office in ferry building for Howard C. Holmes. Val
Franz, contractor. Date of letter of agreement, February 19, 1901.

Contract price.....	\$200 00	
Extra work.....	19 00	
		\$219 00
Paid April 11, 1901.....		219 00

Three new doors, and inclosing part of north side of Pier No. 10
(Howard Street Wharf No. 3). Val Franz, contractor. Date of letter
of agreement, February 19, 1901.

Contract price.....	\$749 00
Paid, April 11, 1901.....	749 00

Platform, two offices, toilet room, and partition walls on dolphin
between Ferry Slips Nos. 4 and 5. Hannah Bros., contractors. Date of
contract, March 16, 1901.

Contract price.....	\$1,350 00
Paid April 12, 1901.....	1,350 00

Paving portions of Francisco, Montgomery, and East streets and Seawall lots Nos. 4, 5, and 6. James H. O'Brien, contractor. Date of letter of agreement, January 3, 1901.

Contract price—

Paving with cobbles, 3½ cents per square foot.

6-inch sewer pipe, 38 cents per lineal foot.

8-inch sewer pipe, 42 cents per lineal foot.

10-inch sewer pipe, 60 cents per lineal foot.

Cesspools, \$30 each.

Work done April 9, 1901—

66,297 square feet of paving, at 3½ cents per square foot	\$2,320 39	
200 lineal feet of 10-inch sewer pipe, at 60 cents per lineal foot.....	120 00	
378 lineal feet of 8-inch sewer pipe, at 42 cents per lineal foot.....	158 76	
60 lineal feet of 6-inch sewer pipe, at 38 cents per lineal foot.....	22 80	
9 cesspools, at \$30 each.....	270 00	
	<hr/>	\$2,891 95
Paid Feb. 7, 1901—Estimate No. 1.....	\$379 73	
Paid Mar. 27, 1901—Estimate No. 2.....	1,308 94	
Paid April 15, 1901—Estimate No. 3.....	1,203 28	
	<hr/>	2,891 95

Repiling and repairing bulkhead between Piers Nos. 15 and 17. Hyde Construction Co., contractors. Date of contract, April 24, 1901.

Contract price—

Furnishing and driving piles, \$7.25 per pile.

Furnishing and laying new lumber, \$19.50 per 1,000 feet (B. M.).

Work done June 4, 1901—

97 standard and fender piles, furnished and driven, at \$7.25 per pile.....	\$703 25	
32,305 feet new lumber, furnished and laid, at \$19.50 per 1,000 feet.....	629 95	
1,381 feet creosoted piles, furnished and driven, at 14½ cents per lineal foot.....	200 25	
	<hr/>	\$1,533 45
Paid June 5, 1901.....		1,533 45

Additions to Piers Nos. 2 and 3 (Mission Street Wharf No. 1 and Washington Street Wharf). Darby Laydon, contractor. Date of contract, April 24, 1901.

Contract price.....	\$14,980 00	
Extra work, July 16, 1901 (Washington Street Wharf).....	710 86	
Extra work, Nov. 30, 1901 (Mission No. 1 Wharf).....	842 39	
	<hr/>	\$16,533 25
Paid July 18, 1901.....	\$710 86	
Paid Aug. 8, 1901.....	3,745 00	
Paid Dec. 4, 1901.....	842 39	
Paid Dec. 4, 1901.....	5,485 81	
Paid Dec. 4, 1901.....	3,745 00	
Paid Jan. 8, 1902.....	1,816 94	
Discounts.....	187 25	
	<hr/>	16,533 25

Pulling old pile stumps at Car Ferry Slip, foot of Second Street. City Street Improvement Co., contractors. Date of letter of agreement, March 11, 1901.

Contract price, \$8 per stump pulled.	
Work done March 14, 1901, pulling 10 stumps, at \$8 each.....	\$80 00
Paid March 21, 1901	80 00

Painting State tugs ("Gov. Irwin" and "Gov. Markham"). Frank La Faille, contractor. Date of letter of agreement, April 24, 1901.

Contract price.....	\$335 00
Addition to contract	6 75
	<u>341 75</u>
Paid July 5, 1901	341 75

Repairing dolphin between Ferry Slips Nos. 4 and 5 and south arm of No. 7. Hyde Construction Co., contractors. Date of contract, March 28, 1901.

Contract price—	
Furnishing and driving new piles, \$21.25 per pile.	
Pulling old piles, \$5 per pile.	
Redriving old piles, \$3 per pile.	
Furnishing and fastening new lumber, \$50 per 1,000 feet (B. M.).	
Work done May 8, 1901—	
44 piles furnished and driven, at \$21.25 per pile....	\$935 00
48 piles pulled, at \$5 per pile.....	240 00
7,000 feet lumber furnished and fastened, at \$50 per 1,000 feet.....	350 00
	<u>\$1,525 00</u>
Paid May 24, 1901	1,525 00

Building an office in Ferry building. Val Franz, contractor. Date of letter of agreement, April 3, 1901.

Contract price.....	\$195 00
Addition to contract	74 00
	<u>\$269 00</u>
Paid April 25, 1901.....	269 00

Repairing southerly section of Section No. 3, Seawall. Robert Wakefield, contractor. Date of contract, February 18, 1901.

Contract price—	
Furnishing and fastening caps, \$30 per 1,000 feet (B. M.).	
Furnishing and fastening compound stringers, \$26 per 1,000 feet (B. M.).	
Furnishing and fastening planking and stringers, \$20 per 1,000 feet (B. M.).	
Relaying old planking, \$5 per 1,000 feet (B. M.).	
Furnishing and driving 60 piles, \$8 per pile.	
Work done May 7, 1901—	
10,044 feet caps furnished and fastened, at \$30 per 1,000 feet.....	\$301 32.
2,088 feet compound stringers furnished and fastened, at \$26 per 1,000 feet.....	54 29
70,984 feet planking and stringers furnished and fastened, at \$20 per 1,000 feet.....	1,419 68
25,514 feet old planking relaid and fastened, at \$5 per 1,000 feet.....	127 57
60 piles driven, furnished, and fastened, at \$8 per pile.....	480 00
	<u>\$2,382 86</u>
Paid May 9, 1901.....	2,382 86

Preserving piles for additions to Piers Nos. 2 and 3. H. R. Rood & Co., contractors. Date of contract, May 8, 1901.

Contract price—40 cents per lineal foot of pile preserved.

Work done August 28, 1901—

14,553 feet of piles preserved, at 40 cents per lineal foot.....		\$5,821 20
Paid Dec. 4, 1901	\$1,164 24	
Paid Feb. 28, 1902	1,746 36	
Paid May 28, 1902	2,910 60	
		<u>5,821 20</u>

Creosoting piles for additions to Piers Nos. 2 and 3. San Francisco Timber Preserving Co, contractors. Date of contract, May 8, 1901.

Contract price—

12-inch piles, 28½ cents per lineal foot of pile creosoted.

13-inch piles, 31½ cents per lineal foot of pile creosoted.

14-inch piles, 34½ cents per lineal foot of pile creosoted.

15-inch piles, 37½ cents per lineal foot of pile creosoted.

16-inch piles, 42½ cents per lineal foot of pile creosoted.

Work done October 25, 1901—

3 13-inch piles, 252 feet, creosoted, at 31½ cents per lineal foot.....		\$79 38
27 14-inch piles, 2,323 feet, creosoted, at 34½ cents per lineal foot.....		801 43
30 15-inch piles, 2,631 feet, creosoted, at 37½ cents per lineal foot.....		986 62
18 16-inch piles, 1,613 feet, creosoted, at 42½ cents per lineal foot.....		685 52
11 17-inch piles, 1,006 feet, creosoted, at 47½ cents per lineal foot.....		477 85
15 18-inch piles, 1,302 feet, creosoted, at 52½ cents per lineal foot.....		683 55
		<u>\$3,714 35</u>
104	9,127 feet.	Discount.....
		<u>106 78</u>
Paid November 20, 1901.....		3,607 57
		<u>3,607 57</u>

Repiling and repairing wharves with scow driver. S. D. LeClair, contractor. Date of contract, May 29, 1901.

Contract price—

Driving and fastening piles, \$3 per pile.

Fitting and fastening lumber, \$5 per 1,000 feet.

Work done June 30, 1901	\$793 58	
Work done July 31, 1901.....	669 52	
		<u>\$1,463 10</u>
Paid July 5, 1901.....	\$793 58	
Paid Aug. 6, 1901	669 52	
		<u>1,463 10</u>

Wire gates for waiting rooms in Passenger Depot. West Coast Wire and Iron Works, contractors. Date of letter of agreement, May 6, 1901.

Contract price for three gates	\$159 39
Paid July 5, 1901.....	159 39

Office building at Pier No. 16. Hannah Bros., contractors. Date of letter of agreement, May 27, 1901.

Contract price.....	\$274 00
Paid July 5, 1901.....	274 00

Dredging in scows. Pacific Dredging and Reclamation Co., contractors. Date of contract, May 22, 1901.

Contract price—10½ cents per cubic yard.	
Work done July 1, 1901—	
32,900 cubic yards dredged, at 10½ cents per cubic yard.....	\$3,454 50
Paid June 12, 1901.....	\$1,900 50
Paid Oct. 14, 1901.....	1,554 00
	<hr/>
	3,454 50

Repairing Pier No. 1 (Clay Street Wharf). Healy, Tibbitts & Co., contractors. Date of letter of agreement, June 19, 1901.

Contract price.....	\$500 00
Paid July 5, 1901.....	500 00

Repiling and repairing wharves along Bryant Street, between Main and Beale Streets. City Street Improvement Co., contractors. Date of contract, June 19, 1901.

Contract price—	
Furnishing and driving piles, \$11.40 per pile.	
Furnishing and fastening lumber, \$19.30 per 1,000 feet (B. M.).	
Work done December 18, 1901—	
293 piles furnished and driven, at \$11.40 per pile...	\$3,340 20
184,445 feet lumber furnished and laid, at \$19.30 per	
1,000 feet.....	3,559 79
7 extra cluster piles, at \$20 per pile.....	140 00
	<hr/>
	\$7,039 99
Paid Nov. 2, 1901—Estimate No. 1.....	\$1,943 85
Paid Dec. 18, 1901—Estimate No. 2.....	3,336 14
Paid Jan. 22, 1902—Estimate No. 3.....	1,760 00
	<hr/>
	7,039 99

Office and storehouse on dolphin between Ferry Slips Nos. 2 and 3. Hannah Bros., contractors. Dates of informal bids:

April 15, 1901.....	\$384 00
June 22, 1901.....	130 00
Nov. 22, 1901.....	250 00
	<hr/>
	\$764 00
Paid Dec. 11, 1901.....	764 00

Gates on Pier No. 20 (Steuart Street Wharf). James Young, contractor. Date of contract, June 19, 1901.

Contract price.....	\$605 00
Paid Sept. 13, 1901.....	605 00

Repiling and repairing the following wharves, viz., Mission Nos. 1 and 2, Howard Nos. 1 and 2, Harrison, Spear, and Main Street wharves. Hyde Construction Co., contractors. Date of contract, July 3, 1901.

Contract price—

Furnishing and fastening new piles, \$15 per pile.

Furnishing and fastening new lumber, \$22 per 1,000 feet.

Amount of work November 5, 1901—

119 piles furnished and fastened, at \$15 per pile..... \$1,785 00

34 piles rebolted, at \$1.50 per pile..... 51 00

28 piles pulled, at \$3 per pile..... 84 00

19 piles redriven, at \$3 per pile..... 57 00

25,122 feet lumber furnished and fastened, at \$22

per 1,000 feet..... 552 68

\$2,529 68

Paid March 7, 1902..... 2,529 68

Repiling and repairing bulkheads between Piers Nos. 9 and 11. Hyde Construction Co., contractors. Date of contract, July 3, 1901.

Contract price—

Furnishing and driving piles, \$10 per pile.

Furnishing and laying lumber, \$20 per 1,000 feet.

Work done January 8, 1902—

132 piles furnished and driven, at \$10 per pile..... \$1,320 00

76,000 feet lumber furnished and laid, at \$20 per

1,000 feet..... 1,520 00

Additional work done, as per agreement—

26,862 feet lumber furnished and laid, at \$20 per 1,000 feet..... 537 24

6,024 feet lumber (redwood) furnished and laid, at \$28 per 1,000 feet..... 168 67

205 feet (lineal) piling creosoted, at 15 cents per lineal foot..... 32 25

Moving scale house..... 20 00

\$3,598 16

Paid January 8, 1902..... \$2,840 00

Paid January 8, 1902..... 758 16

3,598 16

Addition to "Little Main Wharf." Atchison, Topeka & Santa Fé Railway Co., contractors. Date of contract, September 4, 1901.

Contract price..... \$4,500 00

Lease executed, in payment for the work, for a term of five years, to the Atchison, Topeka & Santa Fé Railway Co.

Water tank for State Dredger No. 2. Hay & Wright, contractors. Date of contract, September 11, 1901.

Contract price..... \$1,295 00

Paid October 4, 1901..... 1,295 00

For repiling and repairing wharves with a scow driver. S. D. LeClair, contractor. Date of contract, October 23, 1901.

Contract price—

Fastening and fitting lumber, \$6 per 1,000 feet.

Driving and fastening piles, \$3.50 per pile.

Refastening old piles, \$1 per pile.

Holding-up posts under sheds, \$3 per post.

Paid Dec. 4, 1901—Work done November, 1901.....	\$916 51	
Paid Jan. 10, 1902—Work done December, 1901.....	938 16	
Paid Feb. 6, 1902—Work done January, 1902.....	943 51	
Paid Mar. 7, 1902—Work done February, 1902.....	945 24	
Paid April 5, 1902—Work done March, 1902.....	954 55	
Paid May 9, 1902—Work done April, 1902.....	1,251 01	
Paid June 5, 1902—Work done May, 1902.....	1,247 90	
		\$7,196 88

Repiling and repairing Main Street Wharf. Hyde Construction Co., contractors. Date of special agreement, October 28, 1901.

Contract price—

Furnishing and driving piles, \$15 per pile.

Furnishing and laying lumber, \$22 per 1,000 feet.

Work done November 5, 1901—

92 piles furnished and driven, at \$15 per pile..... \$1,380 00

3,064 feet lumber furnished and laid, at \$22 per 1,000

feet..... 67 41

\$1,447 41

Paid March 7, 1902..... 1,447 41

Constructing sheds over aprons at Car Ferry Slips Nos. 1 and 2. Fred Miller, contractor. Date of contract, November 7, 1901.

Contract price..... \$3,136 00

Addition to contract..... 19 00

\$3,155 00

Paid Jan. 4, 1902..... \$2,366 25

Paid Feb. 5, 1902..... 788 75

3,155 00

Repiling and repairing Pier No. 17 (Union Street Wharf). Dundon Bridge and Construction Co., contractors. Date of contract, November 13, 1901.

Contract price—

Furnishing and driving piles, \$15.25 per pile.

Furnishing and laying lumber, \$22.35 per 1,000 feet (B. M.).

Work done April 16, 1902—

392 piles furnished and driven, at \$5.25 per pile.... \$5,978 00

243,687 feet lumber furnished and laid, at \$22.35

per 1,000 feet..... 5,446 40

\$11,424 40

Paid Feb. 12, 1902..... \$5,709 00

Paid April 16, 1902..... 2,859 30

Paid May 21, 1902..... 2,856 10

11,424 40

Addition to shed over Pier No. 2 (Mission Street Wharf No. 1), and over Pier No. 3 (Washington Street Wharf). Chas. C. Horton, contractor. Date of contract, December 11, 1901.

Contract price.....		\$5,893 00
Paid Jan. 29, 1902—Estimate No. 1.....	\$1,325 93	
Paid March 12, 1902—Estimate No. 2.....	1,767 90	
Paid April 16, 1902—Estimate No. 3.....	1,325 92	
Paid May 21, 1902—Estimate No. 4.....	1,473 25	
		<u>5,893 00</u>

Repairing Pier No. 14 (Folsom Street Wharf No. 2). R. Duns-
muir's Sons Co., contractors. Date of contract, December 11, 1901.

Contract price.....	\$2,430 00
Paid March 5, 1902.....	2,430 00

Repairs to Second Street Wharf, Hay Wharf, Harrison Street Wharf,
and Steuart Street Wharf. Hyde Construction Co., contractors. Date
of letter of agreement, November 20, 1901.

Contract price—

Furnishing and driving fender piles, \$15 per pile.

Furnishing and fastening new lumber, \$22 per 1,000 feet.

Work done December 26, 1901—

Second Street Wharf:

13 fender piles furnished and driven, at \$15 per pile.....	\$195 00	
10 old piles rebolted, at \$1.50 per pile.....	15 00	
7 old piles pulled, at \$5 per pile.....	35 00	
		<u>\$245 00</u>

Hay Wharf:

69 fender piles furnished and driven, at \$15 per pile.....	\$1,035 00	
35 old piles rebolted, at \$1.50 per pile.....	52 50	
3,848 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	84 66	
		<u>1,172 16</u>

Harrison Street Wharf:

20 brace piles driven and fastened, at \$10 per pile	\$200 00	
8 piles furnished, driven, and fastened, at \$20 per pile.....	160 00	
1 pile rebolted, at \$1.50 per pile.....	1 50	
1 man one half day sawing fender piles, at \$4 per day.....	2 00	
604 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	13 29	
		<u>376 79</u>

Steuart Street Wharf:

4 piles (3 mooring, 1 fender) furnished and driven, at \$15 per pile.....	\$60 00	
64 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	2 11	
		<u>62 11</u>

		\$1,856 06
Paid Jan. 4, 1902.....		1,856 06

Repiling and repairing north side of Pier No. 14 (Folsom Street Wharf No. 2). Healy, Tibbitts & Co., contractors. Date of contract, November 27, 1901.

Contract price—

Furnishing and driving piles, \$18 per pile.

Furnishing and placing lumber, \$16.50 per 1,000 feet.

Work done March 11, 1902—

94 piles furnished and fastened, at \$18 per pile..... \$1,692 00

77,000 feet lumber furnished and fastened, at \$16.50

per 1,000 feet 1,270 50

\$2,962 50

Paid Feb. 27, 1902—Estimate No. 1..... \$1,509 75

Paid Mar. 12, 1902—Estimate No. 2..... 712 13

Paid June 25, 1902—Estimate No. 3..... 740 62

2,962 50

Extra work at Main Street Wharf. Hyde Construction Co., contractors. Date of letter of agreement, October 23, 1901.

Work done—

111 piles furnished and fastened, at \$15 per pile.... \$1,665 00

39,300 feet lumber furnished and fastened, at \$22

per 1,000 feet..... 864 60

\$2,529 60

Paid Dec. 4, 1901..... 2,529 60

Repiling and repairing Fremont Street Wharf. Hyde Construction Co., contractors. Date of contract, July 3, 1901.

Contract price—

Furnishing and driving new piles, \$15 per pile.

Furnishing and laying lumber, \$22 per 1,000 feet.

Work done January 15, 1902—

161 piles furnished and fastened, at \$15 per pile ... \$2,415 00

14,106 feet lumber furnished and placed, at \$22 per

1,000 feet 310 33

\$2,725 33

Paid Jan. 20, 1902..... \$2,044 00

Paid Mar. 5, 1902..... 681 33

2,725 33

Preserving piles for Fremont Street Wharf. H. R. Rood & Co., contractors. Date of contract, January 11, 1902.

Contract price—

40 cents per lineal foot of pile preserved.

Work done January 17, 1902—

75 piles (1,621 feet) preserved, at 40 cents per lineal foot \$648 40

Paid January 22, 1902..... 648 40

Repairing break at Fremont Street Wharf. Hyde Construction Co., contractors. Date of letter of agreement, February 7, 1902.

Contract price—

- New piles furnished and driven, \$15 per pile.
- New lumber furnished and fastened, \$25 per 1,000 feet.
- Old piles driven and fastened, \$5 per pile.

Work done February 19, 1902—

7 piles pulled, at \$2.50 per pile.....	\$17 50	
8 piles pulled and redriven, at \$5 per pile	40 00	
7 piles furnished and driven, at \$15 per pile.....	105 00	
5 piles rebolted at \$1.50 per pile	7 50	
1,772 feet (B. M.) lumber furnished and fastened, at \$25 per 1,000 feet.....	44 30	
Wire rope and staples.....	7 00	
	<hr/>	\$221 30
Paid February 27, 1902.....		221 30

Repairing Folsom Street Wharf No. 2. Healy, Tibbitts & Co., contractors. Date of letter of agreement, February 8, 1902.

Work done March 11, 1902—

16 brace piles driven and fastened, at \$10 per pile..	\$160 00	
24 new piles furnished, driven, and fastened, at \$16.50 per pile.....	396 00	
15 old piles blocked up and fastened, at \$1.50 per pile.....	22 50	
41,652 feet new lumber laid and fastened, at \$21 per 1,000 feet.	874 69	
20,024 feet old lumber relaid and fastened, at \$5 per 1,000 feet	100 12	
	<hr/>	\$1,553 31
Paid March 12, 1902		1,553 31

Placing double stringers on north side of coal bunkers at Folsom Street Wharf No. 2. R. Dunsmuir's Sons Co., contractors. Date of letter of agreement, February 10, 1902.

Contract price—\$46 per 1,000 feet (B. M.) of lumber used.

Work done, April 1, 1902—

25,512 feet lumber furnished and laid, at \$46 per 1,000 feet.....	\$1,035 55	
19,528 feet lumber refitted and refastened, at \$6 per 1,000 feet	117 17	
34 cap dogs furnished and fastened, at \$1 each.....	34 00	
	<hr/>	\$1,186 72
Paid April 2, 1902.....		1,186 72

Repiling and repairing Fremont Street Wharf. Hyde Construction Co., contractors. Dates of letters of agreement, January 9 and 25, 1902..

Contract price—

- Furnishing and driving piles, \$13 per pile.
- Furnishing and laying lumber, \$20 per 1,000 feet.

Work done, March 18, 1902—

89 piles furnished and driven, at \$13 per pile.	\$1,157 00	
12 piles creosoted and driven, at \$20 per pile	240 00	
80,400 feet lumber furnished and laid, at \$20 per 1,000 feet.....	1,608 00	
	<hr/>	\$3,005 00
Paid March 19, 1902	\$1,397 00	
Paid March 19, 1902	1,608 00	
	<hr/>	3,005 00

Repairing Washington and Main Street wharves. Hyde Construction Co., contractors. Date of letter of agreement, March 5, 1902.

Work done March 26, 1902—

Washington Street Wharf:

10 spring piles furnished and fastened, at \$15 per pile.....	\$150 00
6 fender piles furnished and fastened, at \$15 per pile.....	90 00
10 standard piles furnished and fastened, at \$15 per pile.....	150 00
2 apron piles furnished and fastened, at \$30 per pile.....	60 00
18 old piles rebolted, at \$1.50 per pile.....	27 00
1,024 feet lumber furnished and fastened, at \$25 per 1,000 feet.....	25 60

Main Street Wharf:

3 cluster piles furnished and fastened, at \$15 per pile.....	45 00
5 fender piles, extra long, furnished and fastened, at \$17 per pile.....	85 00
1 standard pile, extra long, furnished and fastened, at \$17 per pile.....	17 00
1 old pile rebolted, at \$1.50 per pile.....	1 50

\$651 10

Paid April 2, 1902..... 651 10

Repairing Mission Street Wharf No. 1. Hyde Construction Co., contractors. Date of letter of agreement, May 20, 1902.

Work done April 9, 1902—

7 standard piles (furnished by the Board) driven, at \$5 per pile.....	\$35 00
49 fender piles furnished and fastened, at \$14 per pile.....	686 00
8 old piles rebolted, at \$1.50 per pile.....	12 00
2,448 feet chocks fitted and fastened, at \$30 per 1,000 feet.....	73 44

\$806 44

Paid April 9, 1902..... 806 44

Paving Lombard Street, between Sansome and East Streets. City Street Improvement Co., contractors. Date of letter of agreement, December 4, 1901.

Work done March 25, 1902—

6,908 square feet basalt block pavement, at 22½ cents per square foot.....	\$1,554 30
1¾ cesspools, at \$40 each.....	66 66
30 lineal feet 10-inch ironstone sewer pipe, at 60 cents per lineal foot.....	18 00
74 lineal feet 6-inch ironstone sewer pipe, at 50 cents per lineal foot.....	37 00
246 lineal feet old curb taken up, graded, and relaid, at 20 cents per lineal foot.....	49 20
1,600 square feet basalt block pavement relaid, at 3½ cents per lineal foot.....	56 00

\$1,781 16

Paid April 2, 1902..... 1,781 16

Repairing approach to Pier No. 17 (Union Street Wharf No. 1). Dundon Bridge and Construction Co., contractors. Date of letter of agreement, March 15, 1902.

Work done April 16, 1902—		
19 piles furnished and fastened, at \$11.50 per pile...	\$218 50	
27,994 feet lumber furnished and fastened, at \$22.35 per 1,000 feet.....	625 67	
	<u> </u>	\$844 17
Paid April 16, 1902		844 17

Repairing bulkhead between Piers Nos. 19 and 21. Robert Wakefield, contractor. Date of letter of agreement, April 12, 1902.

Work done April 29, 1902—		
24 piles driven and fastened, at \$5 per pile.....	\$120 00	
973 feet piling furnished at 15 cents per foot.....	145 95	
18,185 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	400 07	
3,700 feet compound stringers furnished and fas- tened, at \$30 per 1,000 feet.....	111 00	
	<u> </u>	\$777 02
Paid April 30, 1902		777 02

Repairing Pier No. 15 (Green Street Wharf). Dundon Bridge and Construction Co., contractors. Dates of letters of agreement, April 2 and 10, 1902.

Work done May 6, 1902—		
76 piles driven and fastened, at \$5.50 per pile.....	\$418 00	
12,570 feet caps, compound stringers, and chocks furnished and fastened, at \$25 per 1,000 feet.....	326 82	
20,730 feet intermediate stringers and planking fur- nished and fastened, at \$22 per 1,000 feet.....	456 06	
	<u> </u>	\$1,200 88
Paid May 7, 1902.....		1,200 88

Repairing Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, April 1, 1902.

Work done May 6, 1902—		
62 piles furnished and driven, at \$16.50 per pile...	\$1,023 00	
30 old piles rebolted, at \$1.50 per pile.....	45 00	
59,616 feet lumber furnished and fastened, at \$22 per 1,000 feet.....	1,311 55	
	<u> </u>	\$2,379 55
Paid May 7, 1902.....		2,379 55

Repairing bulkhead in front of Pier No. 25. Robert Wakefield, contractor. Date of letter of agreement, April 12, 1902.

Work done, May 6, 1902—		
52 piles, furnished and driven, at \$9.50 per pile.....	\$494 00	
58,932 feet lumber, furnished and fastened, at \$22 per 1,000 feet.....	1,297 60	
Labor removing scale house.....	14 00	
	<u> </u>	\$1,805 60
Paid May 7, 1902		1,805 60

Planking driveway on Pier No. 21 (Filbert Street Wharf). Robert Wakefield, contractor. Date of letter of agreement, April 12, 1902.

Work done May 6, 1902—

86,400 feet planking, furnished and laid, at \$21.50	
per 1,000 feet.....	\$1,857 60
Paid May 7, 1902	1,857 60

Repairing outer end of Pier No. 15 (Green Street Wharf). Dundon Bridge and Construction Co., contractors. Date of letter of agreement, March 15, 1902.

Work done May 13, 1902—

26 piles, furnished and fastened, at \$15.60 per pile..	\$405 60
900 feet lumber, furnished and fastened, at \$22.35	
per 1,000 feet	20 12
35 piles, rebolted, at \$1.50 per pile.....	52 50
	<u>478 22</u>
Paid May 14, 1902	478 22

Repairing Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, May 7, 1902.

Work done May 27, 1902—

80 piles, furnished and fastened, at \$16.50 per pile..	\$1,320 00
29,800 feet lumber, furnished and fastened, at \$22	
per 1,000 feet	655 60
2 shed posts raised, at \$3 each.....	6 00
	<u>1,981 60</u>
Paid May 28, 1902	1,981 60

Repiling and repairing a portion of Pier No. 27 (Lombard Street Wharf). Hyde Construction Co., contractors. Date of letter of agreement, May 21, 1902.

Work done June 2, 1902—

65 piles, furnished and fastened, at \$16.50 per pile..	\$1,072 50
9,904 feet lumber, furnished and fastened, at \$22 per	
1,000 feet.....	217 89
2 shed posts raised, at \$3 each.....	6 00
	<u>1,296 39</u>
Paid June 4, 1902	1,296 39

Repairing Union Street sewer. Flinn & Treacy, contractors. Date of letter of agreement, May 5, 1902.

Work done June 18, 1902—

268 lineal feet of sewer built, at \$4.90 per lineal foot.....	\$1,313 20
Paid June 18, 1902	1,313 20

EXHIBIT J.

CONSTRUCTION ACCOUNT No. 3.

WORK CONTRACTED FOR SINCE JUNE 30, 1900, BUT NOT YET COMPLETED.

Building Car Ferry Slips Nos. 1 and 2 (north of Pier No. 27). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$72,995 00	
Addition to contract, October 1, 1901.....	506 40	
		\$73,501 40
Paid Mar. 14, 1901	\$3,017 27	
Paid April 4, 1901	3,248 06	
Paid May 9, 1901	3,953 97	
Paid June 12, 1901	2,189 85	
Paid July 24, 1901	2,189 85	
Paid Oct. 12, 1901	506 40	
Paid Oct. 12, 1901	3,643 75	
Paid Oct. 12, 1901	3,597 76	
Paid April 24, 1902	3,649 75	
		25,996 66

Constructing Union Street Wharf No. 2 (Pier No. 19). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$61,789 00	
Addition to contract, October 1, 1901.....	741 12	
		\$62,530 12
Paid April 4, 1901	\$2,227 02	
Paid June 12, 1901	3,053 58	
Paid Oct. 12, 1901	1,747 28	
Paid Oct. 12, 1901	741 12	
Paid Nov. 13, 1901	2,858 36	
Paid Jan. 8, 1902	2,471 56	
Paid April 8, 1902	3,089 45	
		16,188 37

Constructing Filbert Street Wharf (Pier No. 21). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$64,893 00	
Addition to contract, March 3, 1902	807 75	
		\$65,700 75
Paid Nov. 28, 1901	\$3,898 58	
Paid Jan. 29, 1902	6,489 30	
Paid Mar. 12, 1902	807 75	
Paid April 16, 1902	2,554 80	
		13,745 43

Constructing Pier No. 23 (Greenwich Street Wharf No. 1). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$63,975 00	
Addition to contract, April 29, 1902	706 50	
		\$64,681 50
Paid March 5, 1902.....	\$3,838 50	
Paid May 7, 1902.....	3,838 50	
Paid June 4, 1902.....	2,559 00	
Paid June 4, 1902.....	706 50	
		10,942 50

Constructing Pier No. 25 (Greenwich Street Wharf No. 2). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price.....	\$63,195 00	
Addition to contract, June 3, 1902.....	908 55	\$64,103 55
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Paid June 4, 1902.....	\$1,895 85	
Paid June 4, 1902.....	908 55	
Paid June 25, 1902.....	1,895 85	4,700 25
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Furnishing cement for Car Ferry Slips Nos. 1 and 2 and Piers Nos. 19, 21, 23, and 25. H. M. Newhall & Co., contractors. Date of contract, June 3, 1901.

Contract price, \$12.32 per ton of 2,000 lbs.

Amount furnished—

Aug. 22, 1901.....	214 $\frac{843}{2000}$ tons.	Paid Oct. 14, 1901.....	\$2,641 70
Nov. 26, 1901.....	150 tons.	Paid Nov 29, 1901.....	1,848 00
Jan. 6, 1902.....	212 $\frac{662}{2000}$ tons.	Paid Jan. 8, 1902.....	2,622 08
Jan. 15, 1902.....	124 $\frac{200}{2000}$ tons.	Paid Jan. 20, 1902.....	1,535 07
Feb. 10, 1902.....	181 $\frac{70}{2000}$ tons.	Paid Feb. 19, 1902.....	2,234 66
Mar. 19, 1902.....	100 tons.	Paid April 2, 1902.....	1,232 00
Mar. 31, 1902.....	76 $\frac{1000}{2000}$ tons.	Paid April 9, 1902.....	947 78
April 9, 1902.....	100 tons.	Paid April 16, 1902.....	1,232 00
April 21, 1902.....	100 tons.	Paid April 30, 1902.....	1,232 00
May 31, 1902.....	100 tons.	Paid June 4, 1902.....	1,232 00
June 9, 1902.....	100 tons.	Paid June 18, 1902.....	1,232 00
June 16, 1902.....	99 $\frac{1600}{2000}$ tons.	Paid June 25, 1902.....	1,229 54
<hr/>			
1,559 $\frac{1341}{2000}$ tons.			\$19,218 83

Reiling and repairing spring lines and clusters at Ferry Slips Nos. 1, 5, 6, and 7. Healy, Tibbitts & Co., contractors. Date of contract, April 24, 1901.

Contract price—

Furnishing, driving, and fastening piles, \$15.50 per pile.

Furnishing and placing new lumber, \$39 per 1,000 feet.

Work done and accepted—

1,104 piles driven and fastened, at \$15.50 per pile...	\$17,112 00	
145,331 feet lumber furnished and fastened, at \$39 per 1,000 feet.....	5,667 90	\$22,779 90
<hr/>		
Paid July 24, 1901.....	\$1,766 69	
Paid Nov. 20, 1901.....	7,640 52	
Discount.....	146 00	
Paid Dec. 4, 1901.....	1,766 69	
Paid Jan. 22, 1902.....	1,706 05	
Paid Feb. 12, 1902.....	1,081 74	
Discount.....	20 66	
Paid, Mar. 4, 1902.....	1,766 70	
Paid April 22, 1902.....	1,706 05	
Paid June 4, 1902.....	1,766 70	19,367 80
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Treating spring and cluster piles for Ferry Slips Nos. 1, 5, 6, and 7. San Francisco Timber Preserving Co., contractors. Date of contract, April 17, 1901.

Contract price—

- 12-inch piles with 10 lbs. creosote injected, 27 cents per lineal foot.
- 13-inch piles with 10 lbs. creosote injected, 30 cents per lineal foot.
- 14-inch piles with 10 lbs. creosote injected, 33 cents per lineal foot.
- 15-inch piles with 10 lbs. creosote injected, 36 cents per lineal foot.
- 16-inch piles with 10 lbs. creosote injected, 41 cents per lineal foot.

Amount of work accepted, December 10, 1901—

67 piles, 13-inch butts, 4,271 feet, creosoted, at 30 cents per lineal foot.....	\$1,281 30	
244 piles, 14-inch butts, 15,828 feet, creosoted, at 33 cents per lineal foot.....	5,223 24	
245 piles, 15-inch butts, 15,815 feet, creosoted, at 36 cents per lineal foot.....	5,693 40	
96 piles, 16-inch butts, 6,170 feet, creosoted, at 41 cents per lineal foot.....	2,529 70	
12 piles, 17-inch butts, 777 feet, creosoted, at 46 cents per lineal foot.....	357 42	
1 pile, 18-inch butt, 63 feet, creosoted, at 51½ cents per lineal foot.....	33 07	
	\$15,118 13	
Paid March 11, 1902.....		3,023 63

Car Ferry Slip at foot of Fourth Street. Atchison, Topeka & Santa Fé Railroad Co., contractors. Date of contract, June 28, 1901.

Contract price..... \$60,000 00

Creosoting piles for repiling and repairing Pier No. 17 (Union Street Wharf). San Francisco Timber Preserving Co., contractors. Date of contract, October 30, 1901.

Contract price—

- 12-inch piles, 10 lbs. creosote injected, 27 cents per lineal foot of pile creosoted.
- 13-inch piles, 10 lbs. creosote injected, 30 cents per lineal foot of pile creosoted.
- 14-inch piles, 10 lbs. creosote injected, 33 cents per lineal foot of pile creosoted.
- 15-inch piles, 10 lbs. creosote injected, 36 cents per lineal foot of pile creosoted.
- 16-inch piles, 10 lbs. creosote injected, 41 cents per lineal foot of pile creosoted.
- 17-inch piles, 10 lbs. creosote injected, 46 cents per lineal foot of pile creosoted.

Work done March 13, 1902—

163 12-inch piles, 10,071 feet, creosoted, at 27 cents per lineal foot.....	\$2,719 17	
110 13-inch piles, 6,916 feet, creosoted, at 30 cents per lineal foot.....	2,074 80	
1 14-inch pile, 65 feet, creosoted, at 33 cents per lineal foot.....	21 45	
3 16-inch piles, 177 feet, creosoted, at 41 cents per lineal foot.....	72 57	
6 17-inch piles, 361 feet, creosoted, at 47 cents per lineal foot.....	169 67	
1 18-inch pile, 61 feet, creosoted, at 53 cents per lineal foot.....	32 33	
	\$5,089 99	
Paid June 12, 1902.....		1,696 66

Dredging a part of Channel Street. Atlantic, Gulf, and Pacific Co., contractors. Date of contract, January 11, 1902.

Contract price..... \$13,947 00
 Paid February 19, 1902..... 3,486 75

Reconstructing Pier No. 9 (Broadway Wharf No. 1). Hyde Construction Co., contractors. Date of contract, January 14, 1902.

Contract price..... \$73,770 00

Repiling and repairing north side Channel Street Wharf. Healy, Tibbits & Co., contractors. Date of contract, January 22, 1902.

Contract price—

Furnishing and fastening piles, \$9.50 per pile.

Furnishing materials and labor for splicing piles, \$1.35 per pile.

Furnishing and placing new lumber, \$18 per 1,000 feet (B. M.).

Work done April 2, 1902—

235 piles furnished and fastened, at \$9.50 per pile.. \$2,232 50

5 standard piles and 4 fender piles redriven, at \$6
per pile..... 54 00

35 standard piles spliced, at \$1.35 per pile..... 47 25

66 standard piles sawed off—6 days' work, at \$4 per
day..... 24 00

816 feet extra length of piling, at 15 cents per foot.. 122 40

207,650 feet lumber furnished and placed, at \$18 per
1,000 feet..... 3,737 70

Hanging cap and furnishing 3 26-inch bolts..... 5 00

\$6,222 85

Paid April 2, 1902..... 1,555 72

Constructing building on bulkhead between Piers Nos. 9 and 11. Fred Miller, contractor. Date of contract, February 12, 1902.

Contract price..... \$7,387 00

Extra work May 2, 1902..... 32 50

\$7,419 50

Paid Mar. 28, 1902—Estimate No. 1..... \$1,108 05

Paid May 7, 1902—Estimate No. 2..... 738 70

Paid May 7, 1902—Extra work..... 32 50

1,879 25

Constructing a clam-shell dredger. J. H. Bruce, contractor. Date of contract, March 19, 1902.

Contract price..... \$37,400 00

Repairing the Fishermen's breakwater at Section B of Seawall. Coast Construction Co., contractors. Date of contract, April 30, 1902.

Contract price..... \$2,940 00

Repairing the spring fender line at Pier No. 7 (Pacific Street Wharf). Jas. A. McMahon, contractor. Date of contract, April 30, 1902.

Contract price—

Furnishing and driving piles, \$16.50 per pile.

Furnishing and fastening lumber, \$35.30 per 1,000 feet.

Furnishing 43 car springs, \$8.20 per spring.

Repiling and repairing the wharf along Section No. 1 and Section No. 2, Seawall. Darby Laydon, contractor. Date of contract, May 23, 1902.

Contract price—

Furnishing and driving piles, \$7.85 per pile.

Furnishing and fastening lumber, \$18.55 per 1,000 feet.

Repiling and repairing Pier No. 6 (Howard Street Wharf No. 1).
Darby Laydon, contractor. Date of contract, May 23, 1902.

Contract price—

Furnishing and driving piles, \$12 per pile.

Furnishing and fastening lumber, \$18.05 per 1,000 feet.

Electrical wire system on tower of Ferry building. Novelty Sign Co.,
contractors. Date of contract, June 4, 1902.

Contract price..... \$2,878 00

Paid June 18, 1902..... 2,158 50

Dry dock wharves in Central Basin. San Francisco Dry Dock Co.,
contractors. Date of contract, June 4, 1902.

Contract price..... \$79,206 00

Repiling and repairing Pier No. 4 (Mission Street Wharf No. 2).
S. D. Le Clair, contractor. Date of contract, June 11, 1902.

Contract price—

Furnishing and driving piles, \$24.25 per pile.

Furnishing and fastening lumber, \$25.00 per 1,000 feet.

Furnishing and fastening compound stringers, \$34.50 per 1,000 feet.

Dredging at Third and Channel streets, and Sixth and Channel
streets. Pacific Coast Dredging and Reclamation Co., contractors.
Informal bid.

Work done June 11, 1902—

Third and Channel Streets:

120¼ scows of soft mud (200 cu. yds. each),

724,050 cu. yds., at 10 cents per cu. yd..... \$2,405 00

Sixth and Channel Streets:

11 scows of sand and gravel (200 cu. yds. each),

2,200 cu. yds., at 15 cents per cu. yd..... 330 00

\$2,735 00

Paid June 11, 1902..... 2,051 25

Constructing shed on Pier No. 19 (Union Street Wharf No. 2).
Hannah Bros., contractors. Date of contract, December, 16, 1901.

Contract price..... \$12,773 00

Paid Feb. 12, 1902—Estimate No. 1..... \$4,789 88

Paid Apr. 16, 1902—Estimate No. 2..... 2,873 92

Paid May 21, 1902—Estimate No. 3..... 1,915 95

9,579 75

Repairing the spring-line of Second Street Car Ferry Slip. Robert
Wakefield, contractor. Date of letter of agreement, June 18, 1902.

Contract price—

Furnishing and driving spring piles, \$20 per pile.

Furnishing and fastening lumber (ribbing and chocks), \$40 per 1,000 feet
(B. M.).

Repairing bulkhead between Piers Nos. 25 and 27. Robert Wake-
field, contractor. Date of informal bid, April 12, 1902.

Contract price—

Furnishing and driving piles, \$9.50 per pile.

Furnishing and fastening lumber, \$22 per 1,000 feet (B. M.).

EXHIBIT K.

CONSTRUCTION ACCOUNT No. 4.

SEAWALL.

The completed Seawall has cost as follows:

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

EXHIBIT L.

CONSTRUCTION ACCOUNT No. 5.

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 ..	4,496 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
June 30, 1895....	11,587 38	8,857 95	3,434 31	6,875 62	7,791 88	38,547 14
June 30, 1896....		10,234 05	4,954 96			15,189 01
June 30, 1897....		8,507 75	2,914 82			11,422 57
June 30, 1898....		9,553 75	5,515 38	3,389 50		18,458 63
June 30, 1899....		20,177 70	5,361 68			25,539 38
June 30, 1900....		24,682 60	9,841 58	2,952 63		37,476 81
June 30, 1901....	37,519 31	24,550 55	14,055 88	220 84		76,346 58
June 30, 1902....	19,314 90	27,329 50	20,092 10	580 26		67,316 76
Totals	\$147,485 47	\$156,355 21	\$76,562 47	\$38,464 02	\$70,478 31	\$489,345 48

EXHIBIT L—Continued.

Revenue from Belt Railroad.

Fiscal Year Ending—	Sale of Rails and Trimmings.	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
June 30, 1895		10,118 75	21,600 00	8,972 13	40,690 88
June 30, 1896	\$5,934 25	11,730 00	23,100 00	8,060 69	48,824 94
June 30, 1897		11,619 25	23,400 00	10,007 05	45,026 30
June 30, 1898		13,313 50	23,400 00	11,244 70	47,958 20
June 30, 1899		17,090 25	23,400 00	14,110 06	54,600 31
June 30, 1900		19,402 25	23,400 00	17,469 02	60,271 27
June 30, 1901		27,477 00	22,875 00	19,197 67	69,549 67
June 30, 1902		38,992 53	25,080 00	21,604 07	85,676 60
Totals	\$5,934 25	\$177,138 53	\$239,861 43	\$133,363 75	\$554,297 96

EXHIBIT M.

The following is a statement of deferred payment drafts issued to June 30, 1902:

Date Issued.	Due.	Draft No.	Issued to.	Account of.	Amount.
1901					
July 24	Oct. 24, '01	1	Robert Wakefield	Construction of car ferry slips 1-2	\$3,649 75
	Jan. 24, '02	2	"	"	3,649 75
	April 24, '02	3	"	"	3,649 75
	July 24, '02	4	"	"	3,649 75
	Oct. 24, '02	5	"	"	3,649 75
	Jan. 24, '03	6	"	"	3,649 75
	April 24, '03	7	"	"	3,649 75
	July 24, '03	8	"	"	3,649 75
	Oct. 24, '03	9	"	"	3,649 75
	Jan. 24, '04	10	"	"	3,649 75
	April 24, '04	11	"	"	3,649 75
	July 24, '04	12	"	"	3,649 75
	Oct. 24, '04	13	"	"	3,649 75
	Jan. 24, '05	14	"	"	3,649 75
	April 24, '05	15	"	"	3,649 75
	July 24, '05	16	"	"	3,649 75
Aug. 28	Nov. 28, '01	17	H. R. Rood & Co.	Coating piles, Washington St. wharf.	1,164 24
	Feb. 28, '02	18	"	"	1,746 36
	May 28, '02	19	"	"	2,910 60
Sept. 4	Dec. 4, '01	20	Healy, Tibbitts & Co.	Repairing ferry slip No. 1	1,766 69
	Mar. 4, '02	21	"	"	1,766 70
	June 4, '02	22	"	"	1,766 70
	Dec. 4, '01	23	Darby Laydon	Addition to Mission land Washing- ton Street.	3,745 00
Nov. 7	Mar. 7, '02	24	Hyde Construction Co.	Repair'g and repl'g Main St. wharf	1,447 41
	Mar. 7, '02	25	"	Repairing Mission 1, Howard 1-2, Harrison and Spear Sts. wharves.	2,529 68
Dec. 11	Mar. 11, '02	26	S.F. Timber Presv'g Co.	Creosoting piles for slips 1, 5, 6, 7	3,023 63
	June 11, '02	27	"	"	4,585 44
	Sept. 11, '02	28	"	"	7,559 06
1902					
Jan. 8	April 8, '02	29	Robert Wakefield	Constructing Pier No. 19	3,089 45
	July 8, '02	30	"	"	3,089 45
	Oct. 8, '02	31	"	"	3,089 45
	Jan. 8, '03	32	"	"	3,089 45
	April 8, '03	33	"	"	3,089 45
	July 8, '03	34	"	"	3,089 45
	Oct. 8, '03	35	"	"	3,089 45
	Jan. 8, '04	36	"	"	3,089 45
	April 8, '04	37	"	"	3,089 45
	July 8, '04	38	"	"	3,089 45
	Oct. 8, '04	39	"	"	3,089 45
	Jan. 8, '05	40	"	"	3,089 45
	April 8, '05	41	"	"	3,089 45
	July 8, '05	42	"	"	3,089 45
	Oct. 8, '05	43	"	"	3,089 45
	Jan. 8, '06	44	"	"	3,089 45

EXHIBIT M—Continued.

Date Issued.	Due.	Draft No.	Issued to.	Account of.	Amount.
1902					
Jan. 22	April 22, '02	45	Healy, Tibbitts & Co.	Construct'g and repair'g slips 1, 5, 6, 7	\$1,706 05
	July 22, '02	46	" " " "	" " " " " "	1,706 05
	Oct. 22, '02	47	" " " "	" " " " " "	1,706 05
Feb. 19	Aug. 19, '02	48	Atlantic, Gulf and Pacific Co.	Dredging Channel street	3,486 75
	Nov. 19, '02	49	Atlantic, Gulf and Pacific Co.	" " " "	3,486 75
	Feb. 19, '03	50	Atlantic, Gulf and Pacific Co.	" " " "	3,486 75
Mar. 19	June 19, '02	51	S. F. Timber Presv'g Co.	Creosoting piles, Union No. 1 Wharf	1,696 66
	Sept. 19, '02	52	" " " "	" " " " " "	1,696 66
	Dec. 19, '02	53	" " " "	" " " " " "	1,696 67
Apr. 2	Oct. 2, '02	54	Healy, Tibbitts & Co.	Repair'g wharf, N. side Channel St.	1,555 71
	Jan. 2, '03	55	" " " "	" " " " " "	1,555 71
	April 2, '03	56	" " " "	" " " " " "	1,555 71
Apr. 16	July 16, '02	57	Robert Wakefield	Constructing Pier No. 21	3,234 42
	Oct. 16, '02	58	" " " "	" " " " " "	3,234 42
	Jan. 16, '03	59	" " " "	" " " " " "	3,234 42
	Apr. 16, '03	60	" " " "	" " " " " "	3,234 42
	July 16, '03	61	" " " "	" " " " " "	3,234 42
	Oct. 16, '03	62	" " " "	" " " " " "	3,234 42
	Jan. 16, '04	63	" " " "	" " " " " "	3,234 42
	Apr. 16, '04	64	" " " "	" " " " " "	3,234 42
	July 16, '04	65	" " " "	" " " " " "	3,234 42
	Oct. 16, '04	66	" " " "	" " " " " "	3,234 42
	Jan. 16, '05	67	" " " "	" " " " " "	3,234 42
	Apr. 16, '05	68	" " " "	" " " " " "	3,234 42
	July 16, '05	69	" " " "	" " " " " "	3,234 42
	Oct. 16, '05	70	" " " "	" " " " " "	3,234 42
	Jan. 16, '06	71	" " " "	" " " " " "	3,234 42
	Apr. 16, '06	72	" " " "	" " " " " "	3,234 42
May 7	Nov. 7, '02	73	Fred Miller	Build'g on bulkhead bet. Piers 9-11	1,846 75
	Feb. 7, '03	74	" " " "	" " " " " "	1,846 75
	May 7, '03	75	" " " "	" " " " " "	1,846 75
Total amount of drafts issued					\$224,415 20

Deferred payment drafts matured and were paid out of the San Francisco Harbor Improvement Fund, as follows:

Date Issued.	Issued to.	Draft No.	Account of.	Amount.
Nov. 28, 1901	H. R. Rood & Co.	17	Coating piles	\$1,164 24
Dec. 4, 1901	Healy, Tibbitts & Co.	20	Repairing ferry slips	1,766 69
Dec. 4, 1901	Darby Laydon	23	Addition to Washington Street	3,745 00
Feb. 28, 1902	H. R. Rood & Co.	18	Coating piles	1,746 36
Mar. 4, 1902	Healy, Tibbitts & Co.	21	Repairing ferry slips	1,766 70
Mar. 7, 1902	Hyde Construction Co.	24	Repairing Main Street	1,447 41
Mar. 7, 1902	" " " "	25	Repairing Mission 1-2, Howard 1-2	2,529 68
Mar. 11, 1902	S. F. Timber Preserving Co.	36	Creosoting piles	3,023 63
Apr. 24, 1902	Robert Wakefield	23	Constructing car ferry slips 1-2	3,649 75
Apr. 8, 1902	" " " "	29	Constructing Union Street Wharf	3,089 45
Apr. 22, 1902	Healy, Tibbitts & Co.	45	Repairing slips 1, 5, 6, 7	1,706 05
May 28, 1902	H. R. Rood & Co.	19	Coating piles	2,910 60
June 4, 1902	Healy, Tibbitts & Co.	22	Repairing ferry slips	1,766 70
June 11, 1902	S. F. Timber Preserving Co.	27	Creosoting piles	4,585 44
June 19, 1902	" " " "	51	" " " " " "	1,696 66

The following deferred payment drafts were discounted:

Oct. 10, 1901	Robert Wakefield	1	Construction of car ferry slips 1-2	3,649 75
Oct. 10, 1901	" " " "	2	" " " " " "	3,649 75
				\$43,843 86

Total amount of drafts issued				\$224,415 20
Deferred payment drafts matured and paid				43,843 86
Amount of deferred payment drafts outstanding June 30, 1902				\$180,571 34

EXHIBIT N.

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salaries of Employees.	Repairs.	Coal.	Ship Chandlery and Water.	Miscellaneous, including Docking Dredgers, Tugs, Scoops.	Total.	No. Yards Dredged.	No. Hours Worked.	Cost per Cubic Yard, Cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³ / ₄	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ¹ / ₂	9.01
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	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
June 30, 1880	27,202 59	8,824 19	11,115 11	4,184 65	3,18 75	51,645 29	749,011	4,323	6.89
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 ¹ / ₂	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ¹ / ₂	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ¹ / ₂	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 ¹ / ₂	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ¹ / ₂	7.68
June 30, 1886	26,634 65	6,233 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹ / ₂	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹ / ₂	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 ¹ / ₂	7.52
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
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 94	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206 ¹ / ₂	9.35
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,931 46	3,089 10	471 00	58,357 67	677,200	3,743 ¹ / ₂	8.75
June 30, 1895	28,516 20	39,226 19	7,959 19	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.034
June 30, 1901	27,720 40	8,332 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521 ¹ / ₂	5.808
June 30, 1902	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.341

EXHIBIT O.

REPORT OF ATTORNEY FOR THE BOARD.

SAN FRANCISCO, June 30, 1902.

To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: I hereby submit a report of the affairs of my office for the period ending June 30, 1902.

The importance of the questions submitted to your attorney and the time required from him in the discharge of the duties of his office make it proper that his salary should be equal at least to that of the Secretary of your Board, and I recommend that the laws be changed to that effect, the increase to commence July 1, 1903.

The business of the Harbor Commission has increased to such an extent as to require the entire time of the President of the Board to properly attend to the duties. The law should be so amended as to prohibit the President of the Board of State Harbor Commissioners from being engaged in any business that will occupy any of his time between the hours of 9 o'clock A. M. and 4 o'clock P. M., and the salary of the office raised accordingly. This requirement is in the Bank Commission law, and while President Kilburn has given all the hours specified above in a faithful discharge of the duties of his office, he has done this without any requirement of law. What he has done from choice others should be compelled to do by law, for it should take all the time of the President of the Board and of its officers to properly consider matters relating to the harbor front.

The Assistant Secretary should also have his salary fixed at \$200 per month.

These salaries are not paid from the tax levy, but directly by the interests benefited, and while much has been said as to the cheapness of other parts, I desire to state that the charges of the Harbor Commissioners are smaller, all things considered, even of those of the boasted port of Seattle, as is proven by appendixes A, B, and C, which explain themselves.

The change in the Harbor Commission laws during the special session of 1900 and the increased duties of your Board thereunder, have thrown on this department more than usual work. These laws have worked well, and under them many costly improvements of a permanent nature have been made.

It is unnecessary to particularize these improvements or the many meetings and consultations necessary before bidders were willing to assume the risks of contracts under the new laws; it is sufficient to

state that the benefits derived from the laws justify the action of our efficient Chief Magistrate, Governor Gage, convening a special session for the purpose of passing the same.

In my department not only have I been called upon for frequent investigations and opinions on nearly every question that could arise under many of the new as well as under the old laws, but to take steps in court, as well as out of court, to protect the rights of the State and your Board.

In chronological order, I give a few of the matters dealt with by this department:

July 5, 1900. Claim of V. Miller for damages; settled January 30, 1901, for \$103.35.

July 19, 1900. Libeled sch. "Alexander" for dockage; claim collected.

During July and August frequent consultations concerning the China Basin lease.

August. During this and the succeeding months, the trouble between the Board and Andrew Wilkie, contractor for the construction of the Postoffice Building, engrossed much time and caused many consultations between the Board, sub-contractors, materialmen, laborers, lawyers, bondsmen, and others. It was finally necessary to advise your Board to take possession of the new building and thus protect all parties.

By September 15th there were verified claims against said Wilkie, filed with this Board, amounting to \$15,875.21.

On April 10, 1901, the Wilkie matter was settled. The Board was not put to extra cost in this difficult matter, which for a long time threatened to lead to interminable litigation.

Eight-Hour Law.—On August 25, 1900, L. & E. Emanuel, incorporated, appeared before the Board regarding its claim as sub-contractors. The same was opposed by organized labor, because of objections growing out of a supposed violation of the State eight-hour law, and the corporation was required to sue in court so that the Board and its members would be protected and the provision of the new Act be interpreted. The attorney for objectors was associated with your attorney in the suit, which resulted in an order of the court to pay the Emanuel claim. This was done.

Holmes Controversy.—A controversy having arisen between your Board and Howard C. Holmes, its efficient engineer, and Carl Uhlig, as to the right of said Board to construct what are known as "cylinder pier wharves," without paying said Holmes & Uhlig royalties under a patent claimed to cover such construction, the matter was referred to a firm of able specialists in patent law, and also to the Attorney-General and Mr. Boone, an able lawyer. Wheaton & Kalloch, the firm referred to, were thereafter retained. They and the Attorney-General reported that the Board had a right to use the method of construction without paying

royalty therefor. In this opinion, your attorney concurred. This matter was of such importance that your Board deemed it essential to have the adjudication of the Federal courts on the same. A suit was commenced by Holmes & Uhlig. On a trial in the lower court, judgment was given the plaintiffs for \$5,000, the amount sued for being \$27,400. From this judgment an appeal is now pending. This is one of the most important cases in which the Board has been involved, and on it will largely depend the methods of wharf construction, with or without royalty.

October 10, 1900. The case of the Paraffine Paint Co. against this Board was dismissed.

Channel Street Controversy.—During January, 1901, controversy arose as to the respective rights of the State and of owners and claimants of land fronting on Channel Street, a navigable stream. After consultation with the owners or claimants and their attorneys, I advised the Board to take full possession of the street, to improve the same, and to charge for vessels using your improvements, whether or not the State owned the land fronting thereon; and in December, 1901, I again advised the Board to prevent private parties from building on disputed ground without permission of the Board. It became necessary to seize private wharf improvements under construction, and to dock vessels of the State not only alongside of the disputed premises, but also in the main channel itself, before litigation could be avoided and the claimants compelled to recognize the rights of the Board. Channel Street has been improved, and at present I know of no existing controversy as to the State's rights therein.

China Basin.—It being deemed necessary to secure legislation to protect the rights of the lessee of the China Basin, and its successors in interest, your attorney was required to draft the requisite bills and present the legal questions involved to committees of the Legislature. Later, a fight being made against the pending lease measures, at the request of the representatives of the railroad company, backed by the request of your Board, I went to Sacramento with members of the Board and Captain Payson, vice-president of the lessee, and assisted in the fight for the passage of these measures. Though this was no part of the duties of my office, I gave much of my time thereto, as the attorneys and officials of the company assured me the bills would otherwise be defeated. I was in constant consultation with Mr. E. S. Pillsbury and Captain Payson, as well as with members of your Board, on this subject until the bills became laws. I also consulted with the Chief Counsel of the road in the State, Captain Sterry, and received suggestions from him as to proper steps to pursue. Since the lease, laws were passed. The lessee company has been fulfilling the conditions of the same. It has also leased other property from the Board and had docks constructed and leased to it.

July 18, 1901. After proceedings duly taken, the seawall lots 14 and 15 were leased for a term of years to the Southern Pacific Company. Later, March 21, 1902, resolutions authorizing said company to remove its railroad tracks therefrom at the termination of its lease were passed on condition. A right or franchise to lay railroad tracks between these lots was secured from the city.

October 2, 1901. Claim of Chalmers for damages was compromised and settled for \$150.

December 4, 1901. Peras's claim for damages was compromised and settled for \$100.

December 4, 1901. Stratton's claim was compromised and settled for \$1,500.

January 22, 1902. Half of William Cronan's claim was paid.

April 23, 1902. Howard Street Wharf No. 2 collapsed, carrying down much value in coal, besides doing considerable damage to State's property. Over this, litigation was expected, and proper steps were promptly taken to protect the Board and State.

Islais Creek.—During the past year, objections of owners of land fronting on Islais Creek, the same being closed, were made to the Board. There is no doubt that the creek should be kept open, even if it is necessary for the Board to tear away obstructions placed therein by others.

I have also been required to advise against the closing of certain streets and to appear before the Board of Supervisors, at your request, to prevent any street leading to the water front being closed.

Several accidents occurring on the Belt Railroad have required my presence before the coroner, or in court, to the end that the interests of the State and Board be protected. The accidents were shown to have been without negligence on part of the Board and to have occurred under circumstances exempting the State from liability.

An action has been commenced recently against a former Board, growing out of occurrences in 1890. I have been instructed to and have appeared therein for said former Board.

Year by year, as the work on the "Front" increases, the truth of my able predecessor's remarks that,

In addition to the above unusual and special matters there have been the ever present legal controversies that unavoidably attend the large and complicated business of protecting and improving the water front of San Francisco, involving, as it does, the construction and preservation of seawalls, piers, wharves, and other structures, the dredging of slips and docks, the collection of tolls, wharfage, and dockage, the letting of many and multifarious contracts, the employment of a large force of employés, and the collection and disbursement of some \$600,000 per annum, become more apparent.

The collections and disbursements have averaged \$800,000 per annum during the past two years.

Respectfully submitted.

JAMES H. BUDD.

EXHIBIT A.

SAN FRANCISCO, 1902.

MY DEAR GOVERNOR: Referring to our conversation of yesterday, inclosed find letters from the Harbor Department of Seattle in reply to my letters of January 4th and 17th, 1899.

These letters of mine you will find in press copybook in office of Harbor Commission.

In 1899, addressed letters to all ports of any consequence in Europe and America, with a view to ascertain existing port charges of all kinds—dockage, tolls, port warden surveys of cargoes, stevedoring, etc.

You will observe from letters inclosed, that in 1899 all the wharves in Seattle, excepting one, were owned by private individuals. *One (1) wharf was owned by the city.* While there is no dockage charge against vessels lying at the wharves at Seattle, there is a toll ranging from 25 to 50 cents per ton on cargo.

Now, say a vessel of 2,000 tons net measurement, loaded with 2,000 tons of cargo, arrives in San Francisco, and is assigned to a wharf. She should at least get cargo unloaded in ten days.

San Francisco rates would then be—

10 days, at \$17.50.....	\$175 00
Toll on 2,000-ton cargo at 5 cents per ton.....	100 00
Total	\$275 00

Seattle rates would be—

No charge for dockage.	
2,000 tons cargo, at 25 cents per ton	500 00
In favor of San Francisco	\$225 00

In figuring the Seattle charge you will notice that I have taken the lowest toll rate on cargo, viz., 25 cents. From letters inclosed, you will notice that it runs up to 50 cents per ton.

Please return me the letters from the Harbor Department of Seattle.

As I am to leave the city to-night, and as you seemed anxious to obtain information on the subject, immediately—hence this letter.

Very sincerely yours,

P. J. HARNEY.

Forgot to make a comparison on a ship taking in cargo.

In San Francisco a ship loading is charged a dockage rate of one half discharging rate.

Now, take a vessel of 2,000 tons net measurement. Say she takes fifteen days to load her cargo in San Francisco—then the figures will be:

15 days, at \$8.75 per day.....	\$131 25
Toll on 2,000 tons, at 5 cents.....	100 00
	\$231 25

In Seattle it would be:

On vessel for dockage, <i>nothing.</i>	
On 2,000-ton cargo, at minimum rate of 25 cents per ton	\$500 00
In favor of San Francisco	\$268 75

EXHIBIT B.

SEATTLE, WASHINGTON, January 20, 1899.

MR. P. J. HARNEY, *State Harbor Commissioner, San Francisco, Cal.:*

DEAR SIR: Your favor of 17th inst. was duly received, and in reply would say: The city of Seattle owns one wharf, one slip or gridiron, and one wharf used exclusively as a berth for the fireboat. These are a continuation of streets Spring, Madison, and Washington. The city has control of same. All other wharves are owned by private individuals or companies. It is the rule to charge wharfage on all cargoes at these private wharves, loading and unloading, the rates being higher than those provided for by city ordinance. Any other information I can give you I shall be pleased to be at your service. Will you kindly send me the Harbor Rules and Regulations for the port of San Francisco?

Very respectfully,

N. L. ROGERS.

EXHIBIT C.

SEATTLE, WASHINGTON, January 14, 1899.

MR. P. J. HARNEY, *State Harbor Commissioner, San Francisco, Cal.:*

DEAR SIR: Your favor of 4th inst. was duly received by Mayor T. J. Humes and he has referred the same to me to furnish the information you desire. The office of Port Warden includes that of Harbormaster also. He is appointed by the Mayor and confirmed by the City Council for the term of two years, at a salary of nine hundred (900) dollars per year and no fees. There are no port charges on vessels in the port of Seattle. The wharves are owned by private individuals, with the exception of one, which is owned by the city; consequently there are no fixed rates for wharfage, tolls, etc. The general custom, however, has been that vessels while at a wharf discharging or loading cargo are not required to pay anything; the wharfage derived from said cargo realizing from 25 to 50 cents per ton. Vessels otherwise lying at a wharf are charged from \$1 to \$10 per day, according to circumstances and their tonnage. We have no fixed rates for surveying the cargo of ships; it all depends on the amount of work and time expended on the survey, and it is discretionary with the Port Warden what the fees shall be. So far, the fees on vessels or cargoes we have surveyed have not been over twenty (20) dollars for any one. There are no pilot fees in or out of this harbor, nor is there any need of a pilot. The stevedoring charges, so I am informed, are about the same as in the port of San Francisco. I send you copy of Harbor Rules and Regulations for the port of Seattle.

Yours very respectfully,

N. L. ROGERS,

Port Warden, Seattle, Wash.

EXHIBIT P.

REPORT OF EXPERT ACCOUNTANT.

632 MARKET STREET, ROOM 23, }
 SAN FRANCISCO, August 27, 1902. }

To the Honorable Board of State Harbor Commissioners, San Francisco:

GENTLEMEN: On the first day of July, I balanced the cash account of the State Harbor Commissioners, subsequently examining the books and accounts of the department for the quarter ending June 30, 1902.

This, with previous examinations, covers the two years commencing July 1, 1900, and ending June 30, 1902.

Here following I beg to submit a statement of the condition of each account as it stood on June 30, 1902:

CASH ACCOUNT.

Receipts for the month of June.....	\$119,769 87	
Credit tolls for the month of June	252 49	
		\$120,022 36
Disbursements for the month of June.....		63,552 84
Balance		\$56,469 52

Accounted for as follows:

Balance at Crocker-Woolworth National Bank.....	\$53,892 28	
Coin and checks in the safe	1,921 64	
Bills paid, not entered up.....	655 60	
		\$56,469 52

By special permission I verified the bank balance with the book-keeper of that institution.

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

By the courtesy of State Controller E. P. Colgan, I am enabled to reconcile the balance standing to the credit of this account with his books.

Balance, as per Harbor Commissioners' books.....	\$70,099 21	
Add amount of fifteen drafts outstanding and unpaid.	4,768 86	
Difference long standing	04	
		\$74,868 11
Balance, as per State Controller's books	\$15,209 63	
Add remittance to close June accounts, since acknowl- edged by him.	59,658 48	
		74,868 11

SAN FRANCISCO DEPOT SINKING FUND.

Per favor of State Treasurer Truman Reeves, I am in receipt of a statement of this account of which the subjoined is a synopsis:

STATE TREASURER.

Dr.

1900, July 1—To balance reported in last Biennial Report uninvested	\$22,399 68
1901, June 30—To interest on \$210,000 U. S. bonds, 1 year at 4 per cent	8,400 00
1902, June 30—To interest on same	8,400 00
To interest on \$50,000, ½ year at 4 per cent	500 00
To transfers from the S. F. Harbor Improvement Fund, as per Act of the Legislature, 24 months at \$4,631	111,144 00
	<hr/>
	\$150,843 68

Cr.

1902, Feb. 21—By purchase of U. S. 4 per cent bonds of 1925	\$50,000 00
By premium on same, at 139½	19,750 00
By exchange, at \$2 per 1,000	140 00
1902, June 30—By interest on \$600,000 S. F. Depot Sinking Fund bonds, 2 years at 4 per cent	48,000 00
	<hr/>
	\$117,890 00
Balance in the hands of the State Treasurer	\$32,953 68

Condition of the fund, June 30, 1902—

U. S. 4 per cent bonds held by State Treasurer, at par value	\$260,000 00
Cash balance uninvested	32,953 68
	<hr/>
Total in the fund at par value	\$292,953 68

I would explain that the care of this fund is entirely in the hands of the Sacramento officials, the monthly transfer of \$4,631, laid down by law, being the only thing in which the Harbor Commissioners have a part.

To report the accounting correct when speaking of the Secretary's office work is perhaps meager praise for accounts that evince in all respects competent care.

The several financial statements included in the biennial report have also had my careful attention and are in perfect accordance with the books and accounts of the department.

REMARKS.

The new departure of paying for construction with time drafts, in which are included five per cent per annum for deferred payment, and containing a provision that redemption before maturity may at any time be made at a like discount, seems to work very well. Though anticipating income may be bad as a general rule, this case I consider

an exception, for the public needs run faster than the receipts will warrant. However, wharf building and other construction is gradually assuming a more permanent nature, and the time will come when original construction will have arrived at somewhat of a stopping point, necessitating only the maintenance of old structures. The gradual payment of large undertakings by this means enables the Commissioners to meet the immediate demands of rapidly increasing commerce, which otherwise would be hampered for indefinite periods, to the detriment of our city's progress.

Compare this system with the \$600,000 bond issue for the Depot Fund. In that case the sinking fund has to be invested in United States 4 per cent bonds, at a premium on last purchase of $39\frac{1}{2}$ per cent, because the framers of the act authorizing the issue made no provision for redeeming the bonds earlier than the allotted twenty years, whereas they could be purchased at about 10 per cent premium or under.

This omission has cost the State thus far on \$260,000 over 20 per cent, or say \$52,000.

The financial outcome for the two years under consideration must be most satisfactory to you, as the following figures will show:

Total receipts for two years ending June 30, 1902.....	\$1,598,180 46
Total for two years ending June 30, 1900.....	<u>1,325,489 03</u>
Total increase.....	\$272,691 43

The accounting contains payrolls for only twenty-three months, and taking that into consideration, the expenditure will exceed that of the preceding two years by about \$15,000, as against the great gain above shown.

Congratulating you on the marked increase of facilities to meet the trade of this port, I am, gentlemen,

Yours faithfully,

JULIAN B. HARRIES,
Certified Public Accountant.

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

TWO FISCAL YEARS COMMENCING JULY 1, 1902, AND ENDING
JUNE 30, 1904.



SACRAMENTO:

W. W. SHANNON, : : : : SUPERINTENDENT STATE PRINTING.
1905.

BOARD OF STATE HARBOR COMMISSIONERS.

CHAS. H. SPEAR, *President*, - - - - - Commissioner.
JOHN C. KIRKPATRICK, - - - - - Commissioner.
J. D. MACKENZIE, - - - - - Commissioner.

JOHN M. FOY, - - - - - Secretary.
JAMES BYRNE, JR., - - - - - Assistant Secretary.
LOTT D. NORTON, - - - - - Chief Engineer.
W. H. DAVIS, - - - - - Attorney.

OFFICE:
Union Depot and Ferry House, San Francisco.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CAL., December 27, 1904.

To HON. GEORGE C. PARDEE, *Governor of California, Sacramento, Cal.:*

SIR: AS required by law, the Board of State Harbor Commissioners for the harbor and port of San Francisco respectfully submits the following report for the two fiscal years commencing July 1, 1902, and ending June 30, 1904, embracing in detail all financial transactions of this department, and work done during the period named, together with such recommendations as the observation and experience of the individual members comprising the Board may deem expedient for the betterment of the commercial facilities of this port.

Statements of receipts and disbursements, and other subjects are classified under exhibits, as follows:

Exhibit A—Receipts and disbursements for the two (2) fiscal years ending June 30, 1904.

Exhibit B—Itemized statement of receipts and disbursements for the two (2) fiscal years ending June 30, 1904.

Exhibit C—Summary of receipts and disbursements, 1902–1904.

Exhibit D—Comparative statement of receipts and disbursements, 1863–1904.

Exhibit E—Statement of San Francisco Harbor Improvement Fund (State Treasurer, custodian) for the two fiscal years ending June 30, 1904.

Exhibit F—Statement of San Francisco Harbor Improvement Fund, November 4, 1863, to June 30, 1904.

Exhibit G—Statement of San Francisco Depot Sinking Fund, June 30, 1904.

Exhibit H—Statement of Deferred Payment Drafts Account for the two fiscal years ending June 30, 1904.

Exhibit I—Showing length and cost of seawall.

Exhibit J—Belt Railroad revenue and expense for the two fiscal years ending June 30, 1904.

Exhibit K—Work under way at date of last biennial report and since completed.

Exhibit L—Work contracted for and completed within the years June 30, 1902, and July 1, 1904.

Exhibit M—Work contracted for since June 30, 1902, but not yet completed.

Exhibit N—Statement of cost of dredging.

Exhibit O—Attorney's report.

Exhibit P—Expert Accountant's report.

The remarkable activity in shipping to and from this port during the past two years foreshadows the possibilities of our commercial trade in the future. Never in the history of San Francisco has the volume of shipping trade been so large as during the period which this report embraces.

Our traffic with Europe, Asia, South America, the Hawaiian and Philippine Islands, as well as with the principal seaports of the Atlantic coast, reached such a stage of activity that it was a matter of much concern whether we could afford sufficient port facilities to accommodate the largely increased traffic.

Every effort was made to provide all necessary facilities, and we are pleased to say, and the commercial community will concur in the statement, that every convenience and accommodation were afforded.

It is the policy of the Board of State Harbor Commissioners to discontinue all work of a temporary character that possibly can be discontinued, and all future improvements are to be made as permanent as possible. In the construction of wharves and other necessary appurtenances, the Board of State Harbor Commissioners has spent hundreds of thousands of dollars in making temporary improvements, seemingly always living in the present and having no thought of the future.

In the past year the Board has increased the revenue on the water front from rental about \$50,000 a year. These rentals were not increased so that they would become a burden upon the shipping interests, but the change was made simply to equalize the rentals that were being paid.

The greatest difficulty the Board has, at present, to contend with is not so much in accommodating the shipping of the port as it is in getting the consignees to remove the freight after being discharged on the docks. There seems to be a wrong interpretation of the use to which the docks should be put, many people holding that they should be used for warehousing goods and not for the purpose of receiving goods in transit.

The method of doing business on the water front has largely changed in the last four or five years, for the reason that all vessels from foreign

ports, which were formerly the great carriers of freight, used to put out on an average of 100 tons per day. Clipper ships and other vessels that formerly brought cargoes from domestic ports carried from 2,500 to 3,000 tons, and used to put out not to exceed 300 tons per day. The tramp steamer and the great steam carriers of to-day that have taken the place of the American clipper bring cargoes of from 8,000 to 12,000 tons and they discharge on an average of not less than 750 tons per day, thereby congesting the docks, for the reason that the hauling of freight by the consignees is not in keeping with the progress that has been made in the loading and discharging of ships. If the port of San Francisco had fifty per cent more dock room the same condition would exist, because the consignees would simply use, or attempt to use, the docks for warehousing instead of for the purposes for which they were constructed—namely, loading and discharging.

If San Francisco grows, which it is bound to do, to be the great commercial port that is pictured for her by the writers and thinking men of to-day, and if the present method of handling freight after it has been discharged from the ship continues and there is not a more rapid method of removing same from docks to warehouse or to store, we will never be able to do the great commercial business that is claimed to be ours by virtue of opening up the trade with the Orient and the world at large. It is said that San Francisco is an expensive port for shipping. That is not true when compared with Boston, New York, Philadelphia, or Seattle. In consulting Lloyd's Register, the words "free port" are used for Seattle and Boston, all of which is a misnomer. It is true that the docks of Seattle and Boston are not operated by the State, but they are controlled altogether through private or corporate channels. It certainly requires a large investment of capital to maintain docks in other seaports just the same as it does here; but as the State does not control them, there is no way we can determine whether the cost of construction and maintenance is greater than it is in San Francisco. There is a great deal to be said in favor of the State owning the water front, because it is then a free port in every sense of the word, with the exception that it certainly takes revenue to maintain it. The port of Boston is absolutely controlled by individuals or corporations, and it is impossible for a tramp steamer or a sailing vessel that is chartered to run into that port to get dockage accommodations until the steamer or sailing vessel controlled by the individual or corporation is first accommodated. Any vessel sailing into the port of San Francisco, it matters not from what part of the world she hails, is accommodated in regular order, paying no more nor no less than the line of sailing and steam vessels that make regular trips to this port.

The port of New York is no improvement on the ports of Boston or Seattle in handling its shipping interests, owing to the fact that the

water front is under the control or management of the municipality, which practically makes the public docks private property by issuing leases for from twenty to thirty years to private parties and corporations, thereby losing control of same for a long period, which the Harbor Commissioners think is a wrong idea and must cause unlimited trouble to shippers. For instance, a sailing ship, steamship, or lighter wishing to discharge or load must, instead of making application for a berth to the harbormaster or chief wharfinger, go to the lessee to obtain permission to dock. Now, in San Francisco, the Board of State Harbor Commissioners never loses control of its wharves, etc., as no long leases are issued, rentals being from month to month.

A great volume of money has been spent in the construction and reconstruction of pile docks, for the reason that the life of a dock constructed of preserved piles is about ten years. The loss per year is ten per cent, or, in other words, the pile dock costing \$70,000 has to be rebuilt every ten years; but with the advent of the cylindrical pier constructed of concrete, it looks as though a revolution has been made in the construction of docks and that the foundation is secure for an indefinite period. The oldest wharf that the Board of State Harbor Commissioners has constructed under the new process is the Pacific Street Wharf (Pier No. 7), which is ten years old and shows absolutely no deterioration. We have eight cylindrical docks. The aim of the Commissioners is to construct no other kind of pier but the cylindrical.

The last Legislature passed an Act submitting to the people of the State the question of bonding the water front for \$2,000,000 for the purpose of completing the seawall immediately south of the Ferry Building to Channel street, and also for constructing all necessary new piers and docks that may be required for the transaction of the business of the port. The money will be used as follows: The construction of 4,400 feet of seawall, that will approximately cost \$770,000; paving and curbing East street, 120 feet in width by 4,400 feet along the new seawall, costing about \$125,000; building eleven modern cylindrical piers along new seawall, having a total length of 9,600 feet and a width of 120 feet, amounting to \$1,105,000; aggregating \$2,000,000.

These improvements will create eight seawall blocks having an area of 357,490 square feet, equivalent to twenty 50-vara lots, that may be rented for commercial purposes and should increase the revenue of the Harbor Improvement Fund about \$60,000 per year and would be worth about \$1,000,000.

There will be an additional saving to the Harbor Commission, besides the rental of the seawall lots, of about \$20,000 a year that is now spent in maintaining pile and plank driveways and bulkheads. The total saving, including the increased revenue from the rental of the seawall lots, will be \$80,000 per year, which will pay the interest on the \$2,000,000 bond issue.

With these proposed improvements, the port of San Francisco will have the best and most complete dock accommodations that any port in the world enjoys, and will accommodate the shipping of the port for years to come.

The fact that the water front of San Francisco is self-sustaining is not generally known throughout the State. In fact, a large majority of the taxpayers believe that in voting for the bonds for the improvement of the San Francisco water front they are voting to raise their own taxation.

The port of San Francisco has Channel street that is a tributary to the bay, a navigable waterway leading from the harbor proper to Seventh street. It is now navigable to Sixth street, but could be made navigable as high up as Seventh street. The channel is a valuable adjunct to the balance of the water front for commercial purposes; in fact, it is a commercial necessity for the handling of all kinds of building material. The State controls 200 feet in width, 140 feet of which is waterway; the other 60 feet is used for wharves—30 feet on each side. The Harbor Commissioners believe that the waterway could be made more valuable for commercial purposes if the State would condemn a strip of land 70 feet in width on each side of the 30 feet now controlled by the State, making a width of 100 feet that would be valuable for the handling and distribution of cargo. A wharf 30 feet wide is altogether too narrow on which to handle building material, the abutting property getting the advantage, because the State can not utilize private property in the transaction of its business.

The channel is not all it should be, for the reason that the city of San Francisco has a large sewer that empties into it at Sixth street, thereby polluting the stream and making it very offensive and injurious to watercraft doing business along this frontage. The Sixth-street sewer should be removed and all sewage should be taken out to deep water at a point below Second street. If this were done, the Commissioners do not know of a more desirable place for the handling of building material. It would then be possible for the Harbor Commissioners to keep the channel dredged to a proper depth. As the Commissioners now see it, the very best commercial results are not obtainable. At present, the channel is an unsightly and unattractive feature of the water front. The Commissioners believe that the very best results can be obtained by having under State control all the water front, for the reason that all ships coming to this port, singly or in fleets, will be under the State's charge, and not dependent upon the consent of private individuals or corporations for wharfage accommodation.

Captain Silva, who is president of the American Association of Masters and Pilots of Steam Vessels, was visiting here a few weeks ago upon official business. The Harbor Commissioners gave him an outing on

the bay and explained to him the rules and regulations under which the Harbor Commissioners conduct their business, and he told us that we had the best regulated and fairest port in the United States, and he further said that he believed that the various seaport cities of the United States would be better off if the facilities of the water front were under State control.

The Harbor Commissioners also control and operate the Belt Railroad, which is located on the northern portion of the water front, thereby bringing together ship and rail in the northern portion of the city as well as in the southern portion, the Southern Pacific Company and the Santa Fé Company both having connection with the shipping on the southern portion. The Belt Railroad handled 60,000 cars last year.

The question that now confronts us is how we can utilize advantages, together with the facilities of the harbor front, to secure the best results. The water front of San Francisco has a length from Fishermen's Wharf to Central Basin of $3\frac{1}{2}$ miles, and Channel street a frontage of $1\frac{1}{4}$ miles, making $4\frac{3}{4}$ miles of water front that is in use for commercial purposes. The total length of wharfage is $9\frac{3}{4}$ miles, exclusive of bulkheads. We have ten docks 800 feet long and twenty-six docks 600 feet long, eight passenger ferry-slips and four car ferry-slips. The docks will accommodate at one time 220 vessels, at an average of 250 feet to each vessel.

IMPROVEMENTS.

The following is a summary of the principal improvements, etc., for the two fiscal years commencing July 1, 1902, and ending June 30, 1904:

Pier No. 9 (Broadway Wharf No. 1), constructing shed, etc.....	\$34,954 89
Pier No. 11 (Broadway Wharf No. 2), repiling, etc.	34,550 70
Pier No. 23 (Greenwich Wharf No. 1), constructing shed, etc.	15,654 00
Pier No. 25 (Greenwich Wharf No. 2), constructing shed, etc.	15,002 00
Pier No. 1 (Washington Street Wharf), repiling and repairing ..	4,381 54
Pier No. 4 (Mission Street Wharf No. 2), reconstructing with cylinder piers, etc.	11,983 83
Pier No. 8 (Howard Street Wharf No. 2), repiling and repairing ..	14,410 81
Pier No. 20 (Steuart Street Wharf), repairing approach ..	1,530 61
Pier No. 24 (Spear Street Wharf), treating piles (work done by State driver)...	2,171 50
Pier No. 26 (Little Main Street Wharf), constructing an addition.....	19,897 00
Pier No. 34 (Fremont Street Wharf), repiling and repairing damage caused by fire	11,051 81
Hay Wharf, repiling and repairing.....	2,999 50
New Dry Dock, repairing approach	1,797 97
Office buildings on wharves, construction of.....	4,875 00
Mud scows for Dredger No. 3, construction of two scows.....	15,974 00
Paving, other than done by State employés.....	1,909 77
Blasting and removing submerged rock at Harrison Street Wharf	2,350 00
For furnishing rock for Fishermen's Wharf breakwater	4,900 00
Seawall extension; constructing a section of seawall 600 feet north from Channel street, to cost about.....	95,000 00
Car Ferry Slip (China Basin), constructing ferry slip, etc.	79,150 44

Union Ferry Building, electric construction on tower	\$822 00
Slate roof on building.....	33,445 00
Iron and marble staircase in nave	2,987 00
Slip "A," for construction of, etc.....	62,973 84
Ferry slips, for reconstructing ferry slips from No. 1 to No. 7.....	40,335 13
For hydraulic hoist and apron, Slip No. 1, and renewing dolphins between Slips No. 1 and No. 2	9,807 26

DREDGING.

To maintain sufficient water for heavy-draft vessels in the approaches to our wharves and in the channels between and alongside thereof, required the constant operation of the three dredgers belonging to the State and of the two towboats that do the towing of all the floating property of the State and also act as fireboats in conjunction with the San Francisco Fire Department.

OTHER IMPROVEMENTS.

The work done, as outlined in the foregoing, while in itself large in extent and costly in expenditure, does not constitute all the improvements made. Special reference is made thereto for the reason that the work referred to constitutes the principal operations of the Board during the past two fiscal years. When there is taken into consideration the fact that our wharf structures embrace over $9\frac{3}{4}$ miles in lineal measurement, the older portions of which are built on unpreserved and unprotected piling, and the life of which, at best, is short, an idea of the magnitude of the necessary repairs on this vast stretch of territory is suggested, especially when these repairs are made as far as possible in a permanent manner. Aside from the shore repairs that constantly demand attention, the long stretch of wooden bulkheads, wharf roadways and piling, together with the approaches to the different wharves, is a matter of the greatest importance.

Respectfully submitted.

CHAS. H. SPEAR, President.
JOHN C. KIRKPATRICK, Commissioner.
J. D. MACKENZIE, Commissioner.

EXHIBIT A.

Receipts and Disbursements for the Two Fiscal Years ending June 30, 1904.

RECEIPTS.

Source.	1902-03.	1903-04.	Total.
Fishermen's Wharf	\$4,540 75	\$4,824 00	\$9,364 75
Sections "A," "B," Seawall No. 1, and Powell Street Wharf	11,996 35	14,221 05	26,217 40
Section 2, Seawall	3,381 30	4,880 75	8,262 05
Section 3, Seawall	13,268 77	16,208 04	29,476 81
Lombard Street Car Ferry Slip, and tolls	50,477 16	53,730 12	104,207 28
Greenwich Street Wharf No. 2	3,285 61	10,759 47	14,045 08
Greenwich Street Wharf No. 1	4,908 93	18,166 92	23,075 85
Filbert Street Wharf	16,522 66	16,457 20	32,979 86
Union Street Wharf No. 2	16,446 05	15,090 18	31,536 23
Union Street Wharf No. 1	15,089 35	10,370 58	25,459 93
Green Street Wharf	18,706 70	14,115 45	32,822 15
Vallejo Street Wharf	11,061 97	10,625 14	21,687 11
Broadway Street Wharf No. 2	19,051 61	37,739 01	56,790 62
Broadway Street Wharf No. 1	65 45	19,186 78	19,252 23
Pacific Street Wharf	17,296 16	18,268 66	35,564 82
Jackson Street Wharf	17,369 52	16,833 54	34,203 06
Washington Street Wharf	15,279 10	17,861 23	33,140 33
Clay Street Wharf	5,611 03	288 05	5,899 08
Union Depot and Ferry Slips, etc.	114,096 76	122,987 08	237,083 84
Mission Street Wharf No. 1	18,656 47	18,245 99	36,902 46
Mission Street Wharf No. 2	39,907 68	29,275 20	69,182 88
Howard Street Wharf No. 1	16,152 47	18,961 36	35,113 83
Howard Street Wharf No. 2	5,322 74	16,757 61	22,080 35
Howard Street Wharf No. 3	11,206 06	9,313 27	20,519 33
Folsom Street Wharf No. 1	18,000 00	19,500 00	37,500 00
Folsom Street Wharf No. 2	19,685 00	17,745 79	37,430 79
Harrison Street Wharf	10,446 15	8,351 76	18,797 91
Stewart Street Wharf	22,025 04	19,745 90	41,770 94
Spears Street Wharf	10,601 10	12,148 12	22,749 22
Main Street Car Ferry Slips, and tolls	24,978 89	45,056 76	70,035 65
Main Street Wharf	14,016 12	13,557 87	27,573 99
Beale Street Wharf	24,687 26	23,094 63	47,781 89
Fremont Street Wharf	12,340 61	7,346 82	19,687 43
Pacific Street Wharf	30,000 00	30,000 00	60,000 00
Second Street Car Ferry Slip, and tolls	86,794 59	92,271 45	179,066 04
Third Street Wharf	7,772 16	7,883 03	15,655 19
Fourth Street Car Ferry Slip	4,235 03	6,544 76	10,779 79
Berry Street Wharf	9,902 33	13,620 09	23,522 42
Channel Street Wharf	10,018 60	11,826 35	21,844 95
Center Street Wharf	547 30	7,655 36	8,202 66
San Francisco Dry Dock	5,500 00	-----	5,500 00
Revenue from seawall lots	8,907 50	8,970 00	17,877 50
Sale of old materials	3,245 02	2,622 21	5,867 23
China Basin	-----	1,000 00	1,000 00
Central Basin	1,487 00	49,764 50	51,251 50
Belt Railroad revenue	47,266 20	71,924 12	119,190 32
Belt Railroad (construction)	62 27	-----	62 27
Tugs and dredgers (sale of old material)	103 55	120 96	224 51
Wharfage damages, sales, etc.	1,293 54	7,516 66	8,810 20
U. S. Customs Dept. (rent and dockage)	1,620 00	1,620 00	3,240 00
Post Office Station "D," etc.	3,226 44	-----	3,226 44
Pacific States Tel. & Tel. Co.	126 00	216 00	342 00
Electric lighting	-----	3,964 52	3,964 52
Dredging (Dredgers Nos. 1 and 2)	508 00	-----	508 00
Drafts refused and canceled	-----	88 60	88 60
Fire loss collected	-----	7,464 62	7,464 62
Discount collected	-----	1,494 13	1,494 13
Deferred payment drafts	\$829,096 35	\$1,008,281 69	\$1,837,378 04
S. F. Harbor Imp. Fund, amount of drafts on State Treasurer	632,414 78	871,386 58	1,503,801 36
S. F. Harbor Imp. Fund, transferred to S. F. Depot Sinking Fund	55,572 00	55,572 00	111,144 00
Totals	\$1,517,083 13	\$2,439,458 28	\$3,956,541 41

EXHIBIT A—Continued.

Receipts and Disbursements for the Two Fiscal Years ending June 30, 1904.

DISBURSEMENTS.

	1902-03.	1903-04.	Total.
Administration account—			
Salaries of Commissioners	<i>a</i> \$9,600 00	<i>b</i> \$9,600 00	\$19,200 00
Salaries of Chief Engineer and Assistants. . .	<i>a</i> 8,257 50	<i>b</i> 8,265 00	16,522 50
Salaries of Chief Wharfinger and Assistants	<i>a</i> 6,000 00	<i>b</i> 6,333 35	12,333 35
Salary of Attorney	<i>a</i> 2,400 00	<i>b</i> 2,400 00	4,800 00
Salaries of Watchmen	<i>a</i> 5,981 60	<i>b</i> 5,301 70	11,283 30
Collection of revenue—			
Salaries of Secretaries and Clerks	<i>a</i> 11,700 00	<i>b</i> 13,659 65	25,359 65
Salaries of Wharfingers	<i>a</i> 25,446 70	<i>b</i> 23,837 65	49,284 35
Salaries of Collectors	<i>a</i> 14,503 95	<i>b</i> 14,817 50	29,321 45
Expense account	<i>a</i> 20,221 96	<i>b</i> 10,333 35	30,605 31
Urgent repairs	<i>c</i> 67,758 88	<i>d</i> 59,836 83	127,595 71
Repairs (contract)	<i>c</i> 135,303 51	<i>d</i> 155,860 51	291,164 02
Pile-driving	<i>c</i> 15,491 74	<i>d</i> 25,162 52	40,654 26
Cleaning wharves and streets, and sprinkling streets	<i>a</i> 30,354 41	<i>d</i> 32,980 88	63,335 29
Wharf offices and furniture		<i>h</i> 545 12	545 12
Legal expenses	<i>a</i> 2,009 35	<i>b</i> 1,306 31	3,315 66
Fire account	<i>g</i> 6,170 53	<i>h</i> 6,768 03	12,938 56
Dredger No. 1	<i>i</i> 14,496 85	<i>j</i> 23,375 69	37,872 54
Dredger No. 2	<i>i</i> 15,569 19	<i>j</i> 35,181 82	50,751 01
Dredger No. 3	<i>i</i> 7,953 32	<i>j</i> 19,006 72	26,960 04
Dredging contract—			
Dredging by contract	<i>i</i> 11,199 00		11,199 00
Purchase of scows and dredgers	<i>j</i> 19,500 00	<i>x</i> 34,674 00	54,174 00
Tug "Gov. Markham"	<i>i</i> 10,589 86	<i>j</i> 13,319 19	23,909 05
Tug "Gov. Irwin"	<i>i</i> 10,264 77	<i>j</i> 16,150 93	26,415 70
Construction account	<i>c</i> 156,641 26	<i>d</i> 560,314 35	716,955 61
Seawall account		<i>k</i> 4,352 41	4,352 41
Dockage refunded	<i>g</i> 116 17	<i>h</i> 334 98	451 15
Tolls refunded	<i>g</i> 40 05	<i>h</i> 54 54	94 59
Wharfage refunded		<i>h</i> 194 33	194 33
Rent refunded	<i>g</i> 250 00	<i>h</i> 30 00	280 00
Switching refunded		<i>h</i> 22 50	22 50
Belt Railroad—			
Construction	<i>e</i> 14,242 48	<i>f</i> 402 71	14,645 19
Operating	<i>e</i> 43,408 15	<i>f</i> 43,593 35	87,001 50
Maintenance		<i>f</i> 25,695 79	25,695 79
Equipment		<i>f</i> 10,652 01	10,652 01
Wharfage damages, sales, etc.		<i>h</i> 23,246 23	23,246 23
Postoffice Station "D," etc., lighting	<i>g</i> 3,116 49		3,116 49
Electric lighting		<i>b</i> 28,308 70	28,308 70
Union Depot ferry slips, etc.	<i>a</i> 31,585 94	<i>b</i> 25,864 63	57,450 62
Insurance account		<i>b</i> 11,000 00	11,000 00
	\$700,173 66	\$1,252,833 33	\$1,953,006 99
Deferred payment drafts paid		232,102 22	232,102 22
S. F. Harbor Improvement Fund, amount remitted to State Treasurer	761,337 47	898,862 13	1,660,199 60
S. F. Harbor Improvement Fund, drafts refused and canceled		88 60	88 60
S. F. Depot Sinking Fund, transfer from S. F. Harbor Improvement Fund	55,572 00	55,572 00	111,144 00
Totals	\$1,517,083 13	\$2,439,458 28	\$3,956,541 41

a, b, c, d, e, f, g, h, i, j, k, x, see Exhibit "D."

EXHIBIT B.

Itemized Statement of Receipts and Disbursements for the Two Fiscal Years ending June 30, 1904.

RECEIPTS.

Month.	From Dockage, Tolls, Wharfage, Rents, Belt R. R., Transfer from S. F. Depot Sinking Fund, etc.	Deferred Payment Drafts.	Drafts Refused and Canceled.	Total.
1902—July	\$59,515 50			\$59,515 50
August	65,700 16			65,700 16
September	70,796 51			70,796 51
October	72,303 15			72,303 15
November	74,732 35			74,732 35
December	73,077 18			73,077 18
1903—January	67,191 10			67,191 10
February	66,594 12			66,594 12
March	65,147 43			65,147 43
April	71,509 43			71,509 43
May	65,805 46			65,805 46
June	76,723 96			76,723 96
Total 1902-03	\$829,096 35			\$829,096 35
1903—July	\$138,605 93	\$440,263 01		\$578,868 94
August	74,678 32			74,678 32
September	80,699 12			80,699 12
October	83,781 84	14,735 00		98,516 84
November	99,548 25		\$88 60	99,636 85
December	82,640 08	45,200 00		127,840 08
1904—January	75,129 51			75,129 51
February	70,354 29			70,354 29
March	75,705 08			75,705 08
April	79,817 58			79,817 58
May	73,011 67			73,011 67
June	74,221 42	4,020 00		78,241 42
Total 1903-04	\$1,008,193 09	\$504,218 01	\$88 60	\$1,512,499 70
Total 1902-04	\$1,837,289 44	\$504,218 01	\$88 60	\$2,341,596 05
Drafts drawn on State Treasurer (see Exhibit E)				1,503,801 36
Transfer to San Francisco Sinking Fund (see Exhibit G)				111,144 00
Grand total				\$3,956,541 41

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-03.

Date.	Order.	Rec. No.	On Account of.	Amount.
1902		Vol. 29.		
July 1	State Controller	646	S. F. Depot Sinking Fund	\$4,631 00
2	Darby Laydon	647	Repairs with scow driver	1,023 90
2	Darby Laydon	648	Repairing Secs. 1 and 2, Seawall	526 25
2	Darby Laydon	649	Repairing Howard St. Wharf No. 1	1,322 00
2	Robert Wakefield	650	Repairing Second St. Slip	2,016 68
2	Black Diamond Coal Mng. Co	651	Coal	929 86
3	S. F. Specialty Co.	652	Enamel	7 50
3	John Fitzpatrick	653	Repairs	7 20
3	Wm. Clarke	654	Salvage on piles	5 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1902				
July 8	Robert Wakefield.....	*2	Constructing Pier No. 19 (Union St. Wharf No. 2) (D. P. 30).....	\$3,089 45
10	James H. O'Brien	655	Teams and carts.....	312 50
10	J. L. Couch	656	Services as carpenter.....	52 50
10	Employés	657-671	Payroll month of June, 1902.....	24,035 80
10	Mutual Elec. Light Co.....	672	Lights.....	1,324 24
10	Neill O'Neil	673	Repairing clock.....	1 50
11	James Mathews	674	Washing for fire house.....	3 50
14	Geo. F. Buswell.....	675	Frictions, Dredger No. 1.....	25 00
14	Geo. F. Buswell	676	Frictions, Dredger No. 2.....	35 00
14	Boston Woven Hose & Rubber Co.....	677	Packing.....	4 88
14	Betts Spring Co.....	678	Repairs, Belt Railroad	17 50
14	Bancroft-Whitney Co.....	679	California Reports	2 50
14	Cunningham, Curtiss & Welch	680	Toilet paper.....	10 00
14	H. S. Crocker Co.....	681	Stationery.....	142 32
14	Coast Metal Works	682	Motor	197 75
14	City Front Stables	683	Keeping horses.....	50 30
14	Cal. Electrical Works	684	Electrical goods	43 10
14	C. G. Clinch & Co.....	685	Glass, etc.....	183 71
14	P. F. Dundon's S. F. Iron Works	686	Repairs, Dredger No. 2	224 80
14	Dundon Bridge & Con- struction Co.....	687	Piles	314 58
14	Geo. E. Dow Pumping Engine Co.....	688	Valves.....	6 93
14	L. Feldman & Co.....	689	Dusters, etc.....	17 50
14	Flinn & Treacy	690	Gravel	205 00
14	Guide Publishing Co.....	691	Guides	10 50
14	H. T. Holmes Lime Co.....	692	Lime	1 60
14	W. T. Garratt & Co.....	693	Gauges	10 20
14	Goodyear Rubber Co.....	694	Hose	10 26
14	Gray Bros.....	695	Rock	46 75
14	Gorham Rubber Co.....	696	Packing	5 63
14	Holbrook, Merrill & Stetson	697	Hardware	22 00
14	S. G. Hindes	698	Pump	115 00
14	J. Hendy Machine Wks.....	699	Brake shoes	21 20
14	C. J. Hendry Co.....	700	Chandlery	74 40
14	Judson Mfg. Co.....	701	Fish plates	193 77
14	P. L. Jones & Co.....	702	Repairing buggy	20 15
14	J. W. Murphy.....	703	Keeping horse.....	23 50
14	Merchants' Exchange	704	Reporting	25 00
14	Marine Exchange.....	705	Reporting	25 00
14	McCormick Bros.....	706	Bars	23 54
14	Main St. Iron Works.....	707	Repairs	25 60
14	James Neglan	708	Cedar poles.....	122 50
14	H. M. Nagle	709	Brushes, etc.....	35 50
14	W. S. Phelps & Co.....	710	Blacksmithing	679 77
14	Pac. States Tel. & Tel. Co.....	711	Telephones.....	16 25
14	Payne's Bolt Works	712	Bolts	27 55
14	Rowlands & Laughton.....	713	Repairs	56 22
14	Studebaker Bros. & Co.....	714	Repairs	30 35
14	Standard Oil Co.....	715	Oil	23 90
14	Scott & Van Arsdale Lumber Co.....	716	Lumber.....	189 56
14	Spring Valley Water Works	717	Water.....	258 48
14	Geo. H. Tay Co.....	718	Hardware.....	78 15
14	U. S. Laundry Ass'n.....	719	Laundry.....	18 75
14	Whittier-Coburn Co.....	720	Oil	16 00
14	L. E. White Lumber Co.....	721	Lumber	84 00
14	Chas. A. Warren.....	722	Rock	113 50
12	Archie Pow.....	723	Teaming	81 64
12	Southern Pacific Co.....	724	Repairing Second St. Slip.....	500 72

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rect. No.	On Account of.	Amount.
1902				
July 12	James Young.....	725	Mill work.....	\$245 00
14	Falkenau Assaying Co..	726	Analysis.....	25 00
14	Western Fire Appliance Co.....	727	Extinguisher.....	15 00
14	Fairbanks, Morse & Co..	728	Repairing scales.....	3 75
14	Jas. Wilder.....	729	Towing piles.....	43 00
14	Alex. Heins Belting Co..	730	Pump leathers.....	40 00
14	F. M. Berryman.....	731	Repairing wagon.....	8 00
15	Woodin & Little.....	732	Pipe, etc.....	161 66
15	Call, Chronicle, and Examiner.....	733	Newspapers.....	5 85
16	Clough Anti-Germ Wafer Co.....	734	Wafers.....	4 50
17	Colored Citizens' Window and House Cleaning Co.....	735	Cleaning windows.....	20 00
17	Pacific Coast Dredging and Reclamation Co..	736	Dredging Channel St.....	683 75
17	Robert Wakefield.....	737	Constructing bulkhead between Piers 25 and 27.....	2,431 47
17	Evening Post.....	738	Advertising.....	66 00
17	J. D. Spreckels & Bros..	739	Rebate of rent.....	250 00
21	W. B. Ferral.....	740	Services as painter.....	64 75
22	Industrial Home for Blind.....	741	Brooms.....	12 00
23	M. H. Newhall & Co.....	742	Cement.....	1,765 89
23	Novelty Sign Co.....	743	Wiring tower.....	719 50
23	H. M. Newhall & Co.....	744	Cement.....	1,232 00
24	Robert Wakefield.....	+761	Constructing Greenwich Street Wharf No. 1.....	2,650 96
24	Darby Laydon.....	762	Repairing Howard Street Wharf No. 1.....	857 84
24	Darby Laydon.....	763	Repairing Sections 1 and 2, Sea wall.....	406 81
16	Robert Wakefield.....	*396	Constructing Pier 21 (D. P. 57).....	3,234 42
22	Healy, Tibbitts & Co.....	*74	Repairing Slips 1, 5, 6, and 7 (D. P. 46).....	1,706 05
24	Robert Wakefield.....	Vol. 28 *1386	Constructing Car Ferry Slips 1 and 2 (D. P. 4).....	3,649 75
28	Robert F. Crockard.....	764	Iron wrench.....	4 00
30	Geo. E. Dow Pumping Engine Co.....	765	Repairs.....	13 50
30	Flinn & Treacy.....	766	Gravel.....	131 25
30	E. M. Graney.....	767	Shoeing horses.....	17 50
30	James Byrne, Jr.....	768	Petty cash expenses.....	118 60
31	State Treasurer.....	769	Remittances.....	53,577 53
	Total July, 1902.....			\$118,074 02
Aug. 1	State Controller.....	770	S. F. Depot Sinking Fund.....	\$4,631 00
1	Darby Laydon.....	771	Repairs with scow driver.....	1,182 80
2	J. Anderson & Son.....	772	Repairing locks and keys.....	19 35
6	A. P. Azone.....	773	Gilding flagpoles, etc.....	25 00
6	H. M. Newhall & Co.....	774	Cement.....	1,795 79
6	Julian B. Harries.....	775	Examining books.....	37 50
6	S. E. Slade Lumber Co.....	776	Lumber.....	3,946 14
6	Rowlands & Laughton.....	777	Repairs.....	73 18
6	Swan, the Painter.....	778	Sign.....	7 50
6	Black Diamond Coal Ming. Co.....	779	Coal.....	347 44
7	James H. O'Brien.....	780	Teams and carts.....	325 00
7	Mutual Electric Light Co.....	817	Lights.....	1,343 30
7	P. F. Dundon's S. F. Iron Works.....	782	Repairs to dredger buckets.....	227 88

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1902				
Aug. 7	Thomas Kelly.....	783	Recutting basalt blocks.....	\$30 00
9	Employés.....	784-797	Payroll for month of July.....	23,935 20
12	Smith Bros.....	798	Two spars.....	50 00
14	W. J. Brady.....	799	Repairs.....	160 61
14	Boesch Lamp Co.....	800	Repairing headlights.....	10 50
14	Betts Spring Co.....	801	Springs for locomotive.....	25 50
14	Bancroft-Whitney Co.....	802	California Reports.....	5 00
14	H. S. Crocker Co.....	803	Stationery.....	78 44
14	Dunham, Carrigan & Hayden Co.....	804	Hardware.....	55 84
14	Evening Post.....	805	Advertising.....	100 00
14	Guide Publishing Co.....	806	Guides.....	10 50
14	W. T. Garratt & Co.....	807	Repairs on tugs.....	18 15
14	Frank Greg.....	808	Sawdust.....	5 00
14	Gray Bros.....	809	Rock.....	15 00
14	C. J. Hendry Co.....	810	Chandlery.....	99 80
14	Holmes Lime Co.....	811	Firebrick.....	15 72
14	J. Hendy Machine Wks.....	812	Braces.....	13 00
14	G. M. Josselyn.....	813	Chain.....	74 35
14	Johnson-Locke Mercantile Co.....	814	Paint.....	56 00
14	Marine Exchange.....	815	Reporting.....	25 00
14	Merchants' Exchange.....	816	Reporting.....	25 00
14	John W. Murphy.....	817	Keeping horses.....	23 00
14	H. H. Moore.....	818	Settees.....	119 70
14	C. C. Moore & Co.....	819	Firebrick arch.....	8 85
14	H. M. Nagle.....	820	Brooms.....	8 00
14	O'Brien & Sons.....	821	Repairing buggy.....	161 70
14	Pacific States Tel. & Tel. Co.....	822	Telephones.....	227 20
14	Geo. G. Rundle.....	823	Dredger poles, etc.....	78 71
14	Sternfeld Leather Co.....	824	Soap.....	12 00
14	Studebaker Bros.....	825	Repairs sprinkler, etc.....	87 60
14	Levi Strauss & Co.....	826	Towel crash.....	6 25
14	Steiger & Kerr.....	827	Grate bars.....	57 25
14	Spring Valley Water Works.....	828	Water.....	254 11
14	Chas. A. Warren.....	829	Sand.....	50 00
14	Whittier-Coburn Co.....	830	Oil.....	96 21
14	Yates & Co.....	831	Paints, oil, etc.....	210 05
13	C. G. Clinch & Co.....	832	Oil.....	1 30
13	J. Anderson & Son.....	833	Repairing locks and keys.....	3 00
13	J. R. LaFontaine.....	834	Blueprints.....	5 25
13	Archie Pow.....	835	Teaming.....	4 77
13	Woodin & Little.....	836	Pipe.....	6 47
13	Bay City Engineering & Supply Co.....	837	Packing.....	2 00
13	J. Wilder.....	838	Towing.....	23 50
13	J. C. Sala.....	839	Repairing transit.....	6 50
13	Hodge Draying Co.....	840	Teaming.....	71 00
14	E. Peterson.....	841	Boat hire.....	1 87
14	Gorham Rubber Co.....	842	Packing "Transpose".....	5 00
14	Payne's Bolt Works.....	843	Bolts.....	8 04
14	Goodyear Rubber Co.....	844	Hose, etc.....	10 44
18	James Mathews.....	845	Washing for fire house.....	3 50
19	N. Clark & Sons.....	846	Sewer pipe.....	88
19	Atlantic, Gulf & Pacific Co.....	*187	Dredging Channel St. (D. P. 48).....	3,486 75
20	Darby Laydon.....	847	Repairing and repiling Pier No. 6 (Howard St. Wharf No. 2).....	39 59
20	Darby Laydon.....	848	Repairing Sec. 1 & 2, Seawall.....	546 28
20	Robert Wakefield.....	849	Constructing Pier No. 25 (Greenwich St. Wharf No. 2).....	4,423 65
31	State Treasurer.....	†856	Remittance.....	60,785 49
	Total August, 1902.....			\$109,606 40

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1902				
Sept. 3	State Controller	857	S. F. Sinking Fund.....	\$4,631 00
3	Julian B. Harries	858	Extra work as accountant.....	75 00
3	H. R. Rood & Co.	859	Treating piles	2,884 00
3	S. D. LeClair	860	Repairing and repiling Pier No. 4	749 09
3	H. M. Newhall & Co.	861	Cement	3,206 21
3	Hyde Construction Co.	862	Constructing Pier No. 9.....	4,426 20
3	Robert Wakefield	863	Removing old piles at Fisher- men's Wharf.....	243 00
5	Jas. H. O'Brien.....	†865	Teams and carts.....	325 00
6	Darby Laydon.....	866	Repairs with scow driver.....	977 65
10	Employés	867-881	Payroll for month of August.....	25,073 50
10	Mutual Elec. Light Co.	882	Lights	1,691 21
10	National Bank of D. O. Mills & Co.	883	Exchange	118 20
10	Spring Valley Water Works	884	Water	260 52
10	Black Diamond Coal Mng. Co.	885	Coal	336 66
10	The Examiner.....	886	Advertising	26 25
10	Evening Post.....	887	Advertising	7 50
10	S. F. Call	888	Advertising	16 80
10	California Iron Yards.....	889	Cut wire.....	588 00
10	City Front Stables	890	Keeping horses	91 60
10	T. J. Crowley	891	Horseshoeing	10 00
10	Flinn & Treacy.....	892	Blocks and gravel	278 75
10	Hatch Bros.....	893	Office, Mission St. Wharf No. 1.....	800 00
10	City Street Imp. Co.	894	Paving Sansome St.....	985 50
10	Williams, Dimond & Co.	895	Supplies, Belt Railroad.....	50 80
11	San Francisco Timber Preserving Co.	Vol. 28 *1923	Creosoting piles (D. P. 28).....	7,559 06
11	Colored Citizens' Win- dow and House Clean- ing Co.	Vol. 29		
11	A. K. Palmer.....	896	Cleaning windows	20 00
11	A. K. Palmer.....	897	Piling lumber.....	5 65
12	Joseph Kane.....	898	Towing piles	80 00
16	James Mathews.....	899	Washing for fire house.....	3 50
17	S. F. Chronicle.....	900	Advertising	26 25
17	N. B. Turner.....	901	Blasting pile stumps.....	155 00
17	Jas. A. McMahon.....	902	Repairing spring line at Pacific St. Wharf.....	2,898 88
19	Jas. A. McMahon.....	903	Springs for fenders at Pacific St. Wharf	596 20
19	San Francisco Timber Preserving Co.	245	Creosoting piles for Union St. Wharf No. 1 (D. P. 52).....	1,696 66
17	Robert Wakefield.....	904	Constructing Pier No. 25 (Green- wich St. Wharf No. 2).....	2,527 80
22	Baker & Hamilton.....	905	Hardware	571 92
22	H. S. Crocker Co.	906	Stationery	26 70
22	Cunningham, Curtiss & Welch	907	Toilet paper.....	10 00
22	Conklin Bros.....	908	Cleaning carpets	16 95
22	R. D. Chandler	909	Coal	632 64
22	Pacific Pine Co.	910	Piles	1,259 55
22	San Francisco Timber Preserving Co.	911	Creosoting piles.....	741 51
22	Gibson Soap Co.	912	Soap polish	18 00
22	W. & J. Sloane & Co.	913	Window shades	11 55
22	Frank Greg.....	914	Sawdust	5 00
22	Guide Publishing Co.	915	Guides	10 50
22	Merchants' Exchange.....	916	Reporting	25 00
22	Marine Exchange.....	917	Reporting	25 00
22	Studebaker Bros. Co.	918	Repairing sprinkler.....	29 20
22	J. Metcalfe.....	919	Lloyd's Register.....	24 00
22	H. M. Nagle.....	920	Brooms	8 00
22	Main & Winchester.....	921	Harness	21 75

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1902				
Sept. 22	Valvoline Oil Co.	922	Oil	\$32 83
22	C. G. Clinch & Co.	923	Paints, oil, etc.	86 12
22	Yates & Co.	924	Paints, oil, etc.	193 99
22	Chas. A. Warren	925	Sand	122 00
22	Cal. Electrical Works ..	926	Electrical goods	39 50
22	C. J. Hendry Co.	927	Chandlery	301 14
22	W. T. Garratt & Co.	928	Repairs, Belt Railroad ..	4 50
22	Wm. J. Brady	929	Repairs	122 22
22	J. Hendy Machine Wks. ..	930	Repairs	50 01
22	Thomas Day Co.	931	Electrical fixtures	159 00
22	Geo. H. Fuller Desk Co. ..	932	Repairing chairs	3 00
22	Whittier-Coburn Co.	933	Oil	26 05
22	S. F. Towel Co.	934	Towel service	7 00
22	W. S. Phelps & Co.	935	Repairs	127 30
22	Standard Oil Co.	936	Oil	26 73
22	Geo. H. Tay Co.	937	Hardware	59 58
22	Payne's Bolt Works	938	Bolts	3 50
22	Main St. Iron Works	939	Repairs, Dredger No. 1 ..	106 22
22	Taylor & Pritchard	940	Repairs	5 40
22	Geo. E. Dow Pumping Engine Co.	941	Repairs	7 50
22	California Iron Works ..	942	Repairs, tug "Gov. Markham"	50 98
22	Columbia Machine Wks. ..	943	Repairs, Dredger No. 1 ..	15 05
22	Olsen & Cook	944	Hardware	6 55
22	Holmes Lime Co.	945	Firebrick	4 75
22	G. M. Josselyn & Co.	946	Chain	124 50
22	Gorham Rubber Co.	947	Gaskets, etc.	22 80
22	Geo. F. Buswell	948	Frictions	60 00
22	Rowlands & Laughton ..	949	Repairs, Dredgers Nos. 1 and 2	220 02
30	State Treasurer	950	Remittances	64,860 01
	Total September, 1902.			\$133,706 96
Oct. 1	State Controller	951	S. F. Depot Sinking Fund ..	\$4,631 00
2	Healy, Tibbitts & Co.	*331	Repairing Channel St. Wharf (D. P. 54)	1,555 71
2	Darby Laydon	952	Repairs with scow driver ..	871 75
6	Hannah Bros.	953	Shed on Pier No. 19 (Union St. Wharf No. 2)	3,193 25
8	Jas. H. O'Brien	+955	Teams and carts	296 50
8	Robert Wakefield	3	Constructing Pier No. 19 (Union St. Wharf No. 2) (D. P. 31) ..	3,089 45
9	Dennet & Perry	956	Piling lumber	16 56
9	Wm. F. Thompson	957	Repairing jack	4 50
9	H. R. Rood & Co.	958	Preserving piles	2,805 20
9	San Francisco Timber Preserving Co.	959	Creosoting piles	2,551 20
9	S. E. Slade Lumber Co.	960	Lumber	4,866 85
9	Mutual Electric Light Co. ..	961	Electric lights	1,460 80
9	Baker & Hamilton	962	Hardware	1,215 83
9	John W. Murphy	963	Keeping horse	44 00
9	R. D. Chandler	964	Coal	759 55
9	Pacific Pine Co.	965	Piles	769 58
9	Black Diamond Coal Mng. Co.	966	Coal	445 42
9	Southern Pacific Co.	967	Repairing engine	624 70
9	Pac. States Tel. & Tel. Co. ..	968	Telephones	337 35
9	Evening Post	969	Advertising	105 00
9	S. F. Bulletin	970	Advertising	13 32
9	Guide Publishing Co.	971	Guides	10 50
9	U. S. Laundry Ass'n	972	Laundry	21 35
9	Chas. A. Warren	973	Sand	50 00
9	Merchants' Exchange	974	Reporting	25 00
9	Marine Exchange	975	Reporting	25 00
9	Robert Wakefield	976	Bolts, etc.	104 09

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1902				
Oct. 9	Engineers' Sup. Agency	977	Packing	\$29 89
9	Spring Val. Water W'ks	978	Water	273 86
9	Col'd Citizens' Window & House Cleaning Co.	979	Cleaning windows	40 00
10	Employés	980-1000	Payroll for September	24,351 50
10	James Cunningham	1001	Boat hire	3 00
11	James Young	1002	Mill work	811 90
15	Smith Bros	1003	One spar	25 00
16	Robert Wakefield	*397	Constructing Pier No. 21 (Filbert St. Wharf) (D. P. 58)	3,234 42
16	Hyde Construction Co..	1004	Rebuilding Pier No. 9 (Broadway Wharf No. 1)	3,448 18
16	Julian B. Harries	1005	Examining books	37 50
16	Call, Chronicle, and Ex- aminer	†1010	Newspapers	5 85
18	James Mathews	1011	Washing for fire house	3 50
23	Yates & Co.	1012	Paints, oil, etc.	38 85
23	Gray Bros.	1013	Rock	26 25
23	O'Brien & Sons.	1014	Repairing buggy	49 00
23	City Front Stables	1015	Keeping horses	40 00
23	W. T. Garratt & Co.	1016	Repairs	3 25
23	T. J. Crowley	1017	Shoeing horses	10 00
23	Wm. J. Brady	1018	Repairing boiler	20 70
23	Flinn & Treacy	1019	Gravel	139 37
23	Cunningham, Curtiss & Welch	1020	Toilet paper	10 00
23	Cal. Electrical Works	1021	Electrical goods	53 71
23	H. S. Crocker Co.	1022	Books, stationery, etc.	75 18
23	Cal. Powder Works	1023	Powder	61 08
23	N. Clark & Sons	1024	Sewer pipe	18 82
23	Edward C. Hughes	1025	Briefs	102 70
23	Goodyear Rubber Co.	1026	Hose	21 87
23	C. J. Hendry Co.	1027	Chandlery	36 66
23	Main St. Iron Works	1028	Repairs	89 57
23	Langley & Michaels Co.	1029	Disinfectant	20 97
23	J. Hendy Machine Wks.	1030	Repairs	26 85
23	Johnson-Locke Mer. Co.	1031	Paint	35 00
23	H. M. Nagle	1032	Brooms, etc.	17 52
23	S. P. Nelson & Co.	1033	Packing	34 06
23	Dunham, Carrigan & Hayden Co.	1034	Chain	15 00
23	Studebaker Bros.	1035	Repairs to sprinkler, etc.	56 00
23	Searey Furniture Co.	1036	Linoleum	10 50
23	Geo. G. Rundle	1037	Repairs, Dredger No. 1	26 25
23	Rowlands & Laughton	1038	Repairs	252 44
23	C. G. Clinch & Co.	1039	Paints, oils, etc.	57 54
23	Whittier-Coburn Co.	1040	Oil	11 40
23	Olsen & Cook	1041	Hardware	22 00
23	Boston Woven Hose and Rubber Co.	1042	Rubber	6 18
23	Geo. E. Dow Pumping Engine Co.	1043	Repairing pump, etc.	18 00
23	Payne's Bolt Works	1044	Bolts	4 65
23	Henry Blyth	1045	Repairs, Dredger No. 2	14 20
23	Frank Greg	1046	Sawdust	5 00
23	Healy, Tibbitts & Co.	*75	Repairing Ferry Slips Nos. 1, 5, 6, and 7 (D. P. 47)	1,706 05
22	Woodin & Little	1047	Hardware	5 25
22	Industrial Home for Adult Blind	1048	Brooms	22 80
22	San José Brick Co.	1049	Brick	2 35
22	Archie Pow.	1050	Hauling lumber	107 00
22	J. C. Sala	1051	Repairing transit	2 00
22	S. F. Typewriter Exc'ge.	1052	Ribbon	1 00
22	Joseph Kane	1053	Towing piles	32 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1902				
Oct. 22	J. C. Lawless & Co.	1054	Repairing harness, etc.	\$3 00
24	Hodge Draying Co.	1055	Draying	32 90
24	Robert Wakefield.	Vol. 28 *1387	Constructing Car Ferry Slips Nos. 1 and 2 (D. P. 5)	3,649 75
24	Robert Wakefield.	Vol. 29 *745	Constructing Pier No. 23 (Green- wich St. Wharf No. 1) (D. P. 76)	3,221 74
27	W. R. King	1056	Services as plasterer	13 00
28	Paraffine Paint Co.	1057	Roofing	11 00
28	J. Braida	1058	Marble	3 00
28	Thos. Crowley & Bros.	1059	Towing piles	12 50
29	J. H. Bruce	1060	Constructing clamshell dredger ..	7,012 50
29	James Byrne, Jr.	1061	Petty cash expenses	148 80
31	State Treasurer	1062	Remittances	66,511 29
	Total October, 1902			\$146,137 06
Nov. 1	State Controller	1063	S. F. Depot Sinking Fund	\$4,631 00
3	Employés	1064-1078	Payroll, month of October	23,853 45
5	Darby Laydon	1079	Urgent repairs, October account ..	976 80
5	Robert Wakefield.	1080	Constructing Pier No. 25 (Green- wich St. Wharf No. 2)	1,916 53
6	James H. O'Brien	†1097	Teams and carts	337 50
7	Fred Miller	*439	Constructing building on bulk- head between Piers 9 and 11 (D. P. 73)	1,846 75
10	S. E. Slade Lumber Co. ..	1098	Lumber	2,925 77
12	Sudden & Christensen ..	1099	Lumber	2,314 78
12	Chas. F. Doe & Co	1100	Lumber	2,377 35
12	Mutual Elec. Light Co. ..	1101	Lights	1,661 22
12	National Bank of D. O. Mills & Co.	1102	Exchange	127 54
13	LumberSurveyors' Ass'n ..	1103	Surveying lumber	13 95
13	Archie Pow	1104	Hauling lumber	32 06
13	J. Anderson & Son	1105	Repairing locks and keys	17 80
13	California Stevedore and Ballast Co.	1106	Sand	19 50
13	Chas. C. Cohen	1107	Flower piece	12 50
13	Evening Post	1108	Advertising	165 00
13	H. R. Rood & Co.	1109	Coating piles	1,080 00
13	Baker & Hamilton	1110	Hardware	795 21
13	R. D. Chandler	1111	Coal	734 47
13	City Front Stables	1112	Keeping horses	41 00
13	H. S. Crocker Co.	1113	Stationery	142 01
13	Black Diamond Coal Mng. Co.	1114	Coal	524 28
13	Cunningham, Curtiss & Welch	1115	Toilet paper	10 00
13	Guide Publishing Co.	1116	Guides	10 50
13	W. T. Garratt & Co.	1117	Repairs	65 35
13	Holbrook, Merrill & Stetson	1118	Hardware	115 61
13	C. J. Hendry & Co.	1119	Chandlery	143 48
13	Merchants' Exchange ..	1120	Reporting	25 00
13	Marine Exchange	1121	Reporting	25 00
13	John W. Murphy	1122	Keeping horse	36 35
13	Main St. Iron Works	1123	Repairing Dredger No. 2	20 71
13	H. M. Nagle	1124	Brooms	8 00
13	Wm. J. Brady	1125	Repairing tug and dredger	19 05
13	Boesch Lamp Co.	1126	Repairs, Belt Railroad	11 50
13	Pacific States Tel. & Tel. Co.	1127	Telephones	187 70
13	Rowlands & Laughton ..	1128	Repairs	41 14
13	Spring Valley Water Works	1129	Water	256 26

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1902				
Nov. 13	Standard Oil Co.	1130	Oil	\$40 78
13	James A. Snook & Co.	1131	Brushes	18 00
13	Pacific Pine Co.	1132	Piles	998 66
15	Municipal Loan Office ..	1133	Rubber coat	2 00
15	Bishop's A B C Guide ..	1134	Guides	2 50
15	James Mathews	1135	Washing for fire house ..	3 50
15	California Mill Co.	1136	Mill work	30 35
15	Flinn & Treacy	1137	Sand	190 00
15	Holmes Lime Co.	1138	Lime	1 85
15	Woodin & Little	1139	Hardware	71 45
15	Geo. H. Tay Co.	1140	Hardware	76 05
15	J. C. Sala	1141	Repairing tape	35
15	Alex. Heins Belting Co. ..	1142	Cup leathers	47 50
17	Joseph Kane	1143	Towing piles	19 50
17	Yates & Co.	1144	Paints, etc.	46 00
17	Southern Pacific Co.	1145	Freight	75 30
17	Paraffine Paint Co.	1146	Roofing	22 00
17	Payne's Bolt Works	1147	Bolts	96 48
18	Thomas Crowley & Bros. ..	1148	Towing piles	11 00
19	Atlantic, Gulf & Pacific Co.	*188	Dredging Channel St.	3,486 75
19	C. G. Clinch & Co.	1149	Paints, oils, etc.	47 18
19	Chas. A. Warren	1150	Sand	30 00
21	Jacob Engelbert	1151	Services top driver	6 75
21	Novelty Sign Co.	1152	Wiring tower	322 00
26	Baker & Hamilton	1153	Hardware	815 39
26	Darby Laydon	1154	Approach to Steuart St. Wharf ..	1,530 61
26	State Treasurer	†1157	Remittances	68,766 59
Total November, 1902				\$124,780 66
Dec. 1	State Controller	1158	S. F. Depot Sinking Fund	\$4,631 00
4	Darby Laydon	1159	Repairs with scow driver	671 57
5	S. E. Slade Lumber Co.	1160	Lumber	6,293 82
5	H. R. Rood & Co.	1161	Coating piles	1,340 00
5	C. F. Doe & Co.	1162	Lumber	1,377 18
6	Jas. H. O'Brien	1163	Teams and carts	287 50
9	Employés	1164-1176	Payroll, month of September ..	23,462 20
11	John Roach	1177	Diving and clearing bucket	35 00
11	Estate H. Dutard	1178	Pasturage	42 50
11	W. S. Ray Mfg. Co.	1179	Repairing stove	1 65
11	Yates & Co.	1180	Paints, oil, etc.	113 01
11	California Mill Co.	1181	Millwork	171 70
11	A. Zellerbach & Sons ..	1182	Paper	2 75
12	Archie Pow	1183	Teaming	58 32
12	San Francisco Type- writer Exchange	1184	Ribbon	1 00
12	Dunham, Carrigan & Hayden Co.	1185	Squeezers	2 70
12	J. Anderson & Son	1186	Springs for gates	15 00
12	Flinn & Treacy	1187	Gravel	207 50
12	Jas. Mathews	1188	Washing for fire house	3 50
12	C. G. Clinch & Co.	1189	Paints, oil, etc.	56 84
12	Southern Pacific Co.	1190	Repairs and freight	60 34
12	J. C. Sala	1191	Curves, Belt Railroad	30 00
12	Paraffine Paint Co.	1192	Paints, oil, etc.	14 00
12	W. W. Montague & Co. ..	1193	Reflectors	10 80
12	Hodge Draying Co.	1194	Drayage	24 75
12	N. Clark & Sons	1195	Sewer pipe	25 20
12	Payne's Bolt Works	1196	Bolts	3 53
12	Chas. A. Warren	1197	Sand	50 00
12	Joseph Kane	1198	Towing piles	3 50
12	Gray Bros.	1199	Rock	22 00
12	R. D. Chandler	1200	Coal	2,802 49
12	City Street Imp. Co.	1201	Lumber and piles	1,633 69

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date	Order.	Rec't. No.	On Account of.	Amount.
1902				
Dec. 12	Geo. F. Buswell	1202	Maple frictions	\$85 00
12	Black Diamond Coal Mng. Co.	1203	Coal	465 11
12	J. Browell	1204	Chimneys	44 25
12	Wm. J. Brady	1205	Repairing boiler	40 41
12	Bancroft-Whitney Co.	1206	California Reports	2 50
12	Baker & Hamilton	1207	Hardware	709 45
12	I. Willard Beam	1208	Wire rope	41 40
12	Boesch Lamp Co.	1209	Repairing headlights	3 75
12	Callahan Paint Co.	1210	Painting tug "Gov. Markham" ..	70 15
12	H. S. Crocker Co.	1211	Stationery, books, etc.	212 71
12	City Front Stables	1212	Keeping horses	45 00
12	Cal. Electrical Works	1213	Electrical goods	56 57
12	Geo. E. Dow Pumping Engine Co.	1214	Repairing pump	10 50
12	Mutual Elec. Light Co.	1215	Lights	1,571 27
12	S. E. Slade Lumber Co.	1216	Lumber	2,945 69
12	S. F. Timber Preserving Co.	1217	Creosoting piles	1,294 26
12	Pacific Pine Co.	1218	Piles	816 48
12	Pacific States Tel. & Tel. Co.	1219	Telephones	188 15
12	Spring Valley Water Works	1220	Water	288 50
12	Union Lumber Co.	1221	Repairing Folsom St. Wharf No. 1	459 30
12	G. M. Josselyn & Co.	1222	Chain	190 74
12	Murray Bros.	1223	Boiler	365 80
12	C. J. Hendry Co.	1224	Chandlery	217 05
12	Geo. C. Rundle	1225	Repairing dredgers	127 80
12	J. A. Snook & Co.	1226	Iron and steel	181 85
12	S. F. Dry Dock Co.	1227	Docking tug "Gov. Markham" ..	44 70
12	Levi Strauss & Co.	1228	Towel crash	6 84
12	Merchants' Exchange	1229	Reporting	25 00
12	Marine Exchange	1230	Reporting	25 00
12	John W. Murphy	1231	Horse hire	35 35
12	Main St. Iron Works	1232	Repairs on tug	13 08
12	Hyde Construction Co.	1233	Constructing Broadway Wharf No. 1	4,691 12
12	Gibson Soap Co.	1234	Soap polish	18 00
12	Guide Publishing Co.	1235	Guides	10 50
12	Garlock Packing Co.	1236	Packing	38 53
12	Gorham Rubber Co.	1237	Valves and gaskets	20 73
12	H. M. Newhall & Co.	1238	Cement	1,504 83
12	Rowlands & Laughton	1239	Repairing Dredger No. 2	39 33
12	Whittier-Coburn Co.	1240	Oil	43 44
18	Mutual Elec. Light Co.	+1245	Lights	290 36
18	Bateman Bros.	1246	Constructing Union Depot	4,041 50
18	Frank Greg	1247	Sawdust	5 00
18	Valvoline Oil Co.	1248	Oil	33 48
18	O'Brien & Sons	1249	Repairing buggies	26 60
18	Olsen & Cook	1250	Repairing tug and dredger	12 46
18	J. Hendy Machine Wks.	1251	Repairs, Belt Railroad	7 16
18	W. T. Garratt & Co.	1252	Repairs, "Gov. Markham"	8 20
19	S. F. Timber Preserving Co.	*246	Creosoting piles, Pier 17 (D. P. 53)	1,696 67
26	Hodge Draying Co.	1253	Drayage	27 75
26	Holbrook, Merrill & Stetson	1254	Hardware	49 15
26	C. G. Clinch & Co.	1255	Paints, oil, etc.	180 49
27	Dunham, Carrigan & Hayden Co.	1256	Hardware	118 64
27	Gordon & Little	1257	Hardware	6 60
27	James Mathews	1258	Washing for fire house	3 50
27	Yates & Co.	1259	Oil	2 30
27	C. C. Venn	1260	Whitewashing shed on Pier 23...	473 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1902				
Dec. 27	S. E. Slade Lumber Co.	1261	Lumber	\$2,079 72
27	Baker & Hamilton	1262	Hardware	437 88
29	Southern Pacific Co.	1263	Freight	17 50
29	N. Clark & Sons	1264	Sewer pipe	2 64
29	Plant Supply Co.	1265	Boiler compound	7 35
30	W. W. Montague & Co.	1266	Hardware	17 17
30	Payne's Bolt Works	1267	Bolts	14 69
30	W. A. Miller & Co.	1268	Oats	8 77
30	State Treasurer	1269	Remittances	67,488 22
Total December, 1902				\$137,961 98
1903				
Jan. 1	State Controller	1270	S. F. Depot Sinking Fund	\$4,631 00
2	Healy, Tibbitts & Co.	*332	Repairing wharf north side Chan- nel St. (D. P. 58)	1,555 71
8	Robert Wakefield	*41	Constructing Union St. Wharf No. 2 (D. P. 32)	3,089 45
8	Employés	1271-85	Payroll, month of December	23,282 00
9	Darby Laydon	1286	Urgent repairs, December account	1,048 78
10	Mutual Elec. Light Co.	1287	Lights	2,057 51
13	John Roach	1288	Removing piles	271 50
13	James H. O'Brien	1289	Teams and carts	325 00
14	Black Diamond Coal Mng. Co.	1290	Coal	866 50
16	Robert Wakefield	*398	Constructing Pier No. 21 (Filbert St. Wharf) (D. P. 59)	3,234 42
20	J. Delaney	1291	Services as switchman	15 00
22	J. Carter	1292	Boat hire	2 00
22	Robert Wakefield	1293	Powder	36 00
22	Uncle Sam's Workshop	1294	Ladders	19 60
26	James Byrne, Jr.	1295	Petty cash expenses	261 90
26	Wm. J. Brady	1296	Repairs	175 54
26	Britton & Rey	1297	Water front maps	80 00
26	J. Browell	1298	Chimney	24 50
26	I Willard Beam	1299	Wire work	38 60
26	Betts Spring Co.	1300	Repairs, Belt Railroad	6 00
26	R. D. Chandler	1301	Coal	363 30
26	H. S. Crocker Co.	1302	Stationery	197 45
26	Cunningham, Curtiss & Welch	1303	Toilet paper	10 00
26	Cal. Electrical Works	1304	Electrical goods	60 73
26	Callahan Paint Co.	1305	Painting tug "Gov. Irwin"	67 70
26	T. J. Crowley	1306	Shoeing horses	15 00
26	City Front Stables	1307	Keeping horses	57 00
26	P. F. Dundon's San Francisco Iron Works	1308	Dredger bucket repaired	75 10
26	Geo. E. Dow Pumping Engine Co.	1309	Repairing tugs	175 85
26	Evening Post	1310	Advertising	82 50
26	L. Feldman & Co.	1311	Brooms, dusters, etc.	35 85
26	Gorham Rubber Co.	1312	Hose	47 75
26	Frank Greg	1313	Sawdust	5 00
26	Guide Publishing Co.	1314	Guides	10 50
26	E. M. Graney	1315	Horseshoeing	12 50
26	Garlock Packing Co.	1316	Packing	16 68
26	Julian B. Harries	1317	Experting books	37 50
26	Edward C. Hughes	1318	Printing brief	18 05
26	Merchants' Exchange	1319	Reporting	25 00
26	Marine Exchange	1320	Reporting	25 00
26	John W. Murphy	1321	Keeping horse	28 75
26	H. M. Nagle	1322	Mops and brushes	8 00
26	O'Brien & Sons	1323	Repairing buggy	22 80
26	Pac. States Tel. & Tel. Co.	1324	Telephones	374 49
26	Standard Oil Co.	1325	Oil	18 53

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Reet. No.	On Account of.	Amount.
1903				
Jan. 26	S. F. Dry Dock Co.-----	1326	Repairing tug "Gov. Irwin"-----	\$32 70
26	Jas. A. Snook & Co.-----	1327	Iron, etc.-----	135 50
26	Spring Valley Water Works-----	1328	Water-----	285 50
26	Geo. H. Tay & Co.-----	1329	Plumbing supplies-----	39 03
26	E. W. Tucker Co.-----	1330	Repairs, Belt Railroad-----	14 24
26	Whittier-Coburn Co.-----	1331	Oil-----	39 98
26	J. Halligan-----	1332	Newspapers-----	5 85
24	California Mill Co.-----	1333	Millwork-----	186 00
24	Robert Wakefield-----	Vol. 28 *1388	Constructing Car Ferry Slips 1 and 2 (D. P. 6)-----	3,649 75
24	Robert Wakefield-----	Vol. 29 * 746	Constructing Greenwich Street Wharf No. 1 (D. P. 77)-----	3,221 74
24	Holbrook, Merrill & Stetson-----	1334	Hardware-----	16 20
24	Woodin & Little-----	1335	Hardware-----	20 66
24	Geo. E. Richards-----	1336	Binders-----	4 50
24	Flinn & Treacy-----	1337	Gravel-----	145 25
24	Archie Pow-----	1338	Teaming-----	26 05
24	San José Brick Co.-----	1339	Brick-----	6 50
24	Payne's Bolt Works-----	1340	Bolts-----	6 81
24	Hodge Draying Co.-----	1341	Draying-----	33 00
24	Henry Fautz-----	1342	Keys-----	1 25
24	James Young-----	1343	Millwork-----	23 85
26	W. T. Garratt & Co.-----	1344	Repairs to steam-gauge-----	1 50
27	Joseph Kane-----	1345	Towing piles-----	28 50
27	S. F. Towel Co.-----	1346	Towel service-----	7 00
28	Stephen Potter-----	1347	Typewriting-----	4 00
28	Chas. A. Warren-----	1348	Rock-----	33 00
28	Geo. P. Wetmore & Co.-----	1349	Rock-----	2 50
28	Pacific Towel Co.-----	1350	Towel service-----	3 00
30	Yates & Co.-----	1351	Oil-----	150 83
30	John P. Fitzpatrick-----	1352	Repairs to tug "Gov. Irwin"-----	76 00
30	State Treasurer-----	1353	Remittances-----	61,406 97
	Total January, 1903-----			\$112,919 70
Feb. 1	State Controller-----	1354	S. F. Depot Sinking Fund-----	\$4,631 00
4	Darby Laydon-----	1355	Urgent repairs, January-----	979 05
5	Robert Wakefield-----	*1081	Constructing Pier 25 (Greenwich St. Wharf No. 2) (D. P. 104)-----	3,164 92
7	Fred Miller-----	* 440	Constructing a building on bulk-head bet. Piers 9 and 11 (D. P. 74)-----	1,846 75
6	Jas. H. O'Brien-----	1356	Teams and carts-----	329 50
9	Dundon Bridge and Construction Co.-----	1359	Repairing approach to Dry Dock wharves-----	1,797 97
9	City Street Imp. Co.-----	1360	Repairing Howard Street Wharf No. 2-----	2,296 85
9	Hyde Construction Co.-----	1361	Constructing Broadway Wharf No. 1-----	2,513 10
10	Employés-----	1362-75	Payroll, month of January-----	23,478 25
11	Black Diamond Coal Mng. Co.-----	1376	Coal-----	1,568 83
11	National Bank of D. O. Mills & Co.-----	1377	Exchange-----	129 07
13	Mutual Electric Light Co.-----	1378	Lights-----	1,877 95
16	James Mathews-----	1379	Washing for fire house-----	3 50
17	Robert Wakefield-----	1380	Creosoting piles-----	25 60
18	P. T. Browne-----	1381	Pillow slips for fire house-----	1 65
19	Atlantic, Gulf & Pacific Co.-----	*189	Dredging Channel St. (D. P. 50)-----	3,486 75
20	Darby Laydon-----	850	Repiling and repairing Howard St. Wharf No. 1 (D. P. 92)-----	2,219 43

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Feb. 20	Darby Laydon	*853	Repairing Sections 1 and 2, Sea-wall (D. P. 95)	\$1,479 34
18	H. R. Rood & Co.	1382	Coating piles	2,895 20
26	Baker & Hamilton	1383	Hardware	559 70
26	R. D. Chandler	1384	Coal	733 77
26	C. G. Clinch & Co.	1385	Paints, oils, etc.	172 07
26	H. S. Crocker Co.	1386	Stationery	40 20
26	Cunningham, Curtiss & Welch	1387	Toilet paper	10 00
26	Cal. Northwest'n Ry. Co.	1388	Repairs, Belt Railroad	32 75
26	P. F. Dundon's San Francisco Iron Works	1389	Repairs, Dredger No. 2	112 03
26	Geo. E. Dow Pumping Engine Co.	1390	Repairs, tug "Gov. Irwin"	11 35
26	Evening Post	1391	Advertising	55 00
26	Guide Publishing Co.	1392	Guides	10 50
26	Garlock Packing Co.	1393	Packing	20 80
26	Orham Rubber Co.	1394	Hose and packing	48 72
26	W. T. Garratt & Co.	1395	Repairs	38 85
26	Hammond Lumber Co.	1396	Piles	510 60
26	J. Hendy Machine Wks.	1397	Brake shoes	21 53
26	John W. Murphy	1398	Keeping horse	26 00
26	Main St. Iron Works	1399	Repairs, tug "Gov. Irwin"	107 35
26	Merchants' Exchange	1400	Reporting	25 00
26	Marine Exchange	1401	Reporting	25 00
26	Pacific Coast Rubber Co.	1402	Hose	240 00
26	Rowlands & Laughton	1403	Repairs	17 70
26	Geo. G. Rundle	1404	Repairs, tug and dredgers	83 91
26	Dep't of State Printing	1405	Biennial reports	850 00
26	Studebaker Bros. Co.	1406	Sprinkling wagon No. 1	62 30
26	S. E. Slade Lumber Co.	1407	Lumber	2,057 75
26	Jas. A. Snook & Co.	1408	Brooms	10 50
26	Southern Pacific Co.	1409	Repairing Engine No. 2	672 28
26	Spring Valley Water Works	1410	Water	303 53
26	Geo. H. Tay Co.	1411	Plumbing supplies	6 00
26	U. S. Laundry Ass'n	1412	Washing	21 45
26	Vulcan Iron Works	1413	Repairs, ferry slip	90 00
26	Wm. D. English	1414	Expenses to Sacramento	17 75
26	H. R. Rood & Co.	†1419	Coating piles	1,999 40
26	Thos. Crowley & Bros.	1420	Towing piles	84 50
27	Pacific Refining and Roofing Co.	1421	Repairing roof	27 00
27	W. S. Phelps & Co.	1422	Repairing gangway, Clay St. Pier	231 90
27	J. R. Lafontaine	1423	Prints	10 00
27	San Francisco Type-writer Exchange	1424	Ribbon	1 00
27	Woodin & Little	1425	Hardware	15 98
27	Flinn & Treacy	1426	Gravel and paving blocks	607 05
27	Pac. Coast Wrecking Co.	1427	Rope	2 72
27	Henry Blyth	1428	Copper pipe	50 00
27	Hodge Draying Co.	1429	Teaming	42 54
27	Plant Supply Co.	1430	Boiler compound	7 35
28	T. E. Rock	1431	Repairing bridle	50
28	State Treasurer	1432	Remittances	60,911 53
	Total February, 1903			\$125,710 57
Mar. 1	State Controller	1433	S. F. Depot Sinking Fund	\$4,631 00
3	Steiger & Kerr	1434	Boxes	3 75
4	C. W. Carter	1435	Salvage on lumber	2 50
5	Darby Laydon	1436	Repairs with scow driver	1,056 20
5	Black Diamond Coal Mng. Co.	1437	Coal	982 35
5	Mutual Electric Light Co.	1438	Lights	1,563 93

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Mar. 5	Colored Citizens' Window and House Cleaning Co.	1439	Cleaning windows	\$75 00
5	Paris Kilburn	1440	Expenses to Sacramento	16 50
5	Jas. H. O'Brien	1441	Teams and carts	292 00
6	Smith Bros.	1442	Two spars	50 00
10	Employés	1443-1456	Payroll, month of February	23,057 35
11	J. H. Bruce	1457	Constructing clamshell dredger	2,337 50
11	Alfred H. Post & Co.	†1461	Towing and drayage	323 35
11	S. E. Slade Lumber Co.	1462	Lumber	2,199 81
11	A. C. Dawson	†1469	Salvage on skiffs	2 00
12	James Mathews	1470	Washing for fire house	3 50
12	G. Marston	1471	Services on Dredger No. 3	29 35
13	Archie Pow	1472	Teaming	36 67
13	Murray Bros.	1473	Repairs	4 50
14	Colored Citizens' Window and House Cleaning Co.	1474	Cleaning windows	165 00
14	California Mill Co.	1475	Mill work	314 50
19	Baker & Hamilton	†1482	Hardware	1,489 16
19	Wm. J. Brady	1483	Repairs	457 70
19	Boston Woven Hose and Rubber Co.	1484	Hose	30 80
19	Geo. F. Buswell	1485	Frictions	25 00
19	Boesch Lamp Co.	1486	Globes	7 50
19	Cunningham, Curtiss & Welch	1487	Toilet paper	10 00
19	A. J. Coffee Co.	1488	Fog bell and apparatus	750 00
19	City Front Stables	1489	Keeping horses	132 50
19	H. S. Crocker Co.	1490	Stationery	59 22
19	Cal. Electrical Works	1491	Electrical supplies	70 10
19	R. D. Chandler	1492	Coal	556 84
19	Dunham, Carrigan & Hayden Co.	1493	Hardware	21 94
19	Geo. E. Dow Pumping Engine Co.	1494	Repairs, tug "Gov. Irwin"	24 00
19	P. F. Dundon's San Francisco Iron Works	1495	Repairing dredger buckets	1,026 23
19	C. F. Doe & Co.	1496	Lumber	2,776 51
19	Evening Post	1497	Advertising	165 00
19	L. Feldman & Co.	1498	Brushes	30 55
19	Dundon Bridge and Construction Co.	1499	Driving piles	166 67
19	Guide Publishing Co.	1500	Guides	10 50
19	Gorham Rubber Co.	1501	Hose	9 80
19	Frank Greg	1502	Sawdust	5 00
19	Gibson Soap Co.	1503	Soap polish	18 00
19	Garlock Packing Co.	1504	Packing	33 14
19	W. T. Garratt & Co.	1505	Repairs, etc.	36 35
19	Edward C. Hughes	1506	Printing	6 00
19	Marshall C. Harris	1507	Superintending construction of new dredger	800 00
19	C. J. Hendry Co.	1508	Chandlery	167 06
19	Judson Mfg. Co.	1509	Switch points	130 09
19	Merchants' Exchange	1510	Reporting	25 00
19	Marine Exchange	1511	Reporting	25 00
19	John W. Murphy	1512	Keeping horse	25 00
19	Main St. Iron Works	1513	Repairs	48 61
19	W. W. Montague & Co.	1514	Reflectors	61 55
19	H. M. Nagle	1515	Brooms	16 00
19	O'Brien & Sons	1516	Repairing buggy	12 75
19	Olsen & Cook	1517	Repairs	10 05
19	Pacific Coast Co.	1518	Coal	340 26
19	Pacific Pine Co.	1519	Piles	4,407 87

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Mar. 19	Pacific States Tel. & Tel. Co.	1520	Telephones	\$356 75
19	Geo. G. Rundle	1521	Dredger poles	50 00
19	Rowlands & Laughton	1522	Repairs	94 85
19	Southern Pacific Co.	1523	Repairs, belt railroad	35 40
19	Frank E. Smith & Co.	1524	Electrical supplies	70 00
19	Spring Valley Water Works	1525	Water	283 90
19	James A. Snook & Co.	1526	Brooms	5 95
19	Mathew Turner	1527	Extra work, new dredger	383 68
19	Geo. H. Tay Co.	1528	Plumbing supplies	11 25
19	Vulcan Iron Works	1529	Repairs	123 55
19	Vaivoline Oil Co.	1530	Oil	35 43
19	Whittier-Coburn Co.	1531	Oils	120 75
19	Chas. A. Warren	1532	Rock	137 50
19	Goodyear Rubber Co.	1533	Hose	9 09
19	John Roach	1534	Driving and blasting piles	90 00
20	J. Anderson & Son	1535	Repairs, locks and keys	17 90
21	C. G. Clinch & Co.	1536	Paints, oil, etc.	144 14
21	J. J. Haviside Co.	1537	Smokestack guys	7 24
21	Payne's Bolt Works	1538	Bolts	46 82
21	W. S. Phelps & Co.	1539	Repairing slip	68 73
21	Neil O'Neill	1540	Repairing clock	1 50
21	Flinn & Treacy	1541	Rock and gravel	342 61
21	Thos. Crowley & Bros.	1542	Towing piles	36 00
21	Hodge Draying Co.	1543	Drayage	13 00
21	Paraffine Paint Co.	1544	Paint	8 00
21	Yates & Co.	1545	Paints, oil, etc.	87 45
21	Industrial Home for Adult Blind	1546	Brooms	22 80
21	Joseph Kane	1547	Towing piles	60 00
24	Plant Supply Co.	1548	Boiler compound	7 35
25	E. Peterson	1549	Boat hire	5 00
25	Robert Wakefield	1550	Repairing ferry slips between dol- phins 4 and 5	2,316 52
25	H. R. Rood & Co.	1551	Coating piles	1,195 00
25	Betts Spring Co.	1552	Repairs	13 25
25	Golden States and Min- ers' Iron Works	1553	Repairs, Dredger No. 3	798 03
31	State Treasurer	*1558	Remittances	59,166 67
	Total March, 1903			\$117,300 62
Apr. 1	State Controller	1559	S. F. Depot Sinking Fund	\$4,631 00
2	S. E. Slade Lumber Co.	1560	Lumber	3,147 33
2	Evening Post	1561	Advertising	55 00
2	Healy, Tibbitts & Co.	*333	Repairing Channel St. Wharf (D. P. 56)	1,555 71
3	Jas. H. O'Brien	1562	Teams and carts	325 00
3	Robert Gibson	1563	Boat hire	3 00
3	Darby Laydon	1564	Urgent repairs for March	1,019 68
4	City Street Imp. Co.	*954	Removing rock near Steuart St. Wharf (D. P. 99)	2,350 00
8	Robert Wakefield	*5	Constructing Pier 19 (Union St. Wharf No. 2) (D. P. 33)	3,089 45
10	Employés	†1601-15	Payroll, month of March	23,605 55
11	Archie Pow	1616	Teaming	35 27
8	Hyde Construction Co.	1617	Constructing Broadway Wharf No. 1	1,675 40
8	California Northwestern Ry. Co.	1618		1,418 28
8	Black Diamond Coal Mng. Co.	1619	Coal	614 34
8	R. D. Chandler	1620	Coal	767 10
8	Mutual Elec. Light Co.	1621	Lights	1,689 45
15	Mercantile Towel Co.	1622	Towel service	4 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Apr. 16	James Mathews	1623	Washing for fire house.....	\$3 50
16	Robert Wakefield.....	*399	Constructing Pier 21 (Filbert St. Wharf) (D. P. 60).....	3,234 42
16	Wheaton & Kalloch	1624	Legal expenses.....	2,009 35
16	Jas. Byrne, Jr.	1625	Petty cash expenses.....	144 00
16	Hyde Construction Co.	1626	Additional work Pier 9.....	310 05
17	Pacific Towel Co.	1627	Towel service.....	3 00
23	J. J. Halligan.....	1628	Newspapers.....	5 85
24	Robert Wakefield.....	Vol. 28 *1389	Constructing Car Ferry Slips 1 and 2 (D. P. 7).....	3,649 75
24	Robert Wakefield.....	Vol. 29 *747	Constructing Greenwich St. Wharf No. 1 (D. P. 78).....	3,221 74
27	Wm. H. Milestone.....	1629	Mattress.....	50
30	Smith Bros.	1630	One spar.....	25 00
30	G. O. Abrahamson.....	1631	Diving for fog bell.....	30 00
30	State Treasurer.....	1632	Remittances.....	67,116 48
	Total April, 1903.....			\$125,739 20
May 1	State Controller	1633	S. F. Depot Sinking Fund.....	\$4,631 00
1	California Mill Co.	1634	Millwork.....	506 55
1	Maritime World.....	1635	Subscription.....	3 00
5	Robert Wakefield.....	*1082	Constructing Greenwich St. Wharf No. 2 (D. P. 105).....	3,164 92
5	Darby Laydon.....	1636	Repairs with scow driver, April.....	1,168 76
7	Fred Miller.....	*441	Constructing building on bulk- head between Piers 9 and 11 (D. P. 75).....	1,846 75
11	Bancroft-Whitney Co.	1637	Law books.....	11 50
11	Boston Woven Hose and Rubber Co.	1638	Hose.....	320 00
11	Wm. J. Brady.....	1639	Repairs.....	94 82
11	J. Browell.....	1640	Patent chimney.....	20 00
11	Geo. F. Buswell.....	1641	Maple frictions.....	25 00
11	H. S. Crocker Co.	1642	Stationery, etc.....	249 37
11	Cunningham, Curtiss & Welch.....	1643	Toilet paper.....	10 00
11	R. S. Chapman.....	1644	Cellar pipes.....	153 30
11	City Front Stables.....	1645	Keeping horses.....	63 50
11	T. J. Crowley.....	1646	Shoeing horses.....	10 00
11	Thos. Day Co.	1647	Globes.....	9 00
11	Geo. E. Dow Pumping Engine Co.	1648	Repairing pumps.....	24 00
11	Dundon Bridge and Con- struction Co.	1649	Repairs.....	85 00
11	Fulton Engineering and Shipbuilding Works.....	1650	Repairs.....	186 19
11	Evening Post.....	1651	Advertising.....	125 00
11	Frank Greg.....	1652	Sawdust.....	5 00
11	Garlock Packing Co.	1653	Packing.....	46 56
11	Gorham Rubber Co.	1654	Packing.....	11 91
11	W. T. Garratt & Co.	1655	Valve.....	4 30
11	Guide Publishing Co.	1656	Guides.....	10 50
11	Goodyear Rubber Co.	1657	Hose.....	270 00
11	Golden State and Min- ers' Iron Works.....	1658	Repairs, Dredger No. 3.....	460 57
11	Julian B. Harries.....	1659	Experting books.....	37 50
11	Hay & Wright.....	1660	Extra work on mud scows.....	103 05
11	J. Hendy Machine Wks.	1661	Repairs on locomotive.....	23 75
11	C. J. Hendry Co.	1662	Chandlery.....	158 00
11	G. M. Josselyn & Co.	1663	Chain.....	192 46
11	Geo. W. Kneass.....	1664	Yawl.....	85 46
11	Langley & Michaels Co.	1665	Disinfectant.....	20 85
11	G. W. McNear.....	1666	Cement.....	36 75

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
May 11	Merchants' Exchange ..	1667	Reporting	\$25 00
11	Wm. J. Martin	1668	Soap polish	15 00
11	Marine Exchange	1669	Reporting	25 00
11	John W. Murphy	1670	Keeping horse	25 50
11	H. M. Nagle	1671	Brooms	16 00
11	O'Brien & Sons	1672	Repairing buggy	17 75
11	Payne's Bolt Works	1673	Bolts	54 85
11	Pacific Pine Co.	1674	Piles	1,306 44
11	Pacific Coast Co.	1675	Coal	481 58
11	H. R. Rood & Co.	1676	Coating piles	779 75
11	Geo. G. Rundle	1677	Repairs	31 83
11	Rowlands & Laughton ..	1678	Repairs	181 48
11	J. A. Roebling Sons Co..	1679	Wire rope	16 33
11	S. F. Dry Dock Co.	1680	Docking tug "Gov. Markham" ..	60 00
11	Standard Oil Co.	1681	Oil	27 64
11	Jas. A. Snook & Co.	1682	Hardware	55 00
11	Levi Strauss & Co.	1683	Towels, etc.	17 67
11	Studebaker Bros.	1684	Repairs on sprinkler	56 42
11	Spring Valley W. Works ..	1685	Water	282 15
11	Southern Pacific Co.	1686	Use of engine	25 00
11	S. E. Slade Lumber Co. ..	1687	Lumber	2,634 95
11	Harry Unna Co.	1688	Dusters, brushes, etc.	67 72
11	Vulcan Iron Works	1689	Repairs on cylinder	57 95
11	L. E. White Lumber Co. ..	1690	Railroad ties	228 60
11	L. E. White Lumber Co. ..	1691	Redwood	31 82
11	Whittier-Coburn Co.	1692	Oil	52 51
11	Flinn & Treacy	1693	Paving-blocks	225 00
11	H. R. Rood & Co.	1694	Coating piles	2,810 93
11	Chas. A. Warren	1695	Rock and sand	164 50
11	Wm. Wolff & Co.	1696	Cement	27 50
11	Flinn & Treacy	1697	Paving	924 97
11	Mutual Elec. Light Co. ..	1698	Lights	1,554 22
8	Jas. Mathews	1699	Washing for fire house	3 50
9	Employés	1700-15	Payroll, month of April	23,689 50
13	Vellum Paper Co.	1716	Tracing paper	5 00
13	Tug "Annie"	1717	Towing pile-driver	7 50
13	Robert F. Crockard	1718	Hooks and ferrules	12 00
13	Thos. Crowley & Bros.	1719	Towing piles	20 50
13	Woodin & Little	1720	Hardware	13 42
13	Henry Fautz	1721	Keys	1 25
13	C. G. Clinch & Co.	1722	Paints, oil, etc.	269 64
13	W. S. Phelps & Co.	1723	Blacksmithing	8 40
13	P. L. Jones & Co.	1724	Repairs	12 25
13	E. Peterson	1725	Boat hire	7 50
13	Plant Supply Co.	1726	Boiler compound	7 35
13	Hodge Draying Co.	1727	Drayage	38 50
13	W. H. Davis	1728	Advertising	12 00
13	H. E. Skinner & Co.	1729	Revolver, etc.	12 40
13	Frank E. Smith & Co.	1730	Repairs	5 00
14	S. F. Typewriter Ex- change	1731	Ribbon	1 00
15	Joseph Kane	1732	Towing piles	26 50
15	Jas. H. O'Brien	1733	Teams and carts	325 00
16	W. S. Ray Mfg. Co.	1734	Repairs on stove	80
18	Industrial Home for Adult Blind	1735	Brooms	8 00
18	"Suisun City," Steamer ..	1736	Damages	16 00
19	John Anderson & Son ..	1737	Repairs locks and keys	16 45
20	Darby Laydon	*851	Repiling and repairing Howard St. Wharf No. 1 (D. P. 93)	2,219 43
20	Darby Laydon	*854	Repairing Sections 1 and 2, Sea- wall (D. P. 96)	1,479 34
25	Flinn & Treacy	*1415	Cement for constructing Pier 9 (D. P. 128)	2,344 98
28	Archie Pow	1738	Teaming	39 97

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
May 27	Hyde Construction Co..	1739	Repairing approach to Broadway Wharf No. 1	\$1,524 30
27	H. R. Rood & Co.....	1740	Coating piles for Spear St. Wharf	2,171 50
27	Flinn & Treacy.....	1741	Repairing Fishermen's break-water.	2,450 00
27	Black Diamond Coal Mining Co.....	1742	Coal.....	593 09
29	California Mill Co.....	+1744	Millwork.....	194 10
29	H. G. Winham.....	1745	Services as carpenter.....	92 00
31	State Treasurer.....	1746	Remittances.....	59,980 52
	Total May, 1903.....			\$124,064 07
June 1	State Controller.....	1747	S. F. Depot Sinking Fund.....	\$4,631 00
4	Darby Laydon.....	1748	Repairs with scow driver.....	1,278 31
4	Golden State and Miners' Iron Works.....	1749	Clamshell bucket, Dredger No. 3..	2,500 00
4	G. A. Abrahamson.....	1750	Recovering dredger bucket.....	20 00
5	Mercantile Towel Co.....	1751	Towel service.....	2 00
6	Jas. H. O'Brien.....	1752	Teams and carts.....	317 00
10	Employes.....	1753-68	Payroll, month of May.....	23,848 20
11	James Mathews.....	1769	Washing for fire house.....	3 50
10	Mutual Elec. Light Co.....	1770	Lights.....	1,647 19
11	J. H. Bruce.....	*1458	Constructing clamshell dredger (D. P. 132).....	9,350 00
12	Western Union Tel. Co.....	1771	Rental of clocks.....	30 48
15	Henry R. Worthington.....	1772	Wrench and ring.....	4 65
16	H. R. Rood & Co.....	1773	Preserving piles.....	495 25
16	J. C. Sala.....	1774	Repairing transit.....	4 85
17	S. O. Pasquinucco.....	1775	Hauling float and rent of ways.....	12 00
22	Thos. H. Day's Sons.....	1776	Constructing building between Piers 7 and 9.....	3,056 25
22	Jas. A. McMahon.....	1777	Constructing additional cylinder between Slips 1 and 2.....	1,998 00
22	Jas. A. McMahon.....	1778	Foundation for upper deck landing between Slips 1 and 2.....	2,081 25
22	James Byrne, Jr.....	1779	Petty cash expenses.....	199 92
22	H. R. Rood & Co.....	1780	Coating piles.....	936 97
22	Tug "Annie".....	1781	Towing Dredgers Nos. 1 and 2.....	90 00
22	Atchison, Topeka and Santa Fé Ry. Co.....	1782	Repairing cars.....	19 62
22	Black Diamond Coal Mng. Co.....	1783	Coal.....	587 66
22	I. Willard Beam.....	1784	Steel rope.....	68 11
22	Wm. J. Brady.....	1785	Repairs, Belt Railroad.....	12 50
22	Baker & Hamilton.....	1786	Hardware.....	2,176 41
22	R. D. Chandler.....	1787	Coal.....	1,485 48
22	Callahan Paint Co.....	1788	Painting tug "Gov. Markham".....	42 00
22	City Front Stables.....	1789	Boarding horses, and horse hire.....	105 00
22	H. S. Crocker Co.....	1790	Stationery.....	179 84
22	Cal. Electrical Works.....	1791	Electrical supplies.....	92 37
22	Cunningham, Curtiss & Welch.....	1792	Stationery.....	46 25
22	Evening Post.....	1793	Advertisement.....	66 00
22	Fulton Engineering and Shipbuilding Works.....	1794	Bepairing tug "Gov. Markham".....	304 80
22	E. M. Graney.....	1795	Shoeing horses.....	10 00
22	Frank Greg.....	1796	Sawdust.....	5 00
22	Goodyear Rubber Co.....	1797	Hose.....	11 57
22	Guide Publishing Co.....	1798	Guides.....	10 50
22	Guide Publishing Co.....	1799	Guides.....	10 50
22	W. T. Garratt & Co.....	1800	Repairs.....	39 60
22	Golden State and Miners' Iron Works.....	1801	Repairs, Dredger No. 3.....	106 26
22	Garlock Packing Co.....	1802	Packing.....	10 71
22	Rotham Rubber Co.....	1803	Hose and packing.....	22 58

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1903				
June 22	C. J. Hendry Co.	1804	Chandlery, etc.	\$288 01
22	J. Hendy Machine Wks.	1805	Repairs	19 60
22	Hyde Construction Co.	1806	Lumber	116 83
22	Judson Mfg. Co.	1807	Supplies, Belt Railroad	154 16
22	Merchants' Exchange	1808	Reporting	50 00
22	Marine Exchange	1809	Reporting	50 00
22	McCormick Bros.	1810	Grate bars	62 88
22	Midvale Steel Co.	1811	Engine tires	181 75
22	John W. Murphy	1812	Keeping horse	25 00
22	Main St. Iron Works	1813	Repairs on tug	55 25
22	National Bank of D. O. Mills & Co.	1814	Exchange	124 32
22	O'Brien & Sons	1815	Repairing buggy	57 00
22	Olsen & Cook	1816	Repairs	33 92
22	Pacific Coast Co.	1817	Coal	269 23
22	Pac. States Tel. & Tel. Co.	1818	Telephones	355 35
22	Rowlands & Loughton	1819	Repairs on tugs and dredgers	318 55
22	Strong, Belden & Farr	1820	Premium on bond	80 00
22	Southern Pacific Co.	1821	Repairing engine	1,183 76
22	Standard Oil Co.	1822	Oil	18 70
22	S. F. Timber Preserving Co.	1823	Creosoting piles	750 66
22	Studebaker Bros.	1824	Repairing sprinklers	66 00
22	Spring Val. Water Wks.	1825	Water	541 29
22	Levi Strauss & Co.	1826	Bunting	14 40
22	S. F. Dry Dock Co.	1827	Docking tug "Gov. Markham"	30 90
22	S. F. Dry Dock Co.	1828	Rock for Central Basin	843 63
22	Geo. G. Rundle	1829	Repairs on tugs and dredgers	455 46
22	S. E. Slade Lumber Co.	1830	Lumber	3,616 92
22	Harry Unna Co.	1831	Electric lamps	250 23
22	U. S. Laundry Ass'n	1832	Laundry	20 20
22	Vulcan Iron Works	1833	Repairs	19 00
22	Valvoline Oil Co.	1834	Oil	33 80
22	Western Repair and Supply Co.	1835	Rope	52 94
22	West Coast Wire and Iron Works	1836	Gates	90 00
22	Chas. A. Warren	1837	Rock and sand	130 25
22	Whittier-Coburn Co.	1838	Paints, oil, etc.	85 59
22	Yates & Co.	1839	Oil, etc.	259 52
22	Williams, Dimond & Co.	1840	Cylinder cocks	8 00
22	Chas. F. Sloane Co.	1841	Electrical supplies	108 99
22	Cal. Mill Co.	1842	Mill work	98 90
20	Joe Cassidy	1843	Services as patcher	48 75
23	S. F. Typewriter Exchg.	1844	Ribbon	1 00
23	J. C. Sala	1845	Tape, etc.	2 75
23	J. R. Lafontaine	1846	Prints	12 35
23	Holbrook, Merrill & Stetson	1847	Valves	15 00
23	Elliott Draying and Teaming Co.	1848	Draying	6 00
23	Pacific Polish and Compound Co.	1849	Polishing powder	18 00
23	Woodin & Little	1850	Hardware	50 39
23	Henry Fautz	1851	Keys	1 50
23	Hodge Draying Co.	1852	Draying	18 50
23	L. E. Healy	1853	Teaming	37 32
23	Flynn & Treacy	1854	Gravel	77 00
23	Thos. Crowley & Bros.	1855	Towing piles	73 00
23	Geo. H. Tay Co.	1856	Hardware	15 25
23	Holmes Lime Co.	1857	Fire clay	1 75
23	E. Peterson	1858	Launch hire	5 00
23	C. G. Clinch & Co.	1859	Paints, oil, etc.	232 87
23	W. P. Fuller & Co.	1860	Lead and oil	9 75
23	C. A. McNeill	1861	Launch hire	26 25

EXHIBIT B—Continued.

DISBURSEMENTS, 1902-1903—Continued.

Date.	Order.	Reet. No.	On Account of.	Amount.
1903				
June 23	Alex. Heins Belting Co.	1862	Cap leathers.....	\$20 00
23	Joseph Kane	1863	Towing piles.....	36 00
23	Smith, Rice & Co.	1864	Splicing cable.....	7 50
24	J. A. Roebling Sons Co.	1865	Sockets.....	8 22
24	H. A. Moore	1866	Chains.....	5 00
25	S. F. Towel Co.	1867	Laundry.....	7 00
26	Mercantile Towel Co.	1868	Towel service.....	1 00
29	San José Brick Co.	1869	Brick.....	4 00
29	Industrial Home for Adult Blind	1870	Brooms.....	30 40
29	Gray Bros.	1871	Rock.....	45 50
29	Hyde Construction Co.	1872	Repiling and repairing approach to Pier 9.....	508 10
29	Darby Laydon	1873	Foundation for scale at Howard Street Wharf.....	150 00
29	State Treasurer	†1878	Remittances.....	70,766 17
	Total June, 1903.....			\$141,081 89
	Total for year.....			\$1,517,083 13

* Number of receipt for deferred payment draft.

† Missing numbers are receipts for deferred payment drafts. Numbers are entered when drafts are paid.

DISBURSEMENTS, 1903-1904.

Date.	Order.	Reet. No.	On Account of.	Amount.
1903				
July 1	Robert Wakefield	Vol. 28. *1390	Constructing Car Ferry Slips 1 and 2 (D. P. 8).....	\$3,649 75
1	Robert Wakefield	*1391	do (D. P. 9).....	3,649 75
1	Robert Wakefield	*1392	do (D. P. 10).....	3,649 75
1	Robert Wakefield	*1393	do (D. P. 11).....	3,649 75
1	Robert Wakefield	*1394	do (D. P. 12).....	3,649 75
1	Robert Wakefield	*1395	do (D. P. 13).....	3,649 75
1	Robert Wakefield	*1396	do (D. P. 14).....	3,649 75
1	Robert Wakefield	*1397	do (D. P. 15).....	3,649 75
1	Robert Wakefield	*1398	do (D. P. 16).....	3,649 75
1	Robert Wakefield	Vol. 29. *6	Constructing Union St. Wharf No. 2 (D. P. 34).....	3,089 45
1	Robert Wakefield	*7	do (D. P. 35).....	3,089 45
1	Robert Wakefield	*8	do (D. P. 36).....	3,089 45
1	Robert Wakefield	*9	do (D. P. 37).....	3,089 45
1	Robert Wakefield	*10	do (D. P. 38).....	3,089 45
1	Robert Wakefield	*11	do (D. P. 39).....	3,089 45
1	Robert Wakefield	*12	do (D. P. 40).....	3,089 45
1	Robert Wakefield	*13	do (D. P. 41).....	3,089 45
1	Robert Wakefield	*14	do (D. P. 42).....	3,089 45
1	Robert Wakefield	*15	do (D. P. 43).....	3,089 45
1	Robert Wakefield	*16	do (D. P. 44).....	3,089 45
1	Robert Wakefield	*400	Constructing Filbert St. Wharf (D. P. 61).....	3,234 42
1	Robert Wakefield	*401	do (D. P. 62).....	3,234 42
1	Robert Wakefield	*402	do (D. P. 63).....	3,234 42
1	Robert Wakefield	*403	do (D. P. 64).....	3,234 42
1	Robert Wakefield	*404	do (D. P. 65).....	3,234 42
1	Robert Wakefield	*405	do (D. P. 66).....	3,234 42
1	Robert Wakefield	*406	do (D. P. 67).....	3,234 42
1	Robert Wakefield	*407	do (D. P. 68).....	3,234 42
1	Robert Wakefield	*408	do (D. P. 69).....	3,234 42
1	Robert Wakefield	*409	do (D. P. 70).....	3,234 42
1	Robert Wakefield	*410	do (D. P. 71).....	3,234 42
1	Robert Wakefield	*411	do (D. P. 72).....	3,234 42

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1903				
July 1	Robert Wakefield.....	*748	Construct'g Greenwich St. Wharf No. 1 (D. P. 79).....	\$3,221 74
1	Robert Wakefield.....	*749	do (D. P. 80).....	3,221 74
1	Robert Wakefield.....	*750	do (D. P. 81).....	3,221 74
1	Robert Wakefield.....	*751	do (D. P. 82).....	3,221 74
1	Robert Wakefield.....	*752	do (D. P. 83).....	3,221 74
1	Robert Wakefield.....	*753	do (D. P. 84).....	3,221 74
1	Robert Wakefield.....	*754	do (D. P. 85).....	3,221 74
1	Robert Wakefield.....	*755	do (D. P. 86).....	3,221 74
1	Robert Wakefield.....	*756	do (D. P. 87).....	3,221 74
1	Robert Wakefield.....	*757	do (D. P. 88).....	3,221 74
1	Robert Wakefield.....	*758	do (D. P. 89).....	3,221 74
1	Robert Wakefield.....	*759	do (D. P. 90).....	3,221 74
1	Robert Wakefield.....	*760	do (D. P. 91).....	3,221 74
1	Robert Wakefield.....	*1083	Construct'g Greenwich St. Wharf No. 2 (D. P. 106).....	3,164 92
1	Robert Wakefield.....	*1084	do (D. P. 107).....	3,164 92
1	Robert Wakefield.....	*1085	do (D. P. 108).....	3,164 92
1	Robert Wakefield.....	*1086	do (D. P. 109).....	3,164 92
1	Robert Wakefield.....	*1087	do (D. P. 110).....	3,164 92
1	Robert Wakefield.....	*1088	do (D. P. 111).....	3,164 92
1	Robert Wakefield.....	*1089	do (D. P. 112).....	3,164 92
1	Robert Wakefield.....	*1090	do (D. P. 113).....	3,164 92
1	Robert Wakefield.....	*1091	do (D. P. 114).....	3,164 92
1	Robert Wakefield.....	*1092	do (D. P. 115).....	3,164 92
1	Robert Wakefield.....	*1093	do (D. P. 116).....	3,164 92
1	Robert Wakefield.....	*1094	do (D. P. 117).....	3,164 92
1	Robert Wakefield.....	*1095	do (D. P. 118).....	3,164 92
1	Robert Wakefield.....	*1096	do (D. P. 119).....	3,164 92
1	S. F. Timber Pres. Co....	*1155	Constructing Howard St. Wharf No. 2 (D. P. 120).....	2,787 97
1	S. F. Timber Pres. Co....	*1156	do (D. P. 121).....	2,787 97
1	Hannah Bros.	*1241	Constructing shed on Greenwich St. Wharf No 1 (D. P. 122).....	3,795 25
1	Hannah Bros.	*1242	do (D. P. 123).....	3,795 25
1	Hannah Bros.	*1243	do (D. P. 124).....	3,795 25
1	Hannah Bros.	*1244	do (D. P. 125).....	3,795 25
1	Flinn & Treacy	*1416	Cement used in constructing Pier 9 (D. P. 129).....	2,344 98
1	Flinn & Treacy	*1417	do (D. P. 130).....	2,344 98
1	Flinn & Treacy	*1418	do (D. P. 131).....	2,344 98
1	Hyde Construction Co....	*1565	Constructing Bro way Wharf No. 1 (D. P. 151).....	4,188 50
1	Hyde Construction Co....	*1566	do (D. P. 152).....	4,188 50
1	Hyde Construction Co....	*1567	do (D. P. 153).....	4,188 50
1	Hyde Construction Co....	*1568	do (D. P. 154).....	4,188 50
1	Hyde Construction Co....	*1569	do (D. P. 155).....	4,188 50
1	Hyde Construction Co....	*1570	do (D. P. 156).....	4,188 50
1	Hyde Construction Co....	*1571	do (D. P. 157).....	4,188 50
1	Hyde Construction Co....	*1572	do (D. P. 158).....	4,188 50
1	Hyde Construction Co....	*1573	do (D. P. 159).....	4,188 50
1	Hyde Construction Co....	*1574	do (D. P. 160).....	4,188 50
1	Hyde Construction Co....	*1575	do (D. P. 161).....	4,188 50
1	Hyde Construction Co....	*1576	do (D. P. 162).....	4,188 50
1	Hyde Construction Co....	*1577	do (D. P. 163).....	4,188 50
1	Hyde Construction Co....	*1578	do (D. P. 164).....	4,188 50
1	Hyde Construction Co....	*1579	do (D. P. 165).....	4,188 50
1	Hyde Construction Co....	*1580	do (D. P. 166).....	4,188 50
1	S. F. Dry Dock Co....	*1581	Constructing Dry Dock wharves (D. P. 167).....	1,560 30
1	S. F. Dry Dock Co....	*1582	do (D. P. 168).....	1,560 30
1	S. F. Dry Dock Co....	*1583	do (D. P. 169).....	1,560 30
1	S. F. Dry Dock Co....	*1584	do (D. P. 170).....	1,560 30
1	S. F. Dry Dock Co....	*1585	do (D. P. 171).....	1,560 30
1	S. F. Dry Dock Co....	*1586	do (D. P. 172).....	1,560 30

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
July 1	S. F. Dry Dock Co.-----	*1587	Constructing Dry Dock wharves (D. P. 173)-----	\$1,560 30
1	S. F. Dry Dock Co.-----	*1588	do (D. P. 174)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1589	do (D. P. 175)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1590	do (D. P. 176)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1591	do (D. P. 177)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1592	do (D. P. 178)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1593	do (D. P. 179)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1594	do (D. P. 180)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1595	do (D. P. 181)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1596	do (D. P. 182)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1597	do (D. P. 183)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1598	do (D. P. 184)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1599	do (D. P. 185)-----	1,560 30
1	S. F. Dry Dock Co.-----	*1600	do (D. P. 186)-----	1,560 30
1	Darby Laydon-----	*852	Repairing Howard No. 1 Wharf (D. P. 94)-----	2,219 43
1	Darby Laydon-----	*855	Repairing Sections No. 1 and No. 2 (D. P. 97)-----	1,479 35
1	S. D. LeClair-----	*864	Repairing Mission Street Wharf No. 2 (D. P. 98)-----	2,247 27
1	Jas. A. McMahon-----	*1006	Repairing Ferry Slip No. 2 (D. P. 100)-----	1,866 47
1	Jas. A. McMahon-----	*1007	do (D. P. 101)-----	1,866 47
1	Jas. A. McMahon-----	*1008	do (D. P. 102)-----	1,866 48
1	Jas. A. McMahon-----	*1009	do (D. P. 103)-----	1,866 48
1	City Street Imp. Co.-----	*1357	Repairing Howard No. 2 Wharf (D. P. 126)-----	3,269 01
1	City Street Imp. Co.-----	*1358	do (D. P. 127)-----	3,269 01
1	Dundon Brdg. & Con. Co.-----	*1463	Repairing Ferry Slip No. 2 (D. P. 135)-----	1,092 56
1	Dundon Brdg. & Con. Co.-----	*1464	do (D. P. 136)-----	1,092 56
1	Dundon Brdg. & Con. Co.-----	*1465	do (D. P. 137)-----	1,092 57
1	Dundon Brdg. & Con. Co.-----	*1466	do (D. P. 138)-----	1,092 57
1	Dundon Brdg. & Con. Co.-----	*1467	do (D. P. 139)-----	1,092 57
1	Dundon Brdg. & Con. Co.-----	*1468	do (D. P. 140)-----	1,092 57
1	Darby Laydon-----	*1554	Repairing Washington Street Wharf (D. P. 147)-----	1,095 38
1	Darby Laydon-----	*1555	do (D. P. 148)-----	1,095 38
1	Darby Laydon-----	*1556	do (D. P. 149)-----	1,095 39
1	Darby Laydon-----	*1557	do (D. P. 150)-----	1,095 39
1	Flinn & Treacy-----	*1743	Repairing Fishermen's Break- water (D. P. 137)-----	2,450 00
1	J. H. Bruce-----	*1459	New dredger (D. P. 133)-----	9,350 00
1	J. H. Bruce-----	*1460	do (D. P. 134)-----	9,350 00
1	J. H. Bruce-----	*1476	New mud scows (D. P. 141)-----	2,662 33
1	J. H. Bruce-----	*1477	do (D. P. 142)-----	2,662 33
1	J. H. Bruce-----	*1478	do (D. P. 143)-----	2,662 33
1	J. H. Bruce-----	*1479	do (D. P. 144)-----	2,662 33
1	J. H. Bruce-----	*1480	do (D. P. 145)-----	2,662 34
1	J. H. Bruce-----	*1481	do (D. P. 146)-----	2,662 34
1	J. D. Spreckels & Bros.-----	*1874	Collapsed coal bunkers, Howard St. Wharf No. 2 (D. P. 188)-----	5,834 18
1	J. D. Spreckels & Bros.-----	*1875	do (D. P. 189)-----	5,000 00
1	J. D. Spreckels & Bros.-----	*1876	do (D. P. 190)-----	5,000 00
1	J. D. Spreckels & Bros.-----	*1877	do (D. P. 191)-----	5,000 00
1	State Controller-----	*1879	S. F. Depot Sinking Fund-----	4,631 00
1	F. H. Masow-----	*1880	Erecting shed on Pier 9 (Broad- way Wharf No. 1) (D. P. 192)-----	3,499 17
1	F. H. Masow-----	*1881	do (D. P. 193)-----	3,499 17
1	F. H. Masow-----	*1882	do (D. P. 194)-----	3,499 17
1	F. H. Masow-----	*1883	do (D. P. 195)-----	3,499 17
1	F. H. Masow-----	*1884	do (D. P. 196)-----	3,499 16
1	F. H. Masow-----	*1885	do (D. P. 197)-----	3,499 16
9	Darby Laydon-----	1886	Repairs with scow driver-----	1,133 05

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
July 10	Employés	1887-1909	Payroll for month of June	\$28,221 35
10	John Burns	1910	Salvage on fender piles	1 00
10	S. D. LeClair	1911	Piles	110 28
15	Jas. H. O'Brien	1912	Carts and teams	325 00
15	James Mathews	1913	Washing for fire house	3 50
15	Evening Post	1914	Advertising	315 50
15	Mutual Elec. Light Co.	1915	Lights	1,458 72
15	Pacific Coast S. S. Co.	1916	Loss of merchandise, Broadway Wharf No. 1	2,345 75
15	Taylor & Brickley	1917	Whitewashing shed, Broadway Wharf No. 1	318 75
17	S. D. LeClair	*1918	Repairing Broadway Wharf No. 2 (D. P. 198)	3,143 20
17	S. D. LeClair	*1919	do (D. P. 199)	3,143 20
17	S. D. LeClair	*1920	do (D. P. 200)	3,143 20
17	S. D. LeClair	*1921	do (D. P. 201)	3,143 20
17	J. Anderson & Son	1922	Repairing locks, etc.	38 30
28	Pacific Towel Co.	1923	Towel service	3 00
8	Robert Wakefield	1924	Deferred payment draft No. 34	3,089 45
8	Hyde Construction Co.	1925	Deferred payment draft No. 151	4,188 50
16	Robert Wakefield	1926	Deferred payment draft No. 61	3,234 42
25	Robert Wakefield	1927	Deferred payment draft No. 8	3,649 75
25	Robert Wakefield	1928	Deferred payment draft No. 79	3,221 74
25	S. F. Dry Dock Co.	1929	Deferred payment draft No. 167	1,560 30
29	Jas. A. McMahon	1930	Repairing dolphins between Slips 1 and 2	1,766 45
29	Jas. A. McMahon	1931	Foundation for upper deck landing between Slips 1 and 2	693 75
29	Jas. A. McMahon	1932	Additional cylinder piers for dolphin between Slips 1 and 2	666 00
29	Thos H. Day's Sons	1933	Building on bulkhead between Piers 7 and 9	1,018 75
29	Flinn & Treacy	1934	Paving Broadway Wharf No. 1	1,591 92
29	S. E. Slade Lumber Co.	1935	Lumber	4,084 65
29	San José Brick Co.	1936	Brick	2 00
29	Call, Chronicle and Examiner	1937	Newspapers	5 85
31	S. D. LeClair	1938	Extra work, Broadway Wharf No. 2	225 84
31	State Treasurer	1939	Remittances	84,663 36
	Total July, 1903			\$592,830 94
Aug. 1	State Controller	1940	S. F. Depot Sinking Fund	\$4,631 00
July 1	S. F. Dry Dock Co.	1941	Balance for constructing Dry Dock wharves, Central Basin	48,000 00
Aug. 6	James Byrne, Jr.	1942	Petty cash expenses	63 00
7	Employés	1943-57	Payroll for month of July	26,423 40
7	Jas. H. O'Brien	1958	Teams and carts	321 50
7	Darby Laydon	1959	Repairs with floating driver	1,057 36
12	Atchison, Topeka & Santa Fé Ry.	1960	Rails	38 44
12	G. F. Buswell	1961	Frictions	60 00
12	Baker & Hamilton	1962	Hardware	1,576 01
12	I. Willard Beam	1963	Rope and screen	160 72
12	Betts Spring Co.	1964	Repairs	15 50
12	Boesch Lamp Co.	1965	Lanterns and globes	24 50
12	Black Diamond Coal Co.	1966	Coal	979 55
12	Wm. J. Brady	1967	Repairs	189 57
12	J. Browell	1968	Chimneys	31 30
12	Cal. Jewell Filter Co.	1969	Sand	50 00
12	R. D. Chandler	1970	Coal	637 18
12	City Front Stables	1971	Keeping horses	53 50
12	Coffin Megeath Co.	1972	Paint	35 00
12	H. S. Crocker Co.	1973	Stationery	134 44

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Aug. 12	T. J. Crowley	1974	Shoeing horses	\$10 00
12	Cunningham, Curtiss & Welch	1975	Stationery	108 35
12	Chas. F. Doe & Co.	1976	Lumber	1,207 40
12	Geo. E. Dow Pumping Engine Co.	1977	Repairs	16 60
12	P. F. Dundon's San Fran- cisco Iron Works	1978	Repairs	128 54
12	Flinn & Treacy	1979	Blocks and paving	644 53
12	Guide Publishing Co.	1980	Guides	10 50
12	Gorham Rubber Co.	1981	Gaskets	39 43
12	Gray Bros.	1982	Rock	110 00
12	Frank Greg.	1983	Sawdust	5 00
12	C. J. Hendry Co.	1984	Chandlery	49 81
12	J. Hedy Machine Wks.	1985	Repairs	52 48
12	Judson Mfg. Co.	1986	Beams	201 00
12	Langley & Michaels Co.	1987	Soap	7 56
12	Merchants' Exchange	1988	Reporting	50 00
12	G. W. McNear	1989	Cement	857 50
12	Wm. J. Martin	1990	Cleaning powder	15 00
12	Marine Exchange	1991	Reporting	50 00
12	Main St. Iron Works	1992	Repairs	16 95
12	John W. Murphy	1993	Keeping horses	50 00
12	H. M. Nagle	1994	Brooms	8 00
12	Novelty Sign Co.	1995	Gaskets	8 00
12	O'Brien & Sons.	1996	Repairing buggy	11 75
12	Olsen & Cook	1997	Hardware	42 99
12	W. S. Phelps & Co.	1998	Repairs	310 90
12	Pacific Pine Co.	1999	Piles	463 32
12	Pacific Boiler Works	2000	Repairs	78 05
		Vol. 30		
12	Payne's Bolt Works	1	Bolts	133 21
12	Risdon Iron and Loco- motive Works	2	Repairs	1,191 38
12	Rowlands & Laughton	3	Repairs	73 45
12	H. R. Rood & Co.	4	Coating piles	1,115 03
12	Geo. G. Rundie	5	Repairs	15 00
12	H. B. Schindler Co.	6	Repairs to sprinkler	69 10
12	Scott & Magner	7	Oats	10 00
12	Chas. F. Sloane Co.	8	Electric goods	33 75
12	W. & J. Sloane & Co.	9	Carpets, etc.	51 82
12	Smith, Rice & Co.	10	Repairing time ball	95 50
12	Southern Pacific Co.	11	Freight on engine	68 88
12	Sternfeld Leather Co.	12	Soap	12 00
12	Levi Strauss & Co.	13	Towels	21 27
12	Spring Valley W. Works.	14	Water	578 70
12	Geo. H. Tay Co.	15	Plumbing supplies	56 69
12	E. W. Tucker & Co.	16	Rings for piston rods	25 50
12	Harry Unna Co.	17	Sponges, mops, etc.	20 50
12	Valvoline Oil Co.	18	Oil	34 45
12	Chas. A. Warren	19	Sand	50 00
12	Western Repair and Supply Co.	20	Chandlery	150 62
12	Whittier-Coburn Co.	21	Oil	70 51
12	Woodin & Little	22	Pipe	77 50
12	Yates & Co.	23	Paints, oil, etc.	425 35
12	Darby Laydon	24	Repairing bulkhead between Piers 25 and 27	307 25
12	Jas. A. McMahon	25	Repairing dolphins between Slips 1 and 2	588 81
12	Conklin Bros.	26	Cleaning carpets	29 30
11	James Mathews	27	Washing for fire house	3 50
11	Jas. A. McMahon	28	Moving two houses	34 05
12	J. Geddes Co.	29	Metal polish	2 00
13	Mercantile Towel Co.	30	Towel service	1 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Aug. 13	H. Fautz	31	Repairs to keys, etc.	\$1 25
14	S. F. Typewriter Exch'ge	32	Ribbon	1 00
15	Lauren E. Healey	33	Teaming	66 37
15	Fairbanks, Morse & Co.	34	Repairs	14 50
15	W. T. Garratt & Co.	35	Stuffing box	50
15	Alex Heinz Belting Co.	36	Cup leathers	33 00
15	Hodge Draying Co.	37	Draying	27 50
15	Goodyear Rubber Co.	38	Packing	1 26
15	Thos. Crowley & Bros.	39	Towing piles	42 50
15	J. R. Lafontaine	40	Prints	4 20
15	California Mill Co.	41	Mill work	164 30
19	Joseph Kane	42	Towing piles	17 50
19	Hickman & Masterson	43	Lumber	3,795 74
19	Mutual Elec. Light Co.	44	Lights	1,574 85
19	Hyde Construction Co.	45	Repairing Pacific Street Wharf	695 00
19	Robert Wakefield	46	Constructing Ferry Slip "A"	3,390 00
20	Holmes Lime Co.	47	Clay, etc.	15 75
24	N. Clark & Sons	48	Pipe	4 46
31	State Treasurer	49	Remittances	68,778 62
	Total August, 1903			\$173,010 05
Sept. 1	State Controller	50	S. F. Depot Sinking Fund	\$4,631 00
3	Vulcan Iron Works	51	Hydraulic hoists, Ferry Slip No. 1	1,509 75
3	Flinn & Treacy	52	Paving Pier No. 9	530 65
3	Taylor & Brickley	53	Whitewashing shed on Pier No. 9	106 25
3	George Ross	54	Repairing mud scow No. 1	2,271 50
4	Darby Laydon	55	Repairs with floating driver	396 32
10	Employés	56-69	Payroll for month of August	26,096 55
11	Jas. H. O'Brien	70	Teams and carts	329 50
Aug. 5	Robert Wakefield	71	Deferred payment draft No. 106	3,164 92
10	J. D. Spreckels & Bros.	72	Deferred payment draft No. 188	5,834 88
25	Darby Laydon	73	Deferred payment draft No. 94	2,219 43
25	Darby Laydon	74	Deferred payment draft No. 97	1,479 35
25	S. D. LeClair	75	Deferred payment draft No. 198	3,143 20
26	Flinn & Treacy	76	Deferred payment draft No. 129	2,344 98
Sept. 17	J. H. Bruce	77	Deferred payment draft No. 133	9,350 00
17	Hannah Bros.	78	Deferred payment draft No. 122	3,795 25
21	James Mathews	79	Washing for fire house	3 50
23	Tug "Annie"	80	Towing mud scows	77 50
23	Atlas Pipe Wrench Co.	81	Wrenches	6 12
23	Black Diamond Coal Mng. Co.	82	Coal	1,724 28
23	Baker & Hamilton	83	Hardware	1,172 38
23	Bay City Engineering and Supply Co	84	Packing	65 08
23	Wm. J. Brady	85	Repairs	8 60
23	Betts Spring Co.	86	Repairs to springs	17 50
23	Boesch Lamp Co.	87	Repairs to headlights	5 00
23	H. S. Crocker Co.	88	Stationery	114 33
23	C. G. Clinch & Co.	89	Paints, oil, etc.	79 23
23	Cal. Northwestern Ry. Co.	90	Use of cars	324 00
23	City Front Stables	91	Keeping and hire of horse	52 50
23	Cordes Furniture Co.	92	Furniture	179 95
23	R. D. Chandler	93	Coal	1,460 81
23	Chas. F. Doe & Co.	94	Lumber	804 67
23	Geo. E. Dow Pumping Engine Co.	95	Repairs	49 85
23	Geo. H. Fuller Desk Co.	96	Chairs, etc.	22 25
23	Golden State and Min- ers' Iron Works	97	Repairs	19 99
23	E. M. Graney	98	Shoeing horses	10 00
22	Guide Publishing Co.	99	Guides	21 00
23	W. T. Garratt & Co.	100	Brasses	16 45

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1903				
Sept. 23	Gorham Rubber Co.	101	Packing	\$27 09
23	Holmes Lime Co.	102	Firebrick	24 50
23	J. Henty Machine Wks.	103	Repairs	7 05
23	C. J. Hendry Co.	104	Grease	15 92
23	Hammond Lumber Co.	105	Piles	1,390 08
23	Hickman & Masterson	106	Lumber	7,433 89
23	Julian B. Harries	107	Experting accounts	37 50
23	G. M. Josselyn & Co.	108	Chain	71 40
23	Mutual Elec. Light Co.	109	Lights	1,737 79
23	J. Metcalfe	110	Lloyd's Register	24 00
23	J. W. Murphy Co.	111	Keeping horse	51 50
23	Marine Exchange	112	Reporting	25 00
23	Merchants' Exchange	113	Reporting	25 00
23	Wm. J. Martin	114	Martin's cleaner	15 00
23	Chas. C. Moore & Co.	115	Firebrick arch	8 60
23	Pacific Pine Co.	116	Piles	4,390 20
23	Pacific Rolling Mill.	117	Rail braces	23 13
23	Pacific States Tel. & Tel. Co.	118	Telephones	538 70
23	Risdon Iron & Locomotive Works	119	Repairs	178 97
23	G. G. Rundle	120	Repairs	46 71
23	George Ross	121	Repairing mud scow No. 2	2,555 00
23	Rowlands & Laughton	122	Repairs	214 90
23	Southern Pacific Co.	123	Repairs and freight	259 82
23	Levi Strauss	124	Towel crash	6 00
23	Charles F. Sloane Co.	125	Electrical goods	47 44
23	Smith Rice Co.	126	Spars	61 00
23	H. B. Schindler Co.	127	Repairs on sprinklers	60 75
23	Spring Valley Water Works	128	Water	374 89
23	Taylor & Brickley	129	Whitewashing shed, Greenwich St. Wharf No. 2	200 25
23	Geo. H. Tay Co.	130	Plumbing supplies	129 40
23	Harry Unna Co.	131	Brooms, brushes, etc.	73 70
23	Vulcan Iron Works	132	Grates	13 78
23	Whittier-Coburn Co.	133	Oil	75 05
23	Williams, Dimond & Co.	134	Monitor injectors	114 52
23	Hodge Draying Co.	135	Draying	21 25
22	J. S. Snook & Co.	136	Scrapers	4 50
22	Progressive Window and House Cleaning Co.	137	Cleaning windows	175 00
22	Yates & Co.	138	Paints, oil, etc.	164 36
23	Joseph Kane	139	Towing piles	23 00
23	Lauren E. Healey	140	Teaming	60 86
23	S. F. Towel Co.	141	Towel service	7 00
23	Thos. Crowley Bros.	142	Towing piles	35 00
23	J. C. Sala	143	Repairing tape	35
24	Henry Fautz	144	Keys	1 00
24	Mercantile Towel Co.	145	Towel service	2 00
24	Flinn & Treacy	146	Blocks, etc.	369 70
24	Sanborn, Vail & Co.	147	Binding	75
26	Chas. A. Warren	148	Rock and sand	227 60
26	J. Anderson & Son	149	Repairing locks and keys	23 60
24	Robert Wakefield	150	Constructing Slip "A"	2,825 00
28	Gray Bros.	151	Rock	21 75
30	S. D. LeClair	152	Deferred payment draft No. 98	2,247 27
30	State Treasurer	153	Remittances	74,798 38
	Total September, 1903.			\$174,709 62

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1903				
Oct. 1	State Controller	154	S. F. Depot Sinking Fund	\$4,631 00
7	Vulcan Iron Works	155	Hydraulic hoists	503 25
7	Lewis-Anderson-Foard Co.	156	Chandlery	1,065 76
7	White Bros.	157	Oak lumber	935 09
7	H. Crone	158	Use of ways for mud scows	758 50
5	Darby Laydon	159	Deferred payment draft No. 147	1,095 38
8	Robert Wakefield	160	Deferred payment draft No. 35	3,089 45
8	Hyde Construction Co.	161	Deferred payment draft No. 152	4,188 50
9	George Ross	162	Repairing barge No. 3	3,506 00
9	Employés	163-176	Payroll, month of September	25,275 90
15	Jas. A. McMahon	177	Deferred payment draft No. 100	1,866 47
16	Robert Wakefield	178	Deferred payment draft No. 62	3,234 42
22	City Street Imp. Co.	179	Addition Broadway Wharf No. 2	10,272 75
22	Hickman & Masterson	180	Lumber	4,008 95
22	E. B. & A. L. Stone	181	Cement	2,241 45
22	J. Hammond & Co.	182	Two flat cars	1,490 00
22	H. R. Rood & Co.	183	Coating piles	2,931 30
22	E. B. & A. L. Stone	184	Cement	656 32
22	Ridson Iron and Locomotive Works	185	Repairs to tug "Gov. Markham" and Dredger No. 2	2,907 01
22	Benj. Dallerup	186	Repairs to tug "Gov. Markham" and Dredger No. 2	7,362 56
22	George Ross	187	Repairing barge No. 4	2,381 00
22	Jas. A. McMahon	188	Constructing a shed on Greenwich St. Wharf No. 2 (D. P. 202)	1,841 88
22	Jas. A. McMahon	189	do (D. P. 203)	1,841 88
22	Jas. A. McMahon	190	do (D. P. 204)	1,841 88
22	Jas. A. McMahon	191	do (D. P. 205)	1,841 88
22	Jas. A. McMahon	192	do (D. P. 206)	1,841 87
22	Jas. A. McMahon	193	do (D. P. 207)	1,841 87
22	Jas. A. McMahon	194	do (D. P. 208)	1,841 87
22	Jas. A. McMahon	195	do (D. P. 209)	1,841 87
22	S. F. Dry Dock Co.	196	Deferred payment draft No. 168	1,560 30
23	Mutual Elec. Light Co.	197	Lights	1,670 22
23	Jas. H. O'Brien	198	Teams and carts	300 00
24	California Mill Co.	199	Millwork	82 50
27	California Mill Co.	200	Millwork	538 75
24	Robert Wakefield	201	Deferred payment draft No. 9	3,649 75
24	Robert Wakefield	202	Deferred payment draft No. 80	3,221 74
27	Baker & Hamilton	203	Hardware	372 53
27	Bancroft-Whitney Co.	204	Law books	16 50
27	Black Diamond Coal Mng. Co.	205	Coal	607 49
27	J. Browell	206	Chimneys	58 50
27	Geo. F. Buswell	207	Frictions	29 55
27	Bay City Engineering & Supply Co.	208	Packing	27 65
27	H. S. Crocker Co.	209	Stationery	118 76
27	Cal. Northwestern Ry. Co.	210	Rent of flat cars	156 00
27	C. G. Clinch & Co.	211	Paints, oil, etc.	92 74
27	City Front Stables	212	Keeping horses and horse hire	107 75
27	S. F. Chronicle	213	Advertising	577 50
27	City Street Imp. Co.	214	Repairing Broadway Wharf No. 2	11 97
27	H. Crone	215	Use of ways for scows	212 50
27	Cunningham, Curtiss & Welch	216	Stationery	109 65
27	R. D. Chandler	217	Coal	779 92
27	Thos. Day Co.	218	Electrical works	5 00
27	Chas. F. Doe & Co.	219	Lumber	1,327 17
27	Evening Post	220	Advertising	310 00
27	Gorham Rubber Co.	221	Hose	17 75
27	Guide Publishing Co.	222	Guides	10 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1903				
Oct. 27	Goodyear Rubber Co.	223	Hose	\$39 30
27	Lewis - Anderson-Foard Co.	224	Chandlery, etc.	284 26
27	Merchants' Exchange	225	Reporting	25 00
27	Marine Exchange	226	Reporting	25 00
27	Midvale Steel Co.	227	Tires	184 80
27	Murray Bros.	228	Repairs to pile-driver	154 65
27	National Bank of D. O. Mills & Co.	229	Exchange	141 43
27	H. M. Nagle	230	Brooms	8 00
27	Pacific Hardware and Steel Co.	231	Chain	24 95
27	Pacific States Tel. & Tel. Co.	232	Telephones.	352 25
27	Rowlands & Laughton.	233	Repairs to scows, etc.	1,076 21
27	Studebaker Bros. Mfg Co.	234	Repairs to sprinkler	7 75
27	Southern Pacific Co.	235	Repairs and freight	153 89
27	Jas A. Snook & Co.	236	Plumbing supplies	39 55
27	Spring Valley Water Works	237	Water	310 95
27	Harry Unna Co.	238	Brushes, etc.	26 50
27	U. S. Laundry Ass'n.	239	Laundry	25 55
27	Valvoline Oil Co.	240	Oil	33 15
27	Vulcan Iron Works	241	Repairs	21 85
27	Western Repair and Supply Co.	242	Chandlery, etc.	1,590 52
27	White Bros.	243	Oak lumber	458 90
27	Yates & Co.	244	Paints, oil, etc.	349 75
27	California Mill Co.	245	Mill work	332 08
27	Joseph Kane	246	Towing piles	7 00
27	H. C. Ellis & Co.	247	Bran	1 00
27	W. Snow	248	Labor on tug "Gov. Irwin"	1 20
27	J. C. Sala	249	Repairing transit	15 00
28	Henry Fautz	250	Repairs to gates, etc.	4 50
28	Flinn & Treacy	251	Gravel	68 75
28	Lauren E. Healy	252	Teaming	36 74
28	Thos. Crowley & Bros.	253	Towing piles	33 00
28	J. R. Lafontaine	254	Prints	4 18
28	N. Clark & Sons	255	Sewer pipe	21 62
28	S. F. Typewriter Exc'ge	256	Ribbon	1 00
28	Chas. A. Warren	257	Sand	125 00
28	Alex. Heins Belting Co.	258	Cup leathers	20 00
28	Hodge Draying Co.	259	Draying	92 50
28	A. Leitz	260	Repairing barometer	7 50
28	Smith-Rice & Co.	261	Spar	25 00
28	Mercantile Towel Co.	262	Towel service	1 00
29	Jas. Mathews	263	Washing for fire house	3 50
29	California Mill Co.	264	Mill work	408 79
29	Jas. A. McMahon	265	Reconstructing Mission St. Wharf No. 2	8,013 75
31	State Treasurer	266	Remittances	78,296 08
	Total October, 1903.			\$207,962 15
Nov. 2	State Controller	267	S. F. Depot Sinking Fund	\$4,631 00
6	Risdon Iron and Loco- motive Works	268	Repairing dredgers	4,362 22
6	Robert Wakefield	269	Deferred payment draft No. 107	3,164 92
10	Employés	270-286	Payroll, for month October	25,630 65
11	S. D. LeClair	287	Repairing Fremont St. Wharf	8,288 86
11	Robert Wakefield	288	Constructing Ferry Slip "A"	2,825 00
11	J. D. Spreckels & Bros.	289	Cement	974 13

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1903				
Nov. 11	Taylor & Brickley	290	Shed on Greenwich St. Wharf No. 2	\$66 75
12	J. D. Spreckels & Bros.	291	Deferred payment draft No. 189 ..	5,000 00
12	Gray Bros.	292	Rock	88 00
12	State Treasurer	293	Draft returned and canceled	88 60
19	Jas. H. O'Brien	294	Teams and carts	337 50
20	J. Anderson & Son	295	Keys, etc.	15 45
20	Mercantile Towel Co	296	Towel service	1 00
20	Tug "Annie"	297	Towing scows	20 00
20	Bancroft-Whitney Co.	298	Law books	4 00
20	J. Browel	299	Chimney	15 00
20	I. Willard Beam	300	Steel rope, etc.	116 38
20	Black Diamond Coal Mng. Co.	301	Coal	669 49
20	James Bryne, Jr.	302	Petty cash expenses	395 30
20	Baker & Hamilton	303	Hardware	955 08
20	H. S. Crocker Co.	304	Stationery	120 01
20	City Front Stables	305	Keeping horse, etc.	52 50
20	Callahan Paint Co.	306	Painting tug "Gov. Irwin"	71 95
20	T. J. Crowley	307	Shoeing horses	15 25
20	Cunningham, Curtiss & Welch	308	Stationery	57 10
20	R. D. Chandler	309	Coal	855 50
20	Benj Dallerup	310	Repairing Dredger No. 2	86 16
20	Dunham, Carrigan & Hayden Co.	311	Hardware	23 94
20	Geo. E. Dow Pumping Engine Co.	312	Repairing tugs	442 85
24	Evening Post	313	Advertising	65 00
24	Geo. H. Fuller Desk Co.	314	Settees	85 05
24	Guide Publishing Co.	315	Guides	10 50
24	Frank Greg	316	Sawdust	10 00
24	Gorham Rubber Co.	317	Packing	8 83
24	Garlock Packing Co.	318	Packing	82 43
24	Milton Heyneman	319	Desk and chair	25 40
24	Julian B. Harries	320	Experting accounts	37 50
24	Hammond Lumber Co.	321	Piles	1,047 00
24	Hickman & Masterson	322	Lumber	3,120 01
24	P. L. Jones & Co.	323	Repairs	19 00
24	Marine Exchange	324	Reporting	25 00
24	Merchants' Exchange	325	Reporting	25 00
24	John W. Murphy	326	Keeping horses	50 00
24	Wm. J. Martin	327	Cleaning compound	15 00
24	Mutual Electric Light Co.	328	Lights	1,897 31
24	Pacific Coast Co.	329	Coal	150 62
24	Pacific Hardware and Steel Co.	330	Chain	121 23
24	Pacific States Telephone & Telegraph Co.	331	Telephones	182 55
24	H. R. Rood & Co.	332	Coating piles	988 60
24	Risdon Iron and Loco- motive Works	333	Repairs, tug "Gov. Irwin"	4,019 75
24	Rowlands & Laughton	334	Repairs	204 20
24	Jas. A. Snook & Co.	335	Hardware	160 34
24	Levi Strauss & Co.	336	Flannel	4 46
24	Southern Pacific Co.	337	Repairs and freight	203 49
24	S. F. Dry Dock Co.	338	Docking tug "Gov. Irwin"	62 85
24	Spring Valley Water Works	339	Water	254 05
24	E. W. Tucker & Co.	340	Metal rings	47 52
24	Henry Unna Co.	341	Brushes, duster, etc.	74 99
24	Valvoline Oil Co.	342	Oil	33 48
24	Western Fuel Co.	343	Coal	72 69
24	Robert Wakefield	344	Repairs	125 79
24	Whittier-Coburn Co.	345	Oil	104 01

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rect. No.	On Account of.	Amount.
1903				
Nov. 24	Chas. A. Warren	346	Sand	\$120 00
24	Yates & Co.	347	Paints, etc.	423 61
24	Western Repair and Supply Co.	348	Chandlery	483 67
24	City Street Imp. Co.	349	Constructing addition to Broadway Wharf No. 2	3,424 25
24	E. B. & A. L. Stone Co.	350	Cement	747 15
24	Bishop's A B C Guide	351	Guides	2 50
25	James Mathews	352	Washing for fire house	3 50
25	Flinn & Treacy	353	Gravel	68 75
25	Jas. Wilder Co.	354	Towing	32 50
25	George Ross	355	Repairs	8 80
25	Pacific Towel Co.	356	Towel service	3 00
25	Thos. Crowley & Bros. Co.	357	Towing piles	49 50
25	Alex. Heins Belting Co.	358	Cup leathers	1 80
25	Lauren E. Healy	359	Teaming	15 91
25	California Mill Co.	360	Mill work	257 60
25	H. Fautz	361	Repairing keys	2 25
25	E. Peterson	362	Boat hire	15 00
25	Louis P. McCarty	363	Statistician	3 50
25	Flinn & Treacy	364	Deferred payment draft No. 130	2,344 98
27	Call, Chronicle and Examiner	365	Newspapers	6 75
27	Smith, Rice & Co.	366	Two spars	50 00
27	S. D. LeClair	367	Towing piles	14 50
28	Joseph Kane	368	Towing piles	7 50
28	Hodge Draying Co.	369	Draying	24 25
30	Industrial Home for Adult Blind	370	Brooms	22 80
30	C. G. Clinch & Co.	371	White lead	1 63
30	San José Brick Co.	372	Bricks	1 00
30	State Treasurer	373	Remittances	95,174 06
Total November, 1903				\$176,019 00
Dec. 1	State Controller	374	S. F. Depot Sinking Fund	\$4,631 00
3	S. F. Timber Preserving Co.	375	Deferred payment draft No. 120	2,787 97
7	Jas. A. McMahon	376	Reconstructing Pier No. 4	2,671 25
7	Jas. A. McMahon	377	Lumber for Pier No. 4	129 22
10	Hyde Construction Co.	378	Repairing hay wharves	2,249 62
10	J. D. Spreckels & Bros.	379	Cement	324 70
10	Employés	380-93	Payroll, month of November	24,413 10
11	Robert Wakefield	394	Constructing Ferry Slip "A"	2,260 00
11	Robert Wakefield	395	do (D. P. 210)	2,825 00
11	Robert Wakefield	396	do (D. P. 211)	2,825 00
11	Robert Wakefield	397	do (D. P. 212)	2,825 00
11	Robert Wakefield	398	do (D. P. 213)	2,825 00
11	Robert Wakefield	399	do (D. P. 214)	2,825 00
11	Robert Wakefield	400	do (D. P. 215)	2,825 00
11	Robert Wakefield	401	do (D. P. 216)	2,825 00
11	Robert Wakefield	402	do (D. P. 217)	2,825 00
11	Robert Wakefield	403	do (D. P. 218)	2,825 00
11	Robert Wakefield	404	do (D. P. 219)	2,825 00
11	Robert Wakefield	405	do (D. P. 220)	2,825 00
11	Robert Wakefield	406	do (D. P. 221)	2,825 00
11	Robert Wakefield	407	do (D. P. 222)	2,825 00
11	Robert Wakefield	408	do (D. P. 223)	2,825 00
11	Robert Wakefield	409	do (D. P. 224)	2,825 00
11	Robert Wakefield	410	do (D. P. 225)	2,825 00
11	S. D. LeClair	411	Repiling and repairing Fremont St. Wharf	2,762 95
12	J. H. Bruce	412	Deferred payment draft No. 134	9,350 00
12	Dundon Bridge and Construction Co.	413	Deferred payment draft No. 135	1,092 56

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1903				
Dec. 12	Vulcan Iron Works	414	Hydraulic hoist at Slip "A"	\$2,091 75
17	Jas. H. O'Brien	415	Teams and carts	304 50
17	Hannah Bros.	416	Deferred payment draft No. 123	3,795 25
17	J. H. Bruce	417	Deferred payment draft No. 141	2,662 33
19	Mutual Elec. Light Co.	418	Lights	1,925 07
19	Hickman & Masterson	419	Lumber	1,423 27
19	National Bank of D. O. Mills & Co.	420	Exchange	202 35
19	Risdon Iron and Locomotive Works	421	Repairs dredgers, etc.	1,901 40
19	Mercantile Towel Co.	422	Towel service	1 00
22	Atchison, Topeka & Santa Fé Co.	423	Spur track	161 76
22	Wm. Brady	424	Repairs	8 50
22	Bay City Engineering and Supply Co.	425	Cup leathers, etc.	20 21
22	Boesch Lamp Co.	426	Repairs	3 00
22	Betts Spring Co.	427	Repairs	15 00
22	Baker & Hamilton	428	Hardware	226 82
22	H. S. Crocker Co.	429	Stationery	84 80
22	City Front Stables	430	Keeping horse and horse hire	52 50
22	Cunningham, Curtiss & Welch	431	Printing	67 50
22	Evening Post	432	Advertising	265 00
22	George H. Fuller Desk Co.	433	Settees	29 70
22	W. T. Garratt & Co.	434	Repairs	29 15
22	Garlock Packing Co.	435	Packing	69 68
22	Guide Publishing Co.	436	Guides	10 50
22	Hammond Lumber Co.	437	Lumber	714 48
22	Milton Heyneman-Marshall Co.	438	Stationery	11 50
22	J. Hendy Machine Wks.	439	Repairs	2 75
22	Marine Exchange	440	Reporting	25 00
22	Merchants' Exchange	441	Reporting	25 00
22	Mann & Wilson	442	Boiler insurance	100 00
22	John W. Murphy	443	Keeping horse	26 50
22	H. M. Nagle	444	Brooms	20 00
22	Plant Supply Co.	445	Boiler compound	27 70
22	Pacific States Tel. & Tel. Co.	446	Telephones	178 10
22	Rowlands & Laughton	447	Repairs	41 00
22	Spring Valley Water Co.	448	Water	340 40
22	Southern Pacific Co.	449	Repairs, Belt Railroad engine	104 41
22	Jas. A. Snook & Co.	450	Hardware	114 51
22	Chas. F. Sloane Co.	451	Electric supplies	140 13
22	Harry Unna Co.	452	Brooms, etc.	23 37
22	Western Repair and Supply Co.	453	Chandlery	400 23
22	Whittier-Coburn Co.	454	Oil	58 41
22	Hodge Draying Co.	455	Drayage	14 00
23	John Breuner Co.	456	Cushions, etc.	3 35
23	Sanborn, Vail & Co.	457	Binding	75
23	Yates & Co.	458	Paints, oil, etc.	321 63
23	Henry R. Worthington	459	Wrenches	2 75
23	Chas. A. McPhee	460	Piling lumber	25 20
23	T. Crowley & Bros. Co.	461	Towing	43 50
23	Chas. A. Warren	462	Sand	50 00
23	Gray Bros.	463	Rock	2 75
23	Chas. Waltz	464	Repairing safe	25 00
23	Payne's Bolt Works	465	Bolts	3 24
23	Smith, Rice & Co.	466	Spar	25 00
24	S. F. Typewriter Exc'ng	467	Repairs	8 70
24	Lauren E. Healy	468	Mill work	19 95

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rect. No.	On Account of.	Amount.
1903				
Dec. 30	Cal. Lumber and Mill Co.	469	Mill work	\$557 26
31	Darby Laydon	470	Deferred payment draft No. 148 ..	1,095 38
31	State Treasurer	471	Remittances	78,062 03
	Total December, 1903 ..			<u>\$195,837 39</u>
1904.				
Jan. 1	State Controller	472	S. F. Depot Sinking Fund	\$4,631 00
8	Wells, Fargo & Co.'s Bank, assignee of F. H. Masow	473	Deferred payment draft No. 192 ..	3,460 34
8	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield	474	Deferred payment draft No. 37 ..	3,052 21
8	Wells, Fargo & Co.'s Bank, assignee Hyde Construction Co.	475	Deferred payment draft No. 154 ..	4,138 01
8	Wells, Fargo & Co.'s Bank, assignee of Jas. A. McMahon	476	Deferred payment draft No. 202 ..	1,818 17
8	C. E. McCarthy, assignee of Jas. A. McMahon ..	477	Deferred payment draft No. 102 ..	1,842 19
8	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield	478	Deferred payment draft No. 64 ..	3,191 89
8	Defer'd Pay't Draft Acct.	479	Discount on draft No. 192	38 83
8	Defer'd Pay't Draft Acct.	480	Discount on draft No. 37	37 24
8	Defer'd Pay't Draft Acct.	481	Discount on draft No. 154	50 49
8	Defer'd Pay't Draft Acct.	482	Discount on draft No. 202	23 71
8	Defer'd Pay't Draft Acct.	483	Discount on draft No. 102	24 29
8	Defer'd Pay't Draft Acct.	484	Discount on draft No. 64	42 53
8	S. F. Dry Dock Co.	485	Deferred payment draft No. 170 ..	1,539 35
8	Defer'd Pay't Draft Acct.	486	Discount on draft No. 170	20 95
8	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield	487	Deferred payment draft No 82 ..	3,175 84
8	Defer'd Pay't Draft Acct.	488	Discount on draft No. 82	45 90
8	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield	489	Deferred payment draft No. 11 ..	3,597 75
8	Defer'd Pay't Draft Acct.	490	Discount on draft No. 11	52 00
8	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield	491	Deferred payment draft No. 109 ..	3,115 06
8	Defer'd Pay't Draft Acct.	492	Discount on draft No. 109	49 86
8	J. D. Spreckels & Bros. ..	493	Deferred payment draft No. 191 ..	4,917 81
8	Defer'd Pay't Draft Acct.	494	Discount on draft No. 191	82 19
8	First National Bank of S. F., assignee of Flinn & Treacy	495	Deferred payment draft No. 187 ..	2,406 38
8	Defer'd Pay't Draft Acct.	496	Discount on draft No. 187	43 62
8	S. F. Timber Preserving Co.	497	Deferred payment draft No. 121 ..	2,736 03
8	Defer'd Pay't Draft Acct.	498	Discount on draft No. 121	51 94
8	Dundon Bridge and Construction Co.	499	Deferred payment draft No. 137 ..	1,069 82
8	Defer'd Pay't Draft Acct.	500	Discount on draft No. 137	22 75
8	Wells, Fargo & Co.'s Bank, assignee, Hannah Bros.	501	Deferred payment draft No. 125 ..	3,713 11
8	Defer'd Pay't Draft Acct.	502	Discount on draft No. 125	82 14
8	J. H. Bruce	503	Deferred payment draft No. 143 ..	2,604 34
8	Defer'd Pay't Draft Acct.	504	Discount on draft No. 143	57 99
8	London and S. F. Bank, assignee of Darby Laydon	505	Deferred payment draft No. 150 ..	1,069 73

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1904				
Jan. 8	Defer'd Pay't Draft Acct.	506	Discount on draft No. 150	\$25 66
8	Wells, Fargo & Co.'s Bank, assignee of F. H. Masow	507	Deferred payment draft No. 193 ..	3,416 72
8	Defer'd Pay't Draft Acct.	508	Discount on draft No. 193	82 45
8	Wells, Fargo & Co.'s Bank, assignee of Rob- ert Wakefield	509	Deferred payment draft No. 38...	3,013 69
8	Defer'd Pay't Draft Acct.	510	Discount on draft No. 38	75 76
8	Wells, Fargo & Co.'s Bank, assignee Hyde Construction Co.	511	Deferred payment draft No. 155..	4,085 80
8	Defer'd Pay't Draft Acct.	512	Discount on draft No. 155	102 70
8	Wells, Fargo & Co.'s Bank, assignee of Jas. A. McMahon	513	Deferred payment draft No. 203 ..	1,795 20
8	Defer'd Pay't Draft Acct.	514	Discount on draft No. 203	46 68
8	Wells, Fargo & Co.'s Bank, assignee of S. D. LeClair	515	Deferred payment draft No. 199...	3,063 11
8	Def'd Paym't Draft Acct.	516	Discount on draft No. 199	80 09
8	C. E. McCarthy, assignee of James A. McMahon	517	Deferred payment draft No. 103..	1,818 92
8	Def'd Paym't Draft Acct.	518	Discount on draft No. 103	47 56
8	Wells, Fargo & Co.'s Bank, assignee of Rob- ert Wakefield	519	Deferred payment draft No. 65...	3,151 57
8	Def'd Paym't Draft Acct.	520	Discount on draft No. 65	82 85
8	S. F. Dry Dock Co.	521	Deferred payment draft No. 171..	1,519 90
8	Def'd Paym't Draft Acct.	522	Discount on draft No. 171	40 40
8	Wells, Fargo & Co.'s Bank, assignee of Rob- ert Wakefield	523	Deferred payment draft No. 12...	3,552 26
8	Def'd Paym't Draft Acct.	524	Discount on draft No. 12	97 49
8	Wells, Fargo & Co.'s Bank, assignee of Rob- ert Wakefield	525	Deferred payment draft No. 83 ..	3,135 68
8	Def'd Paym't Draft Acct.	526	Discount on draft No. 83	86 06
8	Hyde Construction Co.	527	Repairing Hay wharf	749 88
8	Robert Wakefield	528	Deferred payment draft No. 36 ..	3,089 45
8	Hyde Construction Co.	529	Deferred payment draft No. 153..	4,188 50
9	Employés	530-543	Payroll for December, 1903.....	25,114 60
14	H. Brown	544	Horse	260 00
14	James H. Budd	545	Legal services	1,000 00
14	Vulcan Iron Works	546	Hydraulic hoist	697 25
14	Fred Miller	547	Addition to shed on Broadway Wharf No. 2	3,399 75
16	James A. McMahon	548	Deferred payment draft No. 101..	1,866 47
16	Robert Wakefield	549	Deferred payment draft No. 63 ..	3,234 42
25	California Mill Co.	550	Mill work	406 35
25	Louis Meyer	551	Painting smokestack	25 00
25	Jas. H. O'Brien	552	Teams and carts	325 00
27	W. A. Boole & Son	553	Repairing barges	382 04
27	Geo. F. Buswell	554	Frictions	50 00
27	Bay City Engineering and Supply Co.	555	Packing	5 52
27	Baker & Hamilton	556	Hardware	494 39
27	John Breuner Co.	557	Linoleum	39 35
27	Betts Spring Co.	558	Repairs	8 50
27	Clement Bennett	559	Reporting and transcribing	161 20
27	Black Diamond Coal Mng. Co.	560	Coal	1,865 38
27	John D. Spreckels	561	Advertising	324 00
27	City Front Stable	562	Keeping horse	52 50
27	H. S. Crocker Co.	563	Stationery	159 80

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rect. No.	On Account of.	Amount.
1904				
Jan. 27	R. D. Chandler	564	Coal	\$1,195 09
27	Cunningham, Curtiss & Welch	565	Stationery	126 75
27	Dunham, Carrigan & Hayden Co.	566	Hardware	79 07
27	Evening Post	567	Advertising	315 00
27	E. M. Graney	568	Shoeing horse	10 00
27	Frank Greg	569	Sawdust	5 00
27	W. T. Garratt & Co.	570	Repairs	22 94
27	Guide Publishing Co.	571	Guides	10 50
27	Golden State and Miners' Iron Works	572	Repairs, Dredger No. 3	159 46
27	Hickman & Masterson	573	Lumber	2,597 20
27	Hammond Lumber Co.	574	Piles	1,094 52
27	Milton Heynemann-Marshall Co.	575	Desks, etc.	65 65
27	J. Hendy Machine Wks.	576	Switch stands, etc.	92 00
27	Langley & Michaels Co.	577	Disinfectants	17 88
27	Marine Exchange	578	Reporting	25 00
27	Merchants' Exchange	579	Reporting	25 00
27	Wm. J. Martin	580	Martin's cleaner	15 00
27	Mutual Elec. Light Co.	581	Lights	2,174 91
27	J. J. Maginis	582	Reporting	20 00
27	H. M. Nagle	583	Brooms	37 50
27	Leary Bros.	584	Keeping horse	41 50
27	Olsen & Cook	585	Hardware	72 19
27	Pacific Coast Rubber Co.	586	Canvas, etc.	28 75
27	W. R. Pond	587	Cleaning compound	137 23
27	The Plant Supply Co.	588	Boiler compound	60 53
27	The Pacific Coast Co.	589	Coal	35 03
27	Pacific States Tel. & Tel. Co.	590	Telephones	177 40
27	Risdon Iron and Locomotive Works	591	Shafts and journals	829 00
27	Risdon Iron and Locomotive Works	592	Repairs	58 25
27	Geo. G. Rundle	593	Repairing tug "Gov. Irwin"	1,416 22
27	Rowlands & Laughton	594	Repairs	118 38
27	J. A. Snook & Co.	595	Hardware	141 44
27	Southern Pacific Co.	596	Freight	73 67
27	Chas. F. Sloane & Co.	597	Electric goods	35 51
27	Henry B. Schindler Co.	598	Buggy	200 00
27	Spring Valley Water Co.	599	Water	307 30
27	E. W. Tucker & Co.	600	Metal rings	25 50
27	Harry Unna Co.	601	Brooms, brushes, etc.	41 05
27	U. S. Laundry Ass'n	602	Laundry	26 20
27	Vulcan Iron Works	603	Weights, Slip "A"	99 07
27	Valvoline Oil Co.	604	Oil	38 13
27	Western Fuel Co.	605	Coal	1,115 71
27	Western Repair and Supply Co.	606	Chandlery	262 28
27	Whittier-Coburn Co.	607	Oil	16 30
27	S. F. Dry Dock Co.	608	Deferred payment draft No. 169	1,560 30
25	Robert Wakefield	609	Deferred payment draft No. 10	3,649 75
25	Robert Wakefield	610	Deferred payment draft No. 81	3,221 74
28	Fred Miller	611	Extra work on Pier 11	164 90
28	J. J. Neylan	612	Spar	25 00
28	Lauren E. Healy	613	Teaming	6 10
28	J. Browell	614	Chimneys	44 00
28	Hodge Draying Co.	615	Draying	94 50
28	Darby Laydon	616	Repiling and repairing Piers 14 and 16	2,226 36
28	S. S. P. Weighing Co.	617	Weighing	9 90
28	Henry Fautz	618	Keys and repairs	3 25
28	Flinn & Treacy	619	Gravel	68 75

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1904				
Jan. 28	Thos. Crowley & Bros.	620	Towing	\$37 50
28	Getz Bros. & Co.	621	Soap, etc.	9 65
28	Henry A. Patterson	622	Draying	5 99
28	Pacific Towel Co.	623	Towel service	3 00
29	John Roach	624	Blasting piles	30 00
29	E. B. Heinrich	625	Repairing motor	7 25
29	San Francisco Towel Co.	626	Towel service	7 00
29	Chas. C. Moore & Co.	627	Repairing pump	1 20
29	Western Union Tel. Co.	628	Rental of clock	6 30
29	Yates & Co.	629	Paints, oil, etc.	298 21
31	Call, Chronicle and Examiner	630	Newspapers	6 75
31	Chas. A. Warren	631	Sand	50 00
31	State Treasurer	632	Remittances	68,715 03
Total January, 1904				\$223,722 90
Feb. 1	State Controller	633	S. F. Depot Sinking Fund	\$4,631 00
4	City Street Imp. Co.	634	Deferred payment draft No. 126	3,269 01
5	Robert Wakefield	635	Deferred payment draft No. 108	3,164 92
9	Employés	636-650	Payroll, month of January	25,174 85
12	John D. Spreckels & Bros	651	Deferred payment draft No. 190	5,000 00
23	E. Raymond	652	Salvage on piles	5 00
23	Jas. H. O'Brien	653	Teams and carts	312 50
18	Healy, Tibbitts & Co.	654	Constructing an addition to Little Main St. Wharf	14,922 75
18	Fred Miller	655	Constructing an addition to shed, Broadway Wharf No. 2	1,133 25
24	Mutual Elec. Light Co.	656	Lights	2,017 53
24	Darby Laydon	657	Repairs	125 24
24	H. R. Rood & Co.	658	Treating piles	516 05
24	Boesch Lamp Co.	659	Globes, etc.	5 00
25	Bancroft-Whitney Co.	660	Reports, etc.	6 50
25	Geo. F. Buswell	661	Frictions	70 00
25	Betts Spring Co.	662	Repairs, Belt Railroad	5 50
25	Baker & Hamilton	663	Hardware	357 79
25	Bay City Engineering and Supply Co.	664	Cup leathers, etc.	32 61
25	Black Diamond Coal Mng. Co.	665	Coal	896 01
25	H. S. Crocker Co.	666	Stationery	89 00
25	City Front Stables	667	Keeping horse, etc.	62 90
25	T. J. Crowley	668	Shoeing horse	10 00
25	R. D. Chandler	669	Coal	575 05
25	Columbia Machine Wks.	670	Gasket	11 50
25	Cunningham, Curtiss & Welch	671	Dockage books	104 50
25	Dunham, Carrigan & Hayden Co.	672	Chain	15 85
25	Geo. E. Dow Pumping Engine Co.	673	Valve springs	4 80
25	Thos. Day Co.	674	Electric lights	50 00
25	Evening Post	675	Advertising	105 00
25	Getz Bros. & Co.	676	Soap, lye, etc.	16 63
25	Guide Publishing Co.	677	Guides	10 50
25	Frank Greg	678	Sawdust	5 00
25	W. T. Garratt & Co.	679	Trip handles, etc.	5 80
25	Milton Heynemann-Marshall Co.	680	Stationery, etc.	113 00
25	Holmes Lime Co.	681	Lime and plaster	5 00
25	Hammond Lumber Co.	682	Piles	1,935 24
25	Hickman & Masterson	683	Lumber	2,545 64
25	J. Hendy Machine Wks.	684	Brake shoes	18 83
25	Lewis-Anderson-Foard Co.	685	Rebate dockage	119 25

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rect. No.	On Account of.	Amount.
1904				
Feb. 25	Leary Bros.....	686	Keeping horses.....	\$35 00
25	Langley & Michaels Co.	687	Disinfectants.....	46 39
25	Marine Exchange.....	688	Reporting.....	25 00
25	Merchants' Exchange.....	689	Reporting.....	25 00
25	H. M. Nagle.....	690	Brooms.....	14 60
25	J. O. Kane.....	691	Harness, etc.....	58 00
25	Pacific Coast Rubber Co.	692	Hose, etc.....	94 05
25	Plant Supply Co.....	693	Packing.....	19 03
25	Pacific Hardware and Steel Co.....	694	Wire cable.....	7 90
25	Pacific States Tel. & Tel. Co.....	695	Telephones.....	176 35
25	Risdon Iron and Locomotive Wks.....	696	Repairs on dredgers.....	101 77
25	Rowlands & Laughton.....	697	Repairs on dredgers.....	105 47
25	J. A. Snook & Co.....	698	Hardware.....	358 81
25	Henry B. Schindler Co.	699	Repairs.....	67 45
25	Sternfeld Leather Co.....	700	Soap.....	12 00
25	Southern Pacific Co.....	701	Repairs to Engine No. 2.....	1,627 34
25	Spring Valley Water Co.	702	Water.....	297 60
25	Sanborn, Vail & Co.....	703	Picture frames.....	100 50
25	Harry Unna Co.....	704	Cuspidors, brushes, etc.....	227 39
25	Valvoline Oil Co.....	705	Oil.....	4 00
25	Whittier-Coburn Co.....	706	Oil.....	80 98
25	Western Fuel Co.....	707	Coal.....	726 73
25	Williams, Dimond & Co.	708	Steam chest cap.....	14 00
25	Western Repair and Supply Co.....	709	Hardware.....	275 94
25	Wells, Fargo & Co.....	710	Expressage.....	45 90
25	Jas. Wilder Co.....	711	Towing driver.....	20 00
25	James Mathews.....	712	Washing for fire house.....	7 00
25	Yates & Co.....	713	Paints, oil, etc.....	269 04
25	P. H. Murphy.....	714	Repairing roof, etc.....	97 43
25	H. Fautz.....	715	Keys, etc.....	3 25
25	Industrial Home for Adult Blind.....	716	Brooms.....	22 80
25	Mer. Towel Supply Co.....	717	Towel service.....	1 00
25	Thos. Crowley & Bros.....	718	Towing.....	31 00
25	Flinn & Treacy.....	719	Repairing pavement.....	188 25
25	Harry Worthington.....	720	Piston ring.....	3 65
25	S. Marcugo.....	721	Cleaning windows.....	18 00
25	J. David West.....	722	Repairing hammers.....	1 50
25	Standard Public Weighing Co.....	723	Weighing.....	1 07
26	Elliott Draying and Teaming Co.....	724	Teaming.....	73 18
26	Fred Jacobsen.....	725	Repairing halyards.....	10 00
26	Flinn & Treacy.....	726	Deferred payment draft No. 131.....	2,344 98
27	Hodge Draying Co.....	727	Teaming.....	4 00
29	State Treasurer.....	728	Remittance.....	66,288 32
	Total February, 1904.....			\$141,380 67
Mar. 1	State Controller.....	729	S. F. Depot Sinking Fund.....	\$4,681 00
5	J. B. Dalziel.....	730	Veterinary services.....	3 00
5	Darby Laydon.....	731	Repairing and repiling outer ends of Piers 14 and 16.....	742 12
9	Robert Wakefield.....	732	Deferred payment draft No. 210.....	2,825 00
10	Employés.....	733-46	Payroll, month of February.....	25,278 75
15	Healy, Tibbitts & Co.....	747	Extending north wing of Slip "A".....	1,039 92
11	Dundon Bridge and Construction Co.....	748	Deferred payment draft No. 136.....	1,692 56
21	Robert Greigg.....	749	Slate roof on Ferry Building.....	995 00
21	R. D. Chandler.....	750	Coal.....	528 33
21	Hickman & Masterson.....	751	Lumber.....	2,237 53

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1904				
Mar. 21	Hammond Lumber Co.	752	Piles	\$1,153 56
21	National Bank of D. O. Mills & Co.	753	Exchange	139 60
21	Western Fuel Co.	754	Coal	797 43
21	Julian B. Harries	755	Experting accounts	37 50
21	H. R. Rood & Co.	756	Coating piles	1,241 70
21	Risdon Iron & Locomo- tive Works	757	Repairs	148 24
21	Mutual Electric Light Co.	758	Lights	1,920 68
21	James Byrne, Jr.	759	Petty cash expenses	238 91
21	Black Diamond Coal Mng. Co.	760	Coal	667 97
21	Hannah Bros.	761	Deferred payment draft No. 124 ..	3,795 25
21	Jas. H. O'Brien	762	Teams and carts	304 50
21	Henry Fautz	763	Repairing lock	1 25
22	Healy, Tibbits & Co.	764	Repairing Little Main St. wharf ..	100 80
23	California Mill Co.	765	Mill work	324 05
28	Betts Spring Co.	766	Repairs	6 25
28	Bancroft-Whitney Co.	767	California Reports	2 50
28	J. D. Barnes	768	Boom for Dredger No. 1	100 00
28	Baker & Hamilton	769	Hardware	172 63
28	H. S. Crocker Co.	770	Stationery	69 95
28	City Front Stables	771	Keeping horse, etc.	53 50
28	Cunningham, Curtiss & Welch	772	Stationery	48 55
28	Chas. F. Doe & Co.	773	Lumber	84 50
28	Evening Post	774	Advertising	55 00
28	Gray Bros.	775	Rock for Belt Railroad	27 50
28	Guide Publishing Co.	776	Guides	10 50
28	Golden State and Min- ers' Iron Works	777	Repairs to Dredger No. 3	276 00
28	Garlock Packing Co.	778	Hose cover	9 25
28	Getz Bros. & Co.	779	Soap, lye, etc.	26 38
28	Milton Heyneman-Mar- shall Co.	780	Stationery	38 93
28	G. M. Josselyn & Co.	781	Ensigns	29 50
28	Leary Bros.	782	Keeping horse	25 00
28	Marine Exchange	783	Reporting	25 00
28	Merchants' Exchange	784	Reporting	25 00
28	William J. Martin	785	Cleaning compound	15 00
28	Pacific Coast Rubber Co.	786	Packing	23 52
28	Plant Supply Co.	787	Packing	32 66
28	Pacific Hardware and Steel Co.	788	Wire cable	12 62
28	Pacific States Tel. and Tel. Co.	789	Telephones	176 65
28	Rowlands & Laughton	790	Repairs	58 48
28	Jas. A. Snook & Co.	791	Hardware	464 87
28	J. D. Spreckels & Bros.	792	Cement	111 75
28	Chas. F. Sloane & Co.	793	Switches	4 45
28	Southern Pacific Co.	794	Repairs to engine	4,051 83
28	H. N. Sessions & Co.	795	Testing meters	32 00
28	Henry B. Schindler Co.	796	Repairs	111 30
28	Spring Valley Water Co.	797	Water	290 00
28	John Twigg & Sons	798	Skiff	42 50
28	Harry Unna Co.	799	Sponges, brooms, etc.	59 20
28	Valvoline Oil Co.	800	Oil	50 45
28	Whittier-Coburn Co.	801	Oil	78 34
28	Western Repair and Supply Co.	802	Chandlery	93 92
28	J. H. Bruce	803	Deferred payment draft No. 142 ..	2,662 33
28	Yates & Co.	804	Paints, oil, etc.	170 99
28	Healy, Tibbits & Co.	805	Constructing addition to Little Main Street Wharf	4,974 25

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1904				
Mar. 28	Henry R. Patterson	806	Teaming	\$22 60
28	Flinn & Treacy	807	Gravel	73 56
28	J. C. Sala	808	Repairing tape	50
28	Thos. Crowley & Bros.	809	Towing	51 50
28	Hodge Draying Co.	810	Teaming	2 50
28	Chas. A. Warren	811	Sand	50 00
29	James Mathews	812	Washing for fire house	3 50
29	Western Union Tel. Co.	813	Rental of clock	3 00
29	W. A. Boole & Son	814	Repairs to Dredger No. 3	611 77
29	Darby Laydon	815	Deferred payment draft No. 149 ..	1,095 39
31	State Treasurer	816	Remittances	71,529 23
	Total March, 1904			\$138,291 25
Apr. 1	State Controller	817	S. F. Depot Sinking Fund	\$4,631 00
9	Employés	818-831	Payroll, month of March	27,245 40
16	City Street Imp. Co.	832	Repairing Main St. Wharf	1,168 22
22	California Mill Co.	833	Millwork	143 10
22	Jas. H. O'Brien	834	Teams and carts	337 50
22	Yates & Co.	835	Paints, oil, etc.	318 05
22	A. J. Coffee Co.	836	Fire-alarm boxes	1,529 83
22	Hickman & Masterson	837	Lumber	4,075 12
22	Mutual Elec. Light Co.	838	Lights	2,075 53
22	Risdon Iron and Loco- motive Works	839	Repairs	1,949 98
22	Benj. Dallerup	840	Repairs, Dredger No. 3	609 74
22	Jas. A. Snook & Co.	841	Hardware	527 05
22	Williams, Belser & Co.	842	Paving blocks	450 00
22	Western Fuel Co.	843	Coal	994 79
22	R. D. Chandler	844	Coal	648 45
22	Southern Pacific Co.	845	Repairs, Belt Railroad	1,297 38
22	Black Diamond Coal Mng. Co.	846	Coal	850 43
22	Hammond Lumber Co.	847	Piles	243 60
22	Hammond Lumber Co.	848	Piles	247 44
22	Spring Valley Water Co.	849	Water	295 25
22	J. D. Spreckels & Bros.	850	Cement	172 41
22	Julian B. Harries	851	Expert accountant	37 50
22	Cunningham, Curtiss & Welch	852	Printing, etc.	217 00
22	Baker & Hamilton	853	Hardware	289 50
22	H. S. Crocker Co.	854	Stationery	104 98
22	R. Dunsmuir Sons Inc.	855	Coal	160 10
22	M. Heyneman-Marshall & Co.	856	Desks	99 50
22	Western Repairs and Supply Co.	857	Chandlery	237 57
22	Pac. States Tel. & Tel. Co.	858	Telephones	173 25
22	Harry Unna Co.	859	Lamps, etc.	198 23
23	Chas. Waltz	860	Repairing safe, etc.	4 50
23	S. F. Typewriter Exc'ge Dunham, Carrigan & Hayden Co.	861	Ribbon	1 00
23	Henry R. Patterson	862	Grease cups	57
23	Flinn & Treacy	863	Teaming	56 05
23	Flinn & Treacy	864	Gravel, etc.	249 94
23	Thos. Crowley Bros.	865	Towing piles	54 00
23	S. O. Pacquinnucci	866	Repairing float	37 00
25	Pacific Towel Co.	867	Towel service	3 00
25	Mercantile Towel Co.	868	Towel service	3 00
25	Call, Chronicle, and Ex- aminer	869	Newspapers	10 65
25	Chas. A. Burns	870	Teaming	3 00
26	J. Anderson & Son	871	Repairing locks and keys	26 30
26	J. C. Sala	872	Repairing tape	50
26	J. D. Barnes	873	Repairing Dredgers Nos. 2 and 3 ..	82 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1904				
Apr. 26	Betts Spring Co.	874	Repairing locomotive	\$26 00
26	A. L. Coombs	875	Transcribing	35 00
26	City Front Stables	876	Keeping horse	61 10
26	A. J. Bolting	877	Services as collector	19 35
26	Evening Post	878	Advertising	70 00
26	Gray Bros.	879	Rock for Belt Railroad	85 25
26	Frank Greg	880	Sawdust	5 00
26	Golden State and Miners Iron Works	881	Repairs, Dredger No. 3	22 18
26	Getz Bros. & Co.	882	Soap	9 38
26	Guide Publishing Co.	883	Guides	10 50
26	H. R. Herold	884	Services as collector	19 35
28	Leary Bros.	885	Keeping horse, etc.	38 50
28	Langley & Michaels Co.	886	Disinfectants	22 02
28	Merchants' Exchange ..	887	Reporting	25 00
28	Marine Exchange	888	Reporting	25 00
28	H. M. Nagle	889	Brooms	36 00
28	Pacific Coast Rubber Co.	890	Roofing, packing, etc.	61 13
28	Plant Supply Co.	891	Packing	6 06
28	Payot, Upham & Co.	892	Insurance blanks	9 00
28	Rowlands & Laughton ..	893	Repairs	28 80
28	Chas. F. Sloane Co.	894	Wire	47 52
28	Whittier-Coburn Co.	895	Oil	59 83
28	N. Clark & Sons	896	Sewer pipe	3 66
28	P. T. Browne	897	Barometer and flags	25 00
28	James Mathews	898	Washing for fire house	3 50
30	Healy, Tibbitts & Co.	899	Repairing spring line for ferry slips	2,569 77
30	Robert Greig	900	Slate roof, Ferry Depot	995 00
30	State Treasurer	901	Remittances	74,923 46
Total April, 1904				\$131,102 27
May 2	State Controller	902	S. F. Depot Sinking Fund	\$4,631 00
5	Williams, Dimond & Co.	903	Locomotive	8,320 00
5	Frank Gallagher	904	Store house on Pier 9	2 211 75
10	Employés	905-918	Payroll, month of April	27,245 90
12	Healy, Tibbitts & Co.	919	Freight slip at Central Basin	11,177 77
23	Jas. H. O'Brien	920	Teams and carts	325 00
24	California Mill Co.	921	Millwork	174 90
26	Western Underwriters' Ass'n	922	Insurance	162 96
26	Pennsylvania Fire Ins. Co.	923	Insurance	122 23
26	Fireman's Fund Ins. Co.	924	Insurance	814 82
26	Atlas Assurance Co.	925	Insurance	448 15
26	Royal Exchange Assur- ance Co.	926	Insurance	651 85
26	Scottish Union and Na- tional Insurance Co.	927	Insurance	325 93
26	Home Fire and Marine Insurance Co.	928	Insurance	162 96
26	New York Underwriters' Agency	929	Insurance	407 41
26	Phenix Insurance Co. of Brooklyn	930	Insurance	977 78
26	German Insurance Co. of Freeport	931	Insurance	407 41
26	London Assurance Co.	932	Insurance	162 96
26	Insurance Co. of North America	933	Insurance	325 93
26	Hamburg-Bremen Fire Insurance Co.	934	Insurance	651 85
26	Manchester Assurance Co.	935	Insurance	244 44
26	Northern Assurance Co.	936	Insurance	162 96

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec't. No.	On Account of.	Amount.
1904				
May 26	Liverpool & London & Globe Insurance Co.	937	Insurance	\$162 96
26	Traders' Insurance Co.	938	Insurance	814 81
26	Caledonian Insurance Co.	939	Insurance	162 96
26	Christensen, Edwards & Goodwin	940	Insurance	263 70
26	Voss, Conrad & Co.	941	Insurance	488 89
26	C. J. Stovel	942	Insurance	162 96
26	Watson, Taylor & Sperry	943	Insurance	611 13
26	Watson, Taylor & Sperry	944	Insurance	162 96
26	Edward Brown & Sons.	945	Insurance	325 93
26	Geo. H. Tyson	946	Insurance	325 92
26	Catton, Bell & Co.	947	Insurance	570 37
26	Curtis & Merrill	948	Insurance	162 96
26	Paul M. Nippert Co.	949	Insurance	488 89
26	Gute & Frank	950	Insurance	325 92
26	City Street Imp. Co.	951	Repairing Main St. wharf	389 40
26	James Byrne, Jr.	952	Petty cash expenses	190 75
26	Bay City Engineering and Supply Co.	953	Cup leathers	47 33
26	Geo. F. Buswell	954	Frictions, Dredger No. 1	25 00
26	Baker & Hamilton	955	Hardware	526 90
26	Black Diamond Coal Mng. Co.	956	Coal	862 58
26	H. S. Crocker Co.	957	Stationery	99 50
26	City Front Stables	958	Keeping horse	62 50
26	R. D. Chandler	959	Coal	691 70
26	Cunningham, Curtiss & Welch	960	Printing	55 00
26	R. Dunsmuir Sons Co.	961	Coal	153 97
26	Benj. Dallerup	962	Spuds for dredgers	137 50
26	Evening Post	963	Advertisement	50 00
26	E. M. Graney	964	Shoeing horse	10 00
26	Gray Bros.	965	Rock for Belt Railroad	52 25
26	W. T. Garratt & Co.	966	Repairs	12 95
26	Robert Greig	967	Shed on fish wharf	300 00
26	Guide Publishing Co.	968	Guides	11 00
26	Getz Bros. & Co.	969	Soap	11 50
26	Frank Greg	970	Sawdust	5 00
26	Frank Greg	971	Sawdust	5 00
26	Garlock Packing Compound	972	Compound	15 00
26	Hammond Lumber Co.	973	Piles	948 92
26	Milton Heyneman-Marsshall Co.	974	Office furniture	115 00
26	J. Hendy Machine Wks.	975	Repairs	61 41
26	Hickman & Masterson	976	Lumber	3,572 41
26	Langley & Michaels Co.	977	Disinfectants	20 21
26	Merchants' Exchange	978	Reporting	25 00
26	Marine Exchange	979	Reporting	25 00
26	Murray Bros.	980	Repairs	12 00
26	Levi Strauss & Co.	981	Crash, etc.	14 96
26	Mutual Electric Light Co.	982	Lights	1,824 74
26	Pacific Coast Rubber Co.	983	Packing, etc.	133 03
26	Plant Supply Co.	984	Repairs	12 00
26	Pacific States Tel. & Tel. Co.	985	Telephones	172 65
26	Rowlands & Laughton	986	Repairs	106 23
26	Risdon Iron and Locomotive Works	987	Repairs	919 09
26	J. D. Spreckels & Bros.	988	Cement	56 11
26	Southern Pacific Co.	989	Freight and repairs	1,189 88
26	Spring Valley Water Works	990	Water	279 15
26	Harry Unna Co.	991	Rags, etc.	39 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rect. No.	On Account of.	Amount.
1904				
May 26	U. S. Laundry Ass'n.....	992	Laundry	\$20 40
26	Valvoline Oil Co.	993	Oil	38 45
26	Whittier-Coburn Co.	994	Oil	38 23
26	Western Repair and Supply Co.	995	Chandlery	176 17
26	Western Fuel Co.	996	Coal	280 17
26	Yates & Co.	997	Paints, oil, etc.	266 34
26	Hodge Draying Co.	998	Teaming	14 50
26	Henry R. Patterson	999	Teaming	109 03
26	W. J. Gilbert & Co.	1000	Water barrel	2 90
26	Flinn & Treacy	1001	Repairing pavement	115 00
26	S. F. Towel Co.	1002	Towel service	7 00
26	Thos. Crowley & Bros.	1003	Towing piles	61 50
26	Cal. Stevedore and Ballast Co.	1004	Hauling sand	14 25
26	J. C. Sala	1005	Repairs	14 35
26	San José Brick Co.	1006	Brick	50
26	G. Graham	1007	Oats	8 87
27	James Mathews	1008	Washing for fire house	3 50
27	J. Breuner Co.	1009	Shades	2 00
27	Riegle & Jamieson	1010	Whitewashing	12 50
28	Mercantile Towel Co.	1011	Towel service	1 00
28	Smith Rice Co.	1012	Repairing time ball	114 50
31	Peter Beilles	1013	Expressing	1 00
31	J. O. Kane	1014	Repairs	2 75
31	Chas. A. Warren	1015	Rock and sand	260 00
31	Payroll	1016	Sweepers, watchmen, etc.	97 50
31	State Treasurer	1017	Remittances	68,049 18
	Total May, 1904			\$148,040 03
June 1	State Controller	1018	S. F. Depot Sinking Fund	\$4,631 00
2	Healy, Tibbitts & Co.	1019	Repairing dolphin between Slips No. 5 and No. 6	2,146 27
3	Boesch Lamp Co.	1020	Repairs, Belt Railroad	3 50
3	Healy, Tibbitts & Co.	1021	Repairing dolphin, Slip No. 6	1,154 99
7	C. J. Hendry Co.	1022	Lime	1 95
10	Tribune Publishing Co.	1023	Printing laws, etc.	375 00
10	Muir Bros.	1024	Repairing bucket for Dredger No. 1	282 43
10	Robert Greig	1025	Repairing roof, Union Depot	1,450 00
10	Robert Greig	1026	Slate roof, Union Depot	995 00
10	Frank Gallagher	1027	Shed on Pier 9	737 25
10	Employés	1028-1042	Payroll for month of May	26,956 10
10	Robert Wakefield	1043	Deferred payment draft No. 211	2,825 00
18	Gray Bros.	1044	Constructing seawall	2,940 91
18	H. R. Rood & Co.	1045	Coating piles	1,340 00
18	H. R. Rood & Co.	1046	Coating piles for Slips 1, 3, 4, 6, and 7 (D. P. 226)	1,340 00
18	H. R. Rood & Co.	1047	do (D. P. 227)	1,340 00
18	H. R. Rood & Co.	1048	do (D. P. 228)	1,340 00
24	Healy, Tibbitts & Co.	1049	Repairing spring lines of ferry slips	1,552 01
24	Robert Greig	1050	Slate roof, Union Depot	995 00
24	Betts Spring Co.	1051	Repairing locomotive	24 25
24	Black Diamond Coal Mng. Co.	1052	Coal	390 97
24	Baker & Hamilton	1053	Hardware	628 95
24	Geo. F. Buswell	1054	Frictions	127 17
24	Cunningham, Curtiss & Welch	1055	Printing	110 00
24	R. D. Chandler	1056	Coal	689 70
24	City Front Stables	1057	Keeping horse, etc.	53 60
24	H. S. Crocker Co.	1058	Stationery	109 79
24	R. Dunsmuir's Sons Co.	1059	Coal	107 87
24	B. Dallerup	1060	Repairs to dredgers	124 65
24	Guide Publishing Co.	1061	Guides	11 00
24	Garlock Packing Co.	1062	Compound	7 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1903-1904—Continued.

Date.	Order.	Rec. No.	On Account of.	Amount.
1904				
June 24	Frank Greg	1063	Sawdust	\$5 00
24	Gray Bros.	1064	Rock, Belt Railroad	101 75
24	Getz Bros. & Co.	1065	Soap, lye, etc.	24 94
24	Hickman & Masterson ..	1066	Lumber	2,565 11
24	Hammond Lumber Co.	1067	Piles	1,000 20
24	J. Hedy Machine Wks.	1068	Repairs, Belt Railroad	203 42
24	Langley & Michaels Co.	1069	Soap	5 50
24	Leary Bros.	1070	Keeping horse	54 50
24	Wm. J. Martin	1071	Martin's cleaner	15 00
24	P. H. Murphy	1072	Repairs on roundhouse	426 20
24	Muir Bros.	1073	Repairs on dredgers	56 20
24	Marine Exchange	1074	Reporting	25 00
24	Merchants' Exchange	1075	Reporting	25 00
24	James A. McMahon	1076	Rent of scow driver	1,612 00
24	Mutual Elec. Light Co.	1077	Lights	1,812 10
24	H. M. Nagle	1078	Brooms	23 00
24	Pacific Coast Co.	1079	Coal	434 62
24	Pacific Coast Rubber Co.	1080	Packing and hose	113 60
24	Pacific Hardware and Steel Co.	1081	Hardware	164 26
24	Pacific States Tel. & Tel. Co.	1082	Telephones	172 85
24	Plant Supply Co.	1083	Valves, etc.	16 31
24	Rowlands & Laughton ..	1084	Repairs	37 40
24	Risdon Iron and Loco- motive Works	1085	Repairs	158 04
24	H. N. Sessions & Co.	1086	Testing meters	96 00
24	Jas. A. Snook & Co.	1087	Hardware	653 14
24	Southern Pacific Co.	1088	Repairs	67 48
24	J. D. Spreckels & Bros.	1089	Cement	45 27
24	Levi Strauss & Co.	1090	Towels	17 76
24	Spring Valley Water Co.	1091	Water	301 05
24	H. B. Schindler & Co.	1092	Repairs	73 25
24	Valvoline Oil Co.	1093	Oil	34 45
24	Harry Unna Co.	1094	Brushes, brooms, etc.	142 56
24	Western Repair and Supply Co.	1095	Chandlery	453 38
24	Whittier-Coburn Co.	1096	Oil	58 44
24	Western Fuel Co.	1097	Coal	43 90
24	James Wilder Co.	1098	Towing pile-driver	27 50
24	Jas. H. O'Brien	1099	Teams and carts	312 50
24	C. A. Burns	1100	Hauling lumber	2 00
24	California Mill Co.	1101	Millwork	63 55
25	Thos. Crowley & Bros.	1102	Towing piles	49 50
25	P. L. Jones & Co.	1103	Repairs, buggy	21 25
25	H. R. Patterson	1104	Teaming	44 74
28	Howard C. Holmes	1105	Wharf merchandise	90 30
28	Henry Fautz	1106	Keys	2 75
28	W. J. Gilbert & Co.	1107	Water barrel	2 90
28	J. O'Shea	1108	Carts	120 00
30	Hodge Draying Co.	1109	Teaming	7 00
30	Western Union Tel. Co.	1110	Rental clock	1 00
30	J. R. La Fontaine	1111	Prints	41 67
30	Geo. Taylor	1112	Repairing harness	4 50
30	Yates & Co.	1113	Paints, oil, etc.	303 68
30	Smith, Rice & Co.	1114	Moving bell from tower	40 00
30	Holmes Lime Co.	1115	Lime	1 25
30	Mercantile Towel Co.	1116	Towel service	1 00
30	State Treasurer	1117	Remittances	89,584 38
	Total June, 1904			\$136,552 01
	Total for year			\$2,439,458 28

* Number of receipt for deferred payment draft.

† Missing numbers are receipts for deferred payment drafts. Numbers are entered when drafts are paid.

RECAPITULATION OF DISBURSEMENTS.

1902—July	\$118,074 02	
August	109,606 40	
September	133,706 96	
October	146,137 06	
November,	124,780 66	
December	137,961 98	
1903—January	112,919 70	
February	125,710 57	
March	117,300 62	
April	125,739 20	
May	124,064 07	
June	141,081 89	
		\$1,517,083 13
1903—July	\$592,830 94	
August	173,010 05	
September	174,709 62	
October	207,962 15	
November	176,019 00	
December	195,837 39	
1904—January	223,722 90	
February	141,380 67	
March	138,291 25	
April	131,102 27	
May	148,040 03	
June	136,552 01	
		2,439,458 28
Total		\$3,956,541 41

EXHIBIT C.—*Summary of Receipts and Disbursements.*

RECEIPTS.

	1902-1903.	1903-1904.	Total.
From dockage.....	\$195,743 95	\$212,169 95	\$407,913 90
From tolls.....	260,174 23	276,402 42	536,576 65
From wharfrage.....	7,735 00	9,038 95	16,773 95
From rents.....	309,612 15	415,258 55	724,870 70
From sale of old material.....	3,348 57	2,743 17	6,091 74
From damages, sales, etc.....	1,293 54	7,516 66	8,810 20
From belt railroad switching.....	47,266 20	71,924 12	119,190 32
From dredging.....	508 00	-----	508 00
From belt railroad construction.....	62 27	-----	62 27
From electric lighting.....	3,352 44	4,180 52	7,532 96
From discount account.....	-----	1,494 13	1,494 13
From fire loss account.....	-----	7,464 62	7,464 62
From drafts refused and cancelled.....	-----	88 60	88 60
	\$829,096 35	\$1,008,281 69	\$1,837,378 04
Deferred payment drafts issued.....	-----	504,218 01	504,218 01
Drafts drawn from San Francisco Harbor Improvement Fund.....	632,414 78	871,386 58	1,503,801 36
Transfers to San Francisco Depot Sinking Fund.....	55,572 00	55,572 00	111,144 00
	\$1,517,083 13	\$2,439,458 28	\$3,956,541 41

DISBURSEMENTS.

Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office.....	\$83,889 75	\$84,214 85	\$168,104 60
Construction, including building of new wharves, slips, sheds, sewers, and roadways; maintenance and repairs of waterfront streets, old wharves, buildings, and roadway.....	375,195 39	801,174 21	1,176,369 60
Wharf and street cleaning and sprinkling.....	30,354 41	32,980 88	63,335 29
Dredging.....	58,873 99	107,034 35	165,908 34
General expenses, including the following:			
Elec. lighting and supplies, 1903-4.....	\$28,308 70		
Legal expenses.....	3,315 66		
Premium of insurance.....	11,000 00		
Telephone service.....	4,535 99		
Furniture for various offices.....	545 12		
Lighting for account of Postoffice and wharves, 1902-3.....	12,832 29		
Revenue refunded.....	1,042 57		
Books, stationery and printing.....	5,134 23		
Messenger and Janitor.....	1,800 00		
Advertising, exchange, livery, marine reports, water, care of clocks, fuel, auditing, etc.....	9,419 29		
	25,754 02	52,179 83	77,933 85
Belt railroad, construction and maintenance, operating and equipment.....	57,650 63	80,343 86	137,994 49
Fire account.....	6,170 53	6,768 03	12,938 56
Seawall construction.....	-----	4,352 41	4,352 41
Dredging (contract) and purchase of scows and dredgers.....	30,699 00	34,674 00	65,373 00
Union Ferry Depot (expense).....	31,585 94	25,864 68	57,450 62
Damages, etc.....	-----	23,246 23	23,246 23
	\$700,173 66	\$1,252,833 33	\$1,953,006 99
Deferred payment drafts paid.....	-----	232,102 22	232,102 22
S. F. Harbor Imp. Fund, remitted to State Treasurer.....	761,337 47	898,862 13	1,660,199 60
S. F. Harbor Imp. Fund, drafts refused and canceled.....	-----	88 60	88 60
S. F. Depot Sinking Fund, transfers from S. F. Harbor Imp. Fund.....	55,572 00	55,572 00	111,144 00
	\$1,517,083 13	\$2,439,458 28	\$3,956,541 41

EXHIBIT E.—Statement of San Francisco Harbor Improvement Fund
(State Treasurer, Custodian), for the Two Years ending June 30, 1904.

1902—July 31	To amount remitted to State Treasurer	\$53,577 53	
Aug. 31	do	60,785 49	
Sept. 30	do	64,860 01	
Oct. 31	do	66,511 29	
Nov. 30	do	68,766 59	
Dec. 31	do	67,488 22	
1903—Jan. 31	do	61,406 97	
Feb. 28	do	60,911 53	
Mar. 31	do	59,166 67	
Apr. 30	do	67,116 48	
May 31	do	59,980 52	
June 30	do	70,766 17	
			\$761,337 47
July 31	do	\$84,663 36	
Aug. 31	do	68,778 62	
Sept. 30	do	74,798 38	
Oct. 31	do	78,296 08	
Nov. 30	do	95,174 06	
Nov. 30	To drafts refused and canceled	88 60	
Dec. 31	To amount remitted to State Treasurer	78,062 03	
1904—Jan. 31	do	68,715 03	
Feb. 29	do	66,288 32	
Mar. 31	do	71,529 23	
Apr. 30	do	74,923 46	
May 31	do	68,049 18	
June 30	do	69,584 38	
			898,950 73
Total			\$1,660,288 20
Amount in fund June 30, 1902			70,099 21
			\$1,730,387 41

		Drafts Drawn.	Transfers to S. F. Depot Sinking Fund.	Total.
1902—July ...	By amount of drafts drawn on State Treasurer	\$53,927 52	\$4,631 00	\$58,558 52
Aug. ...	do	39,275 24	4,631 00	43,906 24
Sept. ...	do	58,279 45	4,631 00	62,910 45
Oct. ...	do	69,202 91	4,631 00	73,833 91
Nov. ...	do	45,417 31	4,631 00	50,048 31
Dec. ...	do	60,253 80	4,631 00	64,884 80
1903—Jan. ...	do	41,097 60	4,631 00	45,728 60
Feb. ...	do	54,485 45	4,631 00	59,116 45
Mar. ...	do	47,522 19	4,631 00	52,153 19
Apr. ...	do	49,598 77	4,631 00	54,229 77
May ...	do	53,627 61	4,631 00	58,258 61
June ...	do	59,726 93	4,631 00	64,357 93
	Total	\$632,414 78	\$55,572 00	\$687,986 78
1903—July ...	By amount of drafts drawn on State Treasurer	\$57,331 00	\$4,631 00	\$61,962 00
Aug. ...	do	63,886 79	4,631 00	68,517 79
Sept. ...	do	71,193 44	4,631 00	75,824 44
Oct. ...	do	104,814 31	4,631 00	109,445 31
Nov. ...	do	71,751 15	4,631 00	76,382 15
Dec. ...	do	63,366 31	4,631 00	67,997 31
1904—Jan. ...	do	143,962 39	4,631 00	148,593 39
Feb. ...	do	66,395 38	4,631 00	71,026 38
Mar. ...	do	57,955 17	4,631 00	62,586 17
Apr. ...	do	46,653 69	4,631 00	51,284 69
May ...	do	70,397 36	4,631 00	75,028 36
June ...	do	53,679 59	4,631 00	58,310 59
	Total	\$871,386 58	\$55,572 00	\$926,958 58
	Total for two fiscal years ending June 30, 1904	\$1,503,801 36	\$111,144 00	\$1,614,945 36
	Balance in fund June 30, 1904			115,442 05
				\$1,730,387 41

63-1904.

EXPENSES.

	Purchase of Sows and	Constructing and Operating Belt Railroad.....	Miscellaneous, Including Dam-ages Paid.....	Transfer to S. F. Depot Sinking Fund.....	Deferred Payment Drafts Paid.	Balance in S. F. Harbor Imp. Fund June 30, 1904.....	Total
			\$676 25				
			330 62				
			561 18				
070 00			6,344 01				
725 00			924 99				
			565 47				
354 45							
068 79			1,665 88				
948 84			595 50				
173 50			2,510 53				
			4,785 32				
			4,320 00				
247 00			28,129 37				
			6,863 55				
			4,933 50				
			4,324 00				
			5,742 95				
			5,450 62				
			10,152 33				
			5,257 21				
			9,600 62				
			7,663 95				
384 00			5,771 81	\$23,155 00			
			4,815 50	55,572 00			
			4,827 05	55,572 00			
			6,582 96	55,572 00			
			5,938 89	55,572 00			
			8,833 26	55,572 00			
			10,553 75	55,572 00			
			10,768 53	55,572 00			
			11,467 99	55,572 00			
			8,277 71	55,572 00			
19 00	<i>e</i>		9,693 24	55,572 00			
34 00	<i>f</i>		31,195 73	55,572 00	\$232,102 22	\$115,442 05	
2258							
		\$532,711 19	\$230,124 27	\$634,447 00	\$232,102 22	\$115,442 05	\$20,215,712 72

of Tre.

EXHIBIT D.

Comparative Statement of Receipts and Disbursements—1863-1904.

Year	RECEIPTS.		DISBURSEMENTS.													
	From Stockholders, Trade, Miscellaneous, and Other Sources, both Individual and From M. F. Depot (including Profit, etc.)	Deferred Payment Profits	Total	Expenses.	Percentage per Year.	Construction and Repairs.	Seawall.	Dredging.	Contract Dredging.	Purchase of Scaws and Dredgers.	Constructing and Operating Salt Railroad.	Miscellaneous, Including Damages Paid.	Transfers to S. F. Depot (Shaking Fund).	Deferred Payment Profits Paid.	Balance to S. F. Harbor Imp. Fund (March 31, 1904).	Total
1863-64	\$117,848 28		\$117,848 28	\$25,354 84	21.50	\$97,599 82						\$676 25				
1864-65	177,393 66		177,393 66	32,439 10	18.28	80,875 15										
1865-66	183,716 80		183,716 80	35,531 42	19.02	19,065 42	\$3,607 00		\$44,106 50							
1866-67	336,409 36		336,409 36	41,253 95	11.95	88,525 78	207 50		10,300 00							
1867-68	294,304 28		294,304 28	55,531 92	18.87	32,791 27	250,991 97		41,021 00			330 62				
1868-69	287,890 53		287,890 53	52,130 77	18.11	38,779 33	262,323 13		32,333 00			561 18				
1869-70	252,649 56		252,649 56	54,684 40	21.65	35,545 04	165,892 68		80,100 00							
1870-71	148,917 03		148,917 03	37,782 65	25.37	53,693 31			35,258 00							
1871-72	195,031 14		195,031 14	61,006 70	31.28	28,146 62			53,944 40							
1872-73	190,330 47		190,330 47	69,858 63	36.50	78,776 28			32,293 20							
1873-74	265,709 06		265,709 06	77,938 05	29.33	104,175 98	2,321 85		42,478 56	\$34,070 00		6,344 01				
1874-75	373,541 72		373,541 72	68,617 14	18.37	209,540 80	1,078 25	\$33,835 71	3,725 00			924 99				
1875-76	372,078 74		372,078 74	65,976 57	17.73	162,000 25		31,363 19	9,439 51			565 47				
1876-77	448,087 25		448,087 25	79,208 85	17.68	234,023 05		25,252 94		15,354 45						
1877-78	446,516 82		446,516 82	84,326 72	18.88	112,628 95	4,803 38	38,214 40		82,068 79		1,665 88				
1878-79	466,420 55		466,420 55	97,162 63	20.83	164,560 55	107,091 87	60,454 63		3,948 84		595 50				
1879-80	427,687 56		427,687 56	100,667 57	23.53	141,022 14	309,652 90	51,675 57		1,173 50		2,510 53				
1880-81	419,437 49		419,437 49	102,746 76	24.49	199,972 97	583,174 96	51,462 25				4,735 32				
1881-82	458,605 64		458,605 64	104,005 15	22.91	86,102 58	92,804 98	48,743 45				4,320 00				
1882-83	439,030 54		439,030 54	107,833 69	24.74	179,089 32	34,949 22	51,457 50		5,247 00		28,129 37				
1883-84	501,243 23		501,243 23	115,231 30	22.98	173,997 19	76,461 63	60,780 40				6,863 55				
1884-85	500,702 10		500,702 10	116,194 14	23.20	248,607 11	195,706 95	52,253 80				4,933 50				
1885-86	483,851 04		483,851 04	117,693 22	24.32	197,612 03	157,953 82	46,675 40				4,324 00				
1886-87	527,890 96		527,890 96	128,584 90	24.35	153,529 29	53,403 50	78,046 99				5,742 95				
1887-88	580,152 51		580,152 51	138,993 05	23.95	294,855 61	36,360 98	54,082 70				5,450 62				
1888-89	619,537 54		619,537 54	139,552 66	20.91	231,353 84	101,586 24	62,424 96				10,152 33				
1889-90	569,105 58		569,105 58	131,262 56	21.91	301,063 18	115,419 48	51,588 91				5,257 21				
1890-91	909,821 20		909,821 20	115,579 39	12.70	269,542 63	65,810 20	53,230 81				9,600 62				
1891-92	651,112 11		651,112 11	114,860 89	17.64	275,083 97	122,112 90	56,081 70				7,663 95				
1892-93	629,957 55		629,957 55	121,882 55	19.34	319,991 36	72,025 44	54,006 33	865 15	25,384 00		5,771 81	\$23,155 00			
1893-94	583,674 58		583,674 58	123,039 43	21.08	338,570 00	23,158 22	79,664 43				14,643 63	4,815 50	55,572 00		
1894-95	586,614 61		586,614 61	137,684 55	23.47	444,366 85	55 00	56,339 02				30,755 26	4,827 05	55,572 00		
1895-96	569,207 89		569,207 89	135,267 13	23.57	300,335 35		55,686 31				15,189 01	6,582 96	55,572 00		
1896-97	562,123 65		562,123 65	133,138 80	23.68	319,085 55	6,658 01	55,686 31				11,422 27	5,938 89	55,572 00		
1897-98	830,455 62		830,455 62	151,593 53	18.06	313,603 11		54,278 81				18,455 63	8,833 26	55,572 00		
1898-99	731,623 41		731,623 41	170,678 51	23.46	293,560 22		54,102 91				25,539 38	10,553 75	55,572 00		
1899-00	772,989 03	\$123 45	773,112 48	164,294 43	21.24	460,548 25		59,494 87				37,476 81	10,768 53	55,572 00		
1900-01	825,191 43	34 80	825,226 23	168,061 41	19.91	375,195 39		58,739 89				76,346 58	11,467 99	55,572 00		
1901-02	825,066 35		825,066 35	168,061 41	19.91	375,195 39		58,739 89				76,346 58	11,467 99	55,572 00		
1902-03	1,098,193 09	\$504 218 01	1,512,499 70	194,058 77	12.83	801,174 21	4,532 41	107,034 35		19,500 00	34,674 00	80,343 86	9,693 24	55,572 00	\$232,102 22	\$115,442 05
1903-04																
	\$19,896,624 43	\$504,218 01	\$20,215,712 72	\$4,271,196 99		\$205,994 69	\$2,653,084 40	\$1,652,529 26	\$402,935 07	\$225,145 58	\$532,711 19	\$280,124 27	\$634,447 00	\$232,102 22	\$115,442 05	\$20,215,712 72

a, b, c, d, e, f, g, h, i, j, k, x.—See Exhibit "A."

i "Miscellaneous, Including Damages" is included \$23,179.93 paid to J. D. Spreckels & Bros. Co. and Pacific Coast S. S. Co., by act of Legislature.

EXHIBIT F.

Statement of the San Francisco Harbor Improvement Fund—November 4,
1863, to June 30, 1904.

Fiscal Year. From the Organization of the Commission.	Charged to S. F. Harbor Improve- ment Fund (State Treasurer Cus- todian).	Drawn from S. F. Harbor Improve- ment Fund (State Treasurer Cus- todian).
1863-64	\$71,897 39	\$47,680 02
1864-65	123,365 23	62,334 82
1865-66	132,023 96	47,568 50
1866-67	268,573 45	64,345 94
1867-68	217,528 06	354,121 12
1868-69	212,532 07	310,213 27
1869-70	180,623 37	272,670 93
1870-71	96,097 20	73,914 13
1871-72	105,877 82	53,944 40
1872-73	91,042 59	80,640 23
1873-74	166,150 23	168,769 62
1874-75	245,369 00	189,549 17
1875-76	249,450 44	146,716 69
1876-77	310,909 33	266,661 37
1877-78	285,521 50	162,712 80
1878-79	274,370 87	241,764 39
1879-80	240,414 91	419,429 27
1880-81	204,782 41	527,487 44
1881-82	249,919 90	131,140 42
1882-83	194,860 84	165,586 90
1883-84	254,497 78	186,588 60
1884-85	259,702 01	376,700 41
1885-86	249,431 18	289,838 61
1886-87	245,509 83	136,926 50
1887-88	294,861 66	244,452 11
1888-89	321,605 12	247,137 61
1889-90	306,148 20	311,633 96
1890-91	319,721 19	232,991 25
1891-92	360,206 68	366,205 44
1892-93	334,575 70	376,049 89
1893-94	281,417 59	315,899 66
1894-95	215,278 73	381,585 26
1895-96	285,523 58	346,501 16
1896-97	256,612 21	281,991 29
1897-98	224,702 65	245,385 94
1898-99	334,943 72	314,371 42
1899-00	669,814 33	639,360 25
1900-01	725,703 72	745,015 51
1901-02	760,506 95	758,510 69
1902-03	761,337 47	687,986 78
1903-04	898,950 73	926,958 58
Balance in Treasury June 30, 1904		115,442 05
Totals	\$12,282,360 60	\$12,282,360 60

EXHIBIT G.

Statement of San Francisco Depot Sinking Fund, June 30, 1904.

		Sinking Fund.	Interest.	Total.
1902—June	To amount transferred from S. F. Harbor Improvement Fund.....	\$2,631 00	\$2,000 00	\$4,631 00
July	do	2,631 00	2,000 00	4,631 00
Aug.	do	2,631 00	2,000 00	4,631 00
Sept.	do	2,631 00	2,000 00	4,631 00
Oct.	do	2,631 00	2,000 00	4,631 00
Nov.	do	2,631 00	2,000 00	4,631 00
Dec.	do	2,631 00	2,000 00	4,631 00
1903—Jan.	do	2,631 00	2,000 00	4,631 00
Feb.	do	2,631 00	2,000 00	4,631 00
Mar.	do	2,631 00	2,000 00	4,631 00
Apr.	do	2,631 00	2,000 00	4,631 00
May	do	2,631 00	2,000 00	4,631 00
June	do	2,631 00	2,000 00	4,631 00
	Total	\$31,572 00	\$24,000 00	\$55,572 00
July	To amount transferred from S. F. Harbor Improvement Fund.....	\$2,631 00	\$2,000 00	\$4,631 00
Aug.	do	2,631 00	2,000 00	4,631 00
Sept.	do	2,631 00	2,000 00	4,631 00
Oct.	do	2,631 00	2,000 00	4,631 00
Nov.	do	2,631 00	2,000 00	4,631 00
Dec.	do	2,631 00	2,000 00	4,631 00
1904—Jan.	do	2,631 00	2,000 00	4,631 00
Feb.	do	2,631 00	2,000 00	4,631 00
Mar.	do	2,631 00	2,000 00	4,631 00
Apr.	do	2,631 00	2,000 00	4,631 00
May	do	2,631 00	2,000 00	4,631 00
June	do	2,631 00	2,000 00	4,631 00
	Total	\$31,572 00	\$24,000 00	\$55,572 00
	Total for two fiscal years ending June 30, 1904.....	\$63,144 00	\$48,000 00	\$111,144 00
	Transferred prior to June 30, 1902.....	297,303 00	226,000 00	523,303 00
	Total	\$360,447 00	\$274,000 00	\$634,447 00

EXHIBIT H—Continued.

Date.	Draft No.	Issued to.	Date Payable.	Account of.	Amount.	Total.
1904.						
June 14	226	H. R. Rood & Co...	Sept 14, '04	Coating piles for repair of Slips 1, 3, 4, 6, 7		
14	227	do	Dec. 14, '04	do	\$1,340 00	
14	228	do	Mar. 14, '05	do	1,340 00	
						\$4,020 00
Amount outstanding June 30, 1902						\$436,010 85
Total						180,571 34
						\$616,582 19

DRAFTS MATURED AND PAID.

Date.	Draft No.	To Whom Paid.	Amount.	Total.
1902.				
July 8	30	Robert Wakefield	\$3,089 45	
16	57	do	3,234 42	
22	4	Healy, Tibbitts & Co.	1,706 05	
24	4	Robert Wakefield	3,649 75	\$11,679 67
Aug. 19	48	Atlantic, Gulf and Pacific Co.	\$3,486 75	3,486 75
Sept. 11	28	S. F. Timber Preserving Co.	\$7,559 06	
19	52	do	1,696 66	9,255 72
Oct. 2	54	Healy, Tibbitts & Co.	\$1,555 71	
8	31	Robert Wakefield	3,089 45	
16	58	do	3,234 42	
22	47	Healy, Tibbitts & Co.	1,706 05	
24	5	Robert Wakefield	3,649 75	
24	76	do	3,221 74	16,457 12
Nov. 7	73	Fred Miller	\$1,846 75	
19	49	Atlantic, Gulf and Pacific Co.	3,486 75	5,333 50
Dec. 19	53	San Francisco Timber Preserving Co.	\$1,696 67	1,696 67
1903.				
Jan. 2	55	Healy, Tibbitts & Co.	\$1,555 71	
8	32	Robert Wakefield	3,089 45	
16	59	do	3,234 42	
24	6	do	3,649 75	
24	77	do	3,221 74	14,751 07
Feb. 5	104	Robert Wakefield	\$3,164 92	
7	74	Fred Miller	1,846 75	
9	50	Atlantic, Gulf and Pacific Co.	3,486 75	
20	92	Darby Laydon	2,219 43	
20	95	do	1,479 34	\$12,197 19
April 2	56	Healy, Tibbitts & Co.	\$1,555 71	
6	99	City Street Improvement Co.	2,350 00	
8	33	Robert Wakefield	3,089 45	
16	60	do	3,234 42	
24	7	do	3,649 75	
24	78	do	3,221 74	17,101 07

EXHIBIT H—Continued.
DRAFTS MATURED AND PAID.

Date.	Draft No.	To Whom Paid.	Amount.	Total.
1903.				
May	5	105 Robert Wakefield	\$3,164 92	
	7	75 Fred Miller	1,846 75	
	20	93 Darby Laydon	2,219 43	
	24	96 do	1,479 34	
	25	128 Flinn & Treacy	2,344 98	
June	11	132 J. H. Bruce	\$9,350 00	\$11,055 42
July	8	34 Robert Wakefield	\$3,089 45	9,350 00
	8	151 Hyde Construction Co.	4,188 50	
	16	61 Robert Wakefield	3,234 42	
	18	167 San Francisco Dry Dock Co.	1,560 30	
	24	8 Robert Wakefield	3,649 75	
	24	79 do	3,221 74	
Aug.	5	106 Robert Wakefield	\$3,164 92	18,944 16
	10	188 J. D. Spreckels & Bros. Co.	5,834 18	
	19	198 S. D. Le Clair	3,143 20	
	20	94 Darby Laydon	2,219 43	
	20	97 do	1,479 35	
	25	129 Flinn & Treacy	2,344 98	
Sept.	3	98 S. D. Le Clair	\$2,247 27	18,186 06
	11	133 J. H. Bruce	9,350 00	
	17	122 Hannah Bros.	3,795 25	
Oct.	1	147 Darby Laydon	\$1,095 38	15,392 52
	8	35 Robert Wakefield	3,089 45	
	8	152 Hyde Construction Co.	4,188 50	
	15	100 Jas. A. McMahon	1,866 47	
	16	62 Robert Wakefield	3,234 42	
	18	168 S. F. Dry Dock Co.	1,560 30	
	24	80 Robert Wakefield	3,221 74	
	24	9 do	3,649 75	
Nov.	5	107 Robert Wakefield	\$3,164 92		21,906 01
	10	189 J. D. Spreckels & Bros. Co.	5,000 00	
	25	130 Flinn & Treacy	2,344 98	
Dec.	11	120 San Francisco Timber Preserving Co.	\$2,787 97	10,509 90
	11	134 J. H. Bruce	9,350 00	
	11	135 Dundon Bridge and Construction Co.	1,092 56	
	17	123 Hannah Bros.	3,795 25	
	18	141 J. H. Bruce	2,662 33	
	30	148 Darby Laydon	1,095 38	
1904.				
Jan.	6	192 Wells, Fargo & Co.'s Bank, assignee of F. H. Masow—discounted	\$3,499 17	
	6	37 Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted	3,089 45	
	6	154 Wells, Fargo & Co.'s Bank, assignee of Hyde Construction Co.—discounted	4,188 50	
	6	202 Wells, Fargo & Co.'s Bank, assignee of Jas. A. McMahon—discounted	1,841 88	
	6	102 C. F. McCarthy, assignee of Jas. A. McMahon—discounted	1,866 48	
	6	64 Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted	3,234 42	
	6	170 San Francisco Dry Dock Co.—discounted	1,560 30	
	6	82 Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted	3,221 74	
	6	11 Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted	3,649 75	
	6	109 Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted	3,164 92	

EXHIBIT H—Continued.

DRAFTS MATURED AND PAID.

Date.	Draft No.	To Whom Paid.	Amount.	Total.
1904.				
Jan. 6	191	J. D. Spreckels & Bros. Co.—discounted.....	\$5,000 00	
6	187	First National Bank, assignee of Flinn & Treacy —discounted.....	2,450 00	
6	121	San Francisco Timber Preserving Co.—discounted.....	2,787 97	
6	137	Dundon Bridge and Construction Co.—dis- counted.....	1,092 57	
6	125	Wells, Fargo & Co.'s Bank, assignee of Hannah Bros.—discounted.....	3,795 25	
6	143	J. H. Bruce—discounted.....	2,604 34	
6	150	London and San Francisco Bank, assignee of Darby Laydon—discounted.....	1,095 39	
6	193	Wells, Fargo & Co.'s Bank, assignee of F. H. Masow—discounted.....	3,499 17	
6	38	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted.....	3,089 45	
6	155	Wells, Fargo & Co.'s Bank, assignee of Hyde Con- struction Co.—discounted.....	4,188 50	
6	203	Wells, Fargo & Co.'s Bank, assignee of Jas. A. McMahon—discounted.....	1,795 20	
6	199	Wells, Fargo & Co.'s Bank, assignee of S. D. Le Clair—discounted.....	3,143 20	
6	103	C. F. McCarthy, assignee of Jas. A. McMahon— discounted.....	1,866 48	
6	65	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted.....	3,234 42	
6	171	San Francisco Dry Dock Co.—discounted.....	1,560 30	
6	12	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted.....	3,649 75	
6	83	Wells, Fargo & Co.'s Bank, assignee of Robert Wakefield—discounted.....	3,221 74	
8	36	Robert Wakefield.....	3,089 45	
8	153	Hyde Construction Co.....	4,188 50	
15	101	Jas. A. McMahon.....	1,866 47	
16	63	Robert Wakefield.....	3,234 42	
18	169	San Francisco Dry Dock Co.....	1,560 30	
24	10	Robert Wakefield.....	3,649 75	
24	81	do.....	3,221 74	
Feb. 4	126	City Street Improvement Co.....	\$3,269 01	\$98,305 64
5	108	Robert Wakefield.....	3,164 92	
10	190	J. D. Spreckels & Bros. Co.....	5,000 00	
25	131	Flinn & Treacy.....	2,344 98	
Mar. 9	210	Robert Wakefield.....	\$2,825 00	13,778 91
11	136	Dundon Bridge and Construction Co.....	1,092 56	
17	124	Hannah Bros.....	3,795 25	
18	142	J. H. Bruce.....	2,662 33	
30	149	Darby Laydon.....	1,095 39	
June 9	211	Robert Wakefield.....	\$2,825 00	11,470 53
		Total paid for two fiscal years ending June 30, 1904.....		2,825 00
		Balance outstanding June 30, 1904.....		\$344,460 40
				\$272,115 79

The above outstanding deferred payment drafts are payable as follows:

Year ending June 30, 1905.....	\$118,512 22
Year ending June 30, 1906.....	97,865 59
Year ending June 30, 1907.....	43,846 78
Year ending June 30, 1908.....	11,891 20
Total.....	\$272,115 79

EXHIBIT I.

COST OF COMPLETED SEAWALL.

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

EXHIBIT J.

*Belt Railroad Revenue and Expense for the Two Fiscal Years ending
June 30, 1904.*

REVENUE.

Fiscal Year ending June 30—	Construction.	Sale of Old Material.	Switching Cars.	Total.
1892-----			\$4,580 75	\$4,580 75
1893-----			12,039 00	12,039 00
1894-----			10,775 25	10,775 25
1895-----			10,118 75	10,118 75
1896-----		\$5,934 25	11,730 00	17,664 25
1897-----			11,619 25	11,619 25
1898-----			13,313 50	13,313 50
1899-----			17,090 25	17,090 25
1900-----			19,402 25	19,402 25
1901-----			27,477 00	27,477 00
1902-----			38,992 53	38,992 53
1903-----	\$62 27		47,266 20	47,328 47
1904-----			71,924 12	71,924 12
Totals-----	\$62 27	\$5,934 25	\$296,328 85	\$302,325 37

EXHIBIT J—Continued.

EXPENSE.

Fiscal Year ending June 30—	Construction and Equipment.	Maintenance and Operating.	Total.
1891	\$327 61		\$327 61
1892	74,188 90	\$7,118 56	81,307 46
1893	4,496 68	11,436 42	15,933 10
1894	50 69	14,592 94	14,643 63
1895	11,587 38	19,167 88	30,755 26
1896		15,189 01	15,189 01
1897		11,422 57	11,422 57
1898		18,458 63	18,458 63
1899		25,539 38	25,539 38
1900		37,476 81	37,476 81
1901	37,519 31	38,827 27	76,346 58
1902	19,314 90	48,001 86	67,316 76
1903	14,242 48	43,408 15	57,650 63
1904	Construction. \$402 71 Equipment. \$10,652 01	Maintenance. 25,695 79 Operating. 43,593 25	80,343 76
Total			\$532,711 19

EXHIBIT K.

Work Under Way at Date of Last Biennial Report and Since Completed.

Building Car Ferry Slips, Nos. 1 and 2 (North of Pier No. 27). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$72,995 00	
Addition to contract, October 1, 1901.	506 40	
		\$73,501 40
Paid Mar. 14, 1901	\$3,017 27	
Paid Apr. 4, 1901	3,248 06	
Paid May 9, 1901	3,953 97	
Paid June 12, 1901	2,189 85	
Paid July 24, 1901	2,189 85	
Paid Oct. 12, 1901	506 40	
Paid discount on D. P. Draft No. 1	6 00	
Paid Oct. 12, 1901	3,643 75	
Paid discount on D. P. Draft No. 2	51 99	
Paid Oct. 12, 1901	3,597 76	
Paid Apr. 24, 1902	3,649 75	
Paid July 24, 1902	3,649 75	
Paid Oct. 24, 1902	3,649 75	
Paid Jan. 24, 1903	3,649 75	
Paid Apr 24, 1903	3,649 75	
Paid July 1, 1903—By D. P. Draft 8, due July 24, '03.	3,649 75	
Paid July 1, 1903—By D. P. Draft 9, due Oct. 24, '03.	3,649 75	
Paid July 1, 1903—By D. P. Draft 10, due Jan. 24, '04.	3,649 75	
Paid July 1, 1903—By D. P. Draft 11, due Apr. 24, '04.	3,649 75	
Paid July 1, 1903—By D. P. Draft 12, due July 24, '04.	3,649 75	
Paid July 1, 1903—By D. P. Draft 13, due Oct. 24, '04.	3,649 75	
Paid July 1, 1903—By D. P. Draft 14, due Jan. 24, '05.	3,649 75	
Paid July 1, 1903—By D. P. Draft 15, due Apr. 24, '05.	3,649 75	
Paid July 1, 1903—By D. P. Draft 16, due July 24, '05.	3,649 75	
		\$73,501 40

EXHIBIT K—Continued.

Constructing Union Street Wharf No. 2 (Pier No. 19). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price.....	\$61,789 00	
Addition to contract October 1, 1901.....	741 12	
		\$62,530 12
Paid Apr. 4, 1901.....	\$2,227 02	
Paid June 12, 1901.....	3,053 58	
Paid Oct. 12, 1901.....	1,747 28	
Paid Oct. 12, 1901.....	741 12	
Paid Nov. 13, 1901.....	2,858 36	
Paid Jan. 8, 1902.....	2 471 56	
Paid Apr. 8, 1902.....	3,089 45	
Paid July 8, 1902.....	3,089 45	
Paid Oct. 8, 1902.....	3,089 45	
Paid Jan. 8, 1903.....	3,089 45	
Paid Apr. 8, 1903.....	3,089 45	
Paid July 1, 1903—By D. P. Draft 34, due July 8, 1903	3,089 45	
Paid July 1, 1903—By D. P. Draft 35, due Oct. 8, 1903	3,089 45	
Paid July 1, 1903—By D. P. Draft 36, due Jan. 8, 1904	3,089 45	
Paid July 1, 1903—By D. P. Draft 37, due Apr. 8, 1904	3,089 45	
Paid July 1, 1903—By D. P. Draft 38, due July 8, 1904	3,089 45	
Paid July 1, 1903—By D. P. Draft 39, due Oct. 8, 1904	3,089 45	
Paid July 1, 1903—By D. P. Draft 40, due Jan. 8, 1905	3,089 45	
Paid July 1, 1903—By D. P. Draft 41, due Apr. 8, 1905	3,089 45	
Paid July 1, 1903—By D. P. Draft 42, due July 8, 1905	3,089 45	
Paid July 1, 1903—By D. P. Draft 43, due Oct. 8, 1905	3,089 45	
Paid July 1, 1903—By D. P. Draft 44, due Jan. 8, 1906	3,089 45	
		\$62,530 12

Constructing Filbert Street Wharf (Pier No. 21). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price.....	\$64,893 00	
Addition to contract, March 3, 1902.....	807 75	
		\$65,700 75
Deduction from contract, April 16, 1902.....		204 60
Total amount of contract.....		\$65,496 15
Paid Nov. 28, 1901.....	\$3,893 58	
Paid Jan. 29, 1902.....	6,489 30	
Paid Mar. 12, 1902.....	807 75	
Paid Apr. 16, 1902.....	2,554 80	
Paid July 16, 1902.....	3,234 42	
Paid Oct. 16, 1902.....	3,234 42	
Paid Jan. 16, 1903.....	3,234 42	
Paid Apr. 16, 1903.....	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 61, due July 16, 1903	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 62, due Oct. 16, 1903	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 63, due Jan. 16, 1904	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 64, due Apr. 16, 1904	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 65, due July 16, 1904	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 66, due Oct. 16, 1904	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 67, due Jan. 16, 1905	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 68, due Apr. 16, 1905	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 69, due July 16, 1905	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 70, due Oct. 16, 1905	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 71, due Jan. 16, 1906	3,234 42	
Paid July 1, 1903—By D. P. Draft No. 72, due Apr. 16, 1906	3,234 42	
		\$65,496 15

EXHIBIT K—Continued.

Constructing Greenwich Street Wharf No. 1 (Pier No. 23). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$63,975 00	
Addition to contract, April 29, 1902	706 50	
Addition to contract, July 24, 1902	459 80	
Total amount of contract		\$65,141 30
Paid Mar. 5, 1902	\$3,838 50	
Paid May 7, 1902	3,838 50	
Paid June 4, 1902	2,559 00	
Paid June 4, 1902	706 50	
Paid July 24, 1902	2,650 96	
Paid Oct. 24, 1902	3,221 74	
Paid Jan. 24, 1903	3,221 74	
Paid Apr. 24, 1903	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 79, due July 24, 1903	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 80, due Oct. 24, 1903	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 81, due Jan. 24, 1904	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 82, due Apr. 24, 1904	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 83, due July 24, 1904	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 84, due Oct. 24, 1904	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 85, due Jan. 24, 1905	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 86, due Apr. 24, 1905	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 87, due July 24, 1905	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 88, due Oct. 24, 1905	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 89, due Jan. 24, 1906	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 90, due Apr. 24, 1906	3,221 74	
Paid July 1, 1903—By D. P. Draft No. 91, due July 24, 1906	3,221 74	
		\$65,141 30

Constructing Greenwich Street Wharf No. 2 (Pier No. 25). Robert Wakefield, contractor. Date of contract, November 28, 1900.

Contract price	\$63,195 00	
Addition to contract, June 3, 1902	908 55	
Addition to contract, November 5, 1902	103 40	
Total amount of contract		\$64,206 95
Paid June 4, 1902	\$1,895 85	
Paid June 4, 1902	908 55	
Paid June 25, 1902	1,895 85	
Paid Aug. 20, 1902	4,423 65	
Paid Sept. 17, 1902	2,527 80	
Paid Nov. 5, 1902	1,916 53	
Paid Feb. 5, 1903	3,164 92	
Paid May 5, 1903	3,164 92	
Paid July 1, 1903—By D. P. Draft 106, due Aug. 5, '03	3,164 92	
Paid July 1, 1903—By D. P. Draft 107, due Nov. 5, '03	3,164 92	
Paid July 1, 1903—By D. P. Draft 108, due Feb. 5, '04	3,164 92	
Paid July 1, 1903—By D. P. Draft 109, due May 5, '04	3,164 92	
Paid July 1, 1903—By D. P. Draft 110, due Aug. 5, '04	3,164 92	
Paid July 1, 1903—By D. P. Draft 111, due Nov. 5, '04	3,164 92	
Paid July 1, 1903—By D. P. Draft 112, due Feb. 5, '05	3,164 92	
Paid July 1, 1903—By D. P. Draft 113, due May 5, '05	3,164 92	
Paid July 1, 1903—By D. P. Draft 114, due Aug. 5, '05	3,164 92	
Paid July 1, 1903—By D. P. Draft 115, due Nov. 5, '05	3,164 92	
Paid July 1, 1903—By D. P. Draft 116, due Feb. 5, '06	3,164 92	
Paid July 1, 1903—By D. P. Draft 117, due May 5, '06	3,164 92	
Paid July 1, 1903—By D. P. Draft 118, due Aug. 5, '06	3,164 92	
Paid July 1, 1903—By D. P. Draft 119, due Nov. 5, '06	3,164 92	
		\$64,206 95

EXHIBIT K—*Continued.*

Furnishing cement for Car Ferry Slips Nos. 1 and 2 and Piers Nos. 19, 21, 23, and 25. H. M. Newhall & Co., contractors. Date of contract, June 3, 1901.

Contract price, \$12.32 per ton of 2,000 pounds.

Amount furnished—

Aug. 22, 1901—248 $\frac{848}{2000}$ tons.	Paid Oct. 14, 1901.....	\$2,641 70
Nov. 26, 1901—150 tons.	Paid Nov. 29, 1901.....	1,848 00
Jan. 6, 1902—212 $\frac{1663}{2000}$ tons.	Paid Jan. 6, 1902.....	2,622 08
Jan. 15, 1902—124 $\frac{1800}{2000}$ tons.	Paid Jan. 20, 1902.....	1,535 07
Feb. 10, 1902—181 $\frac{770}{2000}$ tons.	Paid Feb. 19, 1902.....	2,234 66
Mar. 19, 1902—100 tons.	Paid Apr. 2, 1902.....	1,232 00
Mar. 31, 1902—76 $\frac{1860}{2000}$ tons.	Paid Apr. 9, 1902.....	947 78
Apr. 9, 1902—100 tons.	Paid Apr. 16, 1902.....	1,232 00
Apr. 21, 1902—100 tons.	Paid Apr. 30, 1902.....	1,232 00
May 31, 1902—100 tons.	Paid June 4, 1902.....	1,232 00
June 9, 1902—100 tons.	Paid June 18, 1902.....	1,232 00
June 16, 1902—99 $\frac{1600}{2000}$ tons.	Paid June 25, 1902.....	1,229 54
July 10, 1902—143 $\frac{670}{2000}$ tons.	Paid July 23, 1902.....	1,765 89
May 26, 1902—100 tons.	Paid July 23, 1902.....	1,232 00
Aug. 4, 1902—145 $\frac{1523}{2000}$ tons.	Paid Aug. 6, 1902.....	1,795 79
Aug. 30, 1902—260 $\frac{245}{2000}$ tons.	Paid Sept. 3, 1902.....	3,206 21
Aug. 2, 1902—122 $\frac{280}{2000}$ tons.	Paid Dec. 12, 1902.....	1,504 83
2,331 $\frac{670}{2000}$ tons.		<u>\$28,723 55</u>

Repiling and repairing spring lines and clusters at Ferry Slips Nos. 1, 5, 6, and 7. Healy, Tibbitts & Co., contractors. Date of contract, April 24, 1901.

Contract price—

Furnishing, driving and fastening piles, \$15.50 per pile.

Furnishing and placing new lumber, \$39 per 1,000 feet.

Work done and accepted—

1,104 piles driven and fastened, at \$15.50 per pile ...	\$17,112 00	
145,331 feet lumber furnished and fastened, at \$39 per 1,000 feet	5,667 90	\$22,779 90
Paid July 24, 1901	\$1,766 69	
Paid Nov. 20, 1901	7,640 52	
Discount	146 00	
Paid Dec. 4, 1901	1,766 69	
Paid Jan. 22, 1902	1,706 05	
Paid Feb. 12, 1902	1,081 74	
Discount	20 66	
Paid Mar. 4, 1902	1,766 70	
Paid Apr. 22, 1902	1,706 05	
Paid June 4, 1902	1,766 70	
Paid July 22, 1902	1,706 05	
Paid Oct. 22, 1902	1,706 05	
		<u>\$22,779 90</u>

EXHIBIT K—*Continued.*

Treating spring and cluster piles for Ferry Slips Nos. 1, 5, 6, and 7. San Francisco Timber Preserving Co., contractors. Date of contract, April 17, 1901.

Contract price—

12-in. piles with 10 lbs. creosote injected, 27 cents per lineal foot.	
13-in. piles with 10 lbs. creosote injected, 30 cents per lineal foot.	
14-in. piles with 10 lbs. creosote injected, 33 cents per lineal foot.	
15-in. piles with 10 lbs. creosote injected, 36 cents per lineal foot.	
16-in. piles with 10 lbs. creosote injected, 41 cents per lineal foot.	

Amount of work accepted December 10, 1901—

67 piles, 13-in. butts, 4,271 ft. creosoted, at 30 cents..	\$1,281 30	
244 piles, 14-in. butts, 15,828 ft. creosoted, at 33 cents..	5,223 24	
245 piles, 15-in. butts, 15,815 ft. creosoted, at 36 cents..	5,693 40	
96 piles, 16-in. butts, 6,170 ft. creosoted, at 41 cents..	2,529 70	
12 piles, 17-in. butts, 777 ft. creosoted, at 46 cents....	357 42	
1 pile, 18-in. butts, 63 ft. creosoted, at 51½ cents....	33 07	
		\$15,118 13
Paid Mar. 11, 1902	\$3,023 63	
Paid Sept. 11, 1902	7,559 06	
Paid June 11, 1902	4,535 44	
		\$15,118 13

Car Ferry Slip at Fourth street. Atchison, Topeka & Santa Fé Railway Co., contractors. Date of contract, June 28, 1901.

Contract price.....	\$60,000 00
June 1, 1904, lease signed with A. T. & S. F. Railway Co. for fifty-eight (58) months from February 6, 1903, in full payment of the sum of sixty thousand dollars (\$60,000.00), the contract price for this work.	

Creosoting piles for repiling and repairing Pier No. 17 (Union Street Wharf). San Francisco Timber Preserving Co., contractors. Date of contract, October 30, 1901.

Contract price—

12-in. piles, 10 lbs. creosote injected, 27 cents per lineal foot.	
13-in. piles, 10 lbs. creosote injected, 30 cents per lineal foot.	
14-in. piles, 10 lbs. creosote injected, 33 cents per lineal foot.	
15-in. piles, 10 lbs. creosote injected, 36 cents per lineal foot.	
16-in. piles, 10 lbs. creosote injected, 41 cents per lineal foot.	
17-in. piles, 10 lbs. creosote injected, 46 cents per lineal foot.	

Work done and accepted Mar. 13, 1902—

163 12-in. piles, 10,071 ft. creosoted, at 27 cents.....	\$2,719 17	
110 13-in. piles, 6,916 ft. creosoted, at 30 cents.....	2,074 80	
1 14-in. pile, 65 ft. creosoted, at 33 cents.....	21 45	
3 16-in. piles, 177 ft. creosoted, at 41 cents	72 57	
6 17-in. piles, 361 ft. creosoted, at 47 cents	169 67	
1 18-in. pile, 61 ft. creosoted, at 53 cents.....	32 33	
		\$5,089 99
Paid June 19, 1902.....	\$1,696 66	
Paid Sept. 19, 1902.....	1,696 66	
Paid Dec. 19, 1902.....	1,696 67	
		\$5,089 99

EXHIBIT K—Continued.

Dredging a part of Channel Street. Atlantic, Gulf and Pacific Co., contractors. Date of contract, January 11, 1902.

Contract price.....		\$13,947 00
Paid Feb. 19, 1902.....	\$3,486 75	
Paid Aug. 19, 1902.....	3,486 75	
Paid Nov. 19, 1902.....	3,486 75	
Paid Feb 19, 1903.....	3,486 75	
		\$13,947 00

Reconstructing Pier No. 9 (Broadway Wharf No. 1). Hyde Construction Co., contractors. Date of contract, January 14, 1902.

Contract price.....	\$73,770 00	
Addition to contract, October 14, 1902.....	10,000 00	
Addition to contract, April 10, 1903.....	310 05	

Total amount of contract.....		\$84,080 05
Paid Sept. 3, 1902.....	\$4,426 20	
Paid Oct. 16, 1902.....	3,448 18	
Paid Dec. 12, 1902.....	4,691 12	
Paid Feb. 9, 1903.....	2,513 10	
Paid Apr. 8, 1903.....	1,675 40	
Paid Apr. 16, 1903.....	310 05	
Paid July 1, 1903—By D. P. Draft 151, due July 8, '03	4,188 50	
Paid July 1, 1903—By D. P. Draft 152, due Oct. 8, '03	4,188 50	
Paid July 1, 1903—By D. P. Draft 153, due Jan. 8, '04	4,188 50	
Paid July 1, 1903—By D. P. Draft 154, due Apr. 8, '04	4,188 50	
Paid July 1, 1903—By D. P. Draft 155, due July 8, '04	4,188 50	
Paid July 1, 1903—By D. P. Draft 156, due Oct. 8, '04	4,188 50	
Paid July 1, 1903—By D. P. Draft 157, due Jan. 8, '05	4,188 50	
Paid July 1, 1903—By D. P. Draft 158, due Apr. 8, '05	4,188 50	
Paid July 1, 1903—By D. P. Draft 159, due July 8, '05	4,188 50	
Paid July 1, 1903—By D. P. Draft 160, due Oct. 8, '05	4,188 50	
Paid July 1, 1903—By D. P. Draft 161, due Jan. 8, '06	4,188 50	
Paid July 1, 1903—By D. P. Draft 162, due Apr. 8, '06	4,188 50	
Paid July 1, 1903—By D. P. Draft 163, due July 8, '06	4,188 50	
Paid July 1, 1903—By D. P. Draft 164, due Oct. 8, '06	4,188 50	
Paid July 1, 1903—By D. P. Draft 165, due Jan. 8, '07	4,188 50	
Paid July 1, 1903—By D. P. Draft 166, due Apr. 8, '07	4,188 50	
		\$84,080 05

Repiing and repairing north side of Channel Street Wharf. Healy, Tibbitts & Co., contractors. Date of contract, January 22, 1902.

Contract price—		
Furnishing, driving, and fastening piles, \$9.50 per pile.		
Furnishing materials and labor for splicing piles, \$1.35 per pile.		
Furnishing and placing new lumber, \$18 per 1,000 feet (B. M.).		
Work done and accepted April 2, 1902—		
235 piles furnished and fastened, at \$9.50 per pile...	\$2,232 50	
5 piles (standard) and 4 fender piles redriven, at \$6.00 per pile.....	54 00	
35 piles (standard) spliced, at \$1.35 per pile.....	47 25	
66 piles (standard) sawed off—6 days' work, at \$4.00 per day.....	24 00	
816 feet extra length of piling, at 15 cents per foot...	122 40	
207,650 feet lumber, furnished and placed, at \$18.00 per 1,000 feet.....	3,737 70	
Hanging cap and furnishing 3 26-inch bolts.....	5 00	
		\$6,222 85
Paid Apr. 2, 1902.....	\$1,555 72	
Paid Oct. 2, 1902.....	1,555 71	
Paid Jan. 2, 1903.....	1,555 71	
Paid Apr. 2, 1903.....	1,555 71	
		\$6,222 85

EXHIBIT K—Continued.

Constructing building on bulkhead between Piers Nos. 9 and 11.
Fred Miller, contractor. Date of contract, February 12, 1902.

Contract price	\$7,387 00	
Extra work, May 2, 1902	32 50	
		\$7,419 50
Paid Mar. 28, 1902	\$1,108 05	
Paid May 7, 1902	738 70	
Paid May 7, 1902	32 50	
Paid Nov. 7, 1902	1,846 75	
Paid Feb. 7, 1903	1,846 75	
Paid May 7, 1903	1,846 75	
		\$7,419 50

Constructing a clamshell dredger. J. H. Bruce, contractor. Date of contract, March 19, 1902.

Contract price		\$37,400 00
Paid Oct. 29, 1902	\$7,012 50	
Paid Mar. 11, 1903	2,337 50	
Paid June 11, 1903	9,350 00	
Paid July 1, 1903—By D. P. Draft No. 133, due Sept. 11, 1903	9,350 00	
Paid July 1, 1903—By D. P. Draft No. 134, due Dec. 11, 1903	9,350 00	
		\$37,400 00

Repairing the Fishermen's breakwater at Section "B" of Seawall.
Coast Construction Co., contractors. Date of contract, April 30, 1902.

Contract price		\$2,940 00
This contract was canceled October 15, 1902. (See Vol. 15 of Records, page 378.)		

Repairing the spring fender line at Pier No. 7 (Pacific Street Wharf).
Jas. A. McMahon, contractor. Date of contract, April 30, 1902.

Contract price—		
Furnishing, driving, and fastening piles, \$16.50 per pile.		
Furnishing and fastening lumber, \$35.30 per 1,000 feet.		
Work done September 17, 1902—		
150 piles furnished and fastened, at \$16.50 per pile..	\$2,475 00	
12,008 feet lumber furnished and fastened, at \$35.30 per 1,000 feet	423 88	
		\$2,898 88
Paid Sept. 17, 1902		2,898 88

EXHIBIT K—Continued.

Repiling and repairing the wharf along Section No. 1 and Section No. 2, Seawall. Darby Laydon, contractor. Date of contract, May 23, 1902.

Contract price—

Furnishing, driving and fastening piles, \$1.85 per pile.

Furnishing and fastening lumber, \$18.55 per 1,000 feet.

Work done August 20, 1902—

418 piles furnished and fastened, at \$7.85 per pile... \$3,281 30

150,920 feet lumber, furnished and fastened, at

\$18.55 per 1,000 feet..... 2,799 57

\$6,080 87

Less—

1,220 lineal feet of piling furnished by the Board, at

13 cts. per foot..... \$158 60

Towage of same 4 90

163 50

\$5,917 37

Paid July 2, 1902..... \$526 25

Paid July 24, 1902..... 406 81

Paid Aug. 20, 1902..... 546 28

Paid Feb. 20, 1903..... 1,479 34

Paid May 20, 1903..... 1,479 34

Paid July 1, 1903—By D. P. Draft No. 96, due Aug. 20,

1903..... 1,479 35

\$5,917 37

Repiling and repairing Pier No. 6 (Howard Street Wharf No. 1). Darby Laydon, contractor. Date of contract, May 23, 1902.

Contract price—

Furnishing, driving and fastening piles, \$12.00 per pile.

Furnishing and fastening lumber, \$18.05 per 1,000 feet.

Work done August 20, 1902—

325 piles furnished and fastened, at \$12.00 per pile.. \$3,900 00

270,450 feet lumber furnished and fastened, at \$18.05

per 1,000 feet..... 4,917 72

40 old piles pulled under and bolted, at \$1.50 per pile 60 00

\$8,877 72

Paid July 2, 1902..... \$1,322 00

Paid July 24, 1902..... 857 84

Paid Aug. 20, 1902..... 39 59

Paid Feb. 20, 1903..... 2,219 43

Paid May 20, 1903..... 2,219 43

Paid July 1, 1903—By D. P. Draft No. 94, due Aug. 20,

1903..... 2,219 43

\$8,877 72

Electrical wire system on tower of Ferry Building. Novelty Sign Co., contractors. Date of contract, June 4, 1902.

Contract price..... \$2,878 00

Paid June 18, 1902..... \$2,158 50

Paid July 23, 1902..... 719 50

\$2,878 00

EXHIBIT K—*Continued.*

Dry Dock wharves in Central Basin. San Francisco Dry Dock Co.,
contractors. Date of contract, June 11, 1902.

Contract price-----		\$79,206 00
Work accepted April 18, 1903, and lease for five years given San Francisco Dry Dock Co. for sum of -----		48,000 00
		<hr/>
Balance due contractors-----		\$31,206 00
Paid July 1, 1903—By D. P. Draft 167, due July 18,'03.	\$1,560 30	
Paid July 1, 1903—By D. P. Draft 168, due Oct. 18,'03.	1,560 30	
Paid July 1, 1903—By D. P. Draft 169, due Jan. 18,'04.	1,560 30	
Paid July 1, 1903—By D. P. Draft 170, due Apr. 18,'04.	1,560 30	
Paid July 1, 1903—By D. P. Draft 171, due July 18,'04.	1,560 30	
Paid July 1, 1903—By D. P. Draft 172, due Oct. 18,'04.	1,560 30	
Paid July 1, 1903—By D. P. Draft 173, due Jan. 18,'05.	1,560 30	
Paid July 1, 1903—By D. P. Draft 174, due Apr. 18,'05.	1,560 30	
Paid July 1, 1903—By D. P. Draft 175, due July 18,'05.	1,560 30	
Paid July 1, 1903—By D. P. Draft 176, due Oct. 18,'05.	1,560 30	
Paid July 1, 1903—By D. P. Draft 177, due Jan. 18,'06.	1,560 30	
Paid July 1, 1903—By D. P. Draft 178, due Apr. 18,'06.	1,560 30	
Paid July 1, 1903—By D. P. Draft 179, due July 18,'06.	1,560 30	
Paid July 1, 1903—By D. P. Draft 180, due Oct. 18,'06.	1,560 30	
Paid July 1, 1903—By D. P. Draft 181, due Jan. 18,'07.	1,560 30	
Paid July 1, 1903—By D. P. Draft 182, due Apr. 18,'07.	1,560 30	
Paid July 1, 1903—By D. P. Draft 183, due July 18,'07.	1,560 30	
Paid July 1, 1903—By D. P. Draft 184, due Oct. 18,'07.	1,560 30	
Paid July 1, 1903—By D. P. Draft 185, due Jan. 18,'08.	1,560 30	
Paid July 1, 1903—By D. P. Draft 186, due Apr. 18,'08.	1,560 30	
	<hr/>	\$31,206 00

Repiling and repairing Pier No. 4 (Mission Street Wharf No. 2).
S. D. Le Clair, contractor. Date of contract, June 11, 1902.

Contract price—		
Furnishing, driving, and fastening piles, \$24.25 per pile.		
Furnishing and fastening lumber, \$25.00 per 1,000 feet.		
Furnishing and fastening compound stringers, \$34.50 per 1,000 feet.		
Work done September 3, 1902—		
41 piles furnished and fastened, at \$24.25 per pile. . .	\$994 25	
65,122 feet lumber furnished and fastened, at \$25.00 per 1,000 feet. -----	1,628 05	
9,480 feet compound stringers furnished and fast- ened, at \$34.50 per 1,000 feet-----	327 06	
1 mooring butt furnished and fastened -----	5 00	
14 caps gained and spliced, at \$3.00 per cap-----	42 00	
	<hr/>	\$2,996 36
Paid September 3, 1902-----	\$749 09	
Paid July 1, 1902—By D. P. Draft 98, due Sept. 3,'03.	2,247 27	
	<hr/>	\$2,996 36

EXHIBIT K—Continued.

Dredging at Third and Channel streets and Sixth and Channel streets.
Pacific Coast Dredging and Reclamation Co., contractors.

Informal bid. Mud 10 cents per cubic yard.

Work done June 11, 1902—

Third and Channel streets—120¼ scows of soft mud (200 cu. yds. each), 724,050 cu. yds., at 10 cents per cu. yd.	\$2,405 00	
Sixth and Channel streets—11 scows of sand and gravel (200 cu. yds. each), 2,200 cu. yds., at 15 cents per cu. yd.	330 00	
	<hr/>	\$2,735 00
Paid June 11, 1902	\$2,051 25	
Paid July 17, 1902	683 75	
	<hr/>	\$2,735 00

Constructing shed on Pier No. 19 (Union Street Wharf No. 2). Han-
nah Bros., contractors. Date of contract, December 16, 1901.

Contract price	\$12,773 00	
Paid Feb. 12, 1902	\$4,789 88	
Paid Apr. 16, 1902	2,873 92	
Paid May 1, 1902	1,915 95	
Paid Oct. 6, 1902	3,193 25	
	<hr/>	\$12,773 00

Repairing the spring line of Second Street Car Ferry Slip. Robert
Wakefield, contractor. Date of letter of agreement, June 18, 1902.

Contract price—

Furnishing, driving and fastening spring piles, \$20 per pile.

Furnishing and fastening lumber (ribbing and
chocks), \$40 per 1,000 feet (B. M.)

Work done July 2, 1902—

71 spring piles furnished and fastened, at \$20 per pile	\$1,420 00	
14,917 feet lumber furnished and fastened at \$40 per 1,000 feet	596 68	
	<hr/>	\$2,016 68
Paid July 2, 1902		2,016 68

Repairing bulkhead between Piers Nos. 25 and 27. Robert Wake-
field, contractor. Date of informal bid, April 12, 1902.

Contract price—

Furnishing, driving and fastening piles, \$9.50 per pile.

Furnishing and fastening lumber, \$22 per 1,000 feet.

Work done July 16, 1902—

107 piles furnished and fastened, at \$9.50 per pile...	\$1,016 50	
73,073 feet lumber furnished and fastened, at \$22 per 1,000 feet	1,607 61	
	<hr/>	\$2,624 11
Less 1,376 lineal feet piling furnished by the Board, at 14 cents per lineal foot		192 64
	<hr/>	\$2,431 47
Paid July 17, 1902		2,431 47

EXHIBIT L.

Work Contracted for and Completed within the Years June 30, 1902, and July 1, 1904.

Erecting an office building on Pier No. 2 (Mission Street Wharf No. 1). Hatch Bros., contractors. Date of contract, July 9, 1902.

Contract price.....	\$800 00
Paid September 10, 1902	800 00

Electric wire system on tower of Ferry Building. Novelty Sign Co., contractors. Date of contract, July 9, 1902.

Contract price.....	\$822 00
Paid November 21, 1902	822 00

Reconstructing the spring lines of Ferry Slip No. 2. James A. McMahon, contractor. Date of contract, July 16, 1902.

Contract price—

Furnishing, driving, and fastening standard piles, \$19.45 per pile.

Furnishing, driving, and fastening spring and cluster piles, \$19.45 per pile.

Furnishing, fitting, and fastening chocks, ribbing, and sheathing, \$41.85 per 1,000 feet (B. M.).

Work done October 15, 1902—

297 standard and spring piles furnished and fastened, at \$19.45 per pile	\$5,776 65	
38,300 feet (B. M.) chocks, ribbing and sheathing furnished and fastened, at \$41.85 per 1,000 feet....	1,602 85	
576 lineal feet of 14-inch piling furnished and fastened, at 15 cents per lineal foot.....	86 40	
		\$7,465 90
Paid by D. P. Draft No. 100, due Oct. 15, 1903	\$1,866 47	
Paid by D. P. Draft No. 101, due Jan. 15, 1904	1,866 47	
Paid by D. P. Draft No. 102, due Apr. 15, 1904	1,866 48	
Paid by D. P. Draft No. 103, due July 15, 1904	1,866 48	
		\$7,465 90

Paving sidewalk on Sansome street, between Chestnut and Lombard streets. City Street Improvement Co., contractors. Date of contract, July 16, 1902.

Contract price, 21½ cents per square foot. (Area to be paved, about 4,500 square feet.)

Work done August 29, 1902—

4,583.75 square feet, at 21½ cents per square foot	\$985 50
Paid September 10, 1902	985 50

EXHIBIT L—Continued.

Blasting rock at Harrison Street Wharf. City Street Improvement Co., contractors. Date of contract, July 23, 1902.

Contract price.....	\$2,350 00
Paid April 4, 1903.....	2,350 00

Constructing a shed on Pier No. 23 (Greenwich Street Wharf No. 1). Hannah Bros., contractors. Date of contract, July 30, 1902.

Contract price.....	\$14,973 00
Addition to contract, December 8, 1902.....	208 00
Total amount of contract.....	\$15,181 00
Paid by D. P. Draft No. 122, due Sept. 17, 1903.....	\$3,795 25
Paid by D. P. Draft No. 123, due Dec. 17, 1903.....	3,795 25
Paid by D. P. Draft No. 124, due Mar. 17, 1904.....	3,795 25
Paid by D. P. Draft No. 125, due June 17, 1904.....	3,795 25
	\$15,181 00

Furnishing cement for constructing Pier No. 9 (Broadway Wharf No. 1). Flinn & Treacy, contractors. Date of contract, August 6, 1902.

Contract price, \$12.75 per ton of 2,000 pounds. Estimated amount 700 tons (more or less).	
Feb. 25, 1903, cement furnished, 735.63 tons, at \$12.75 per ton.....	\$9,379 92
Paid by D. P. Draft No. 128, due May 25, 1903.....	\$2,344 98
Paid by D. P. Draft No. 129, due Aug. 25, 1903.....	2,344 98
Paid by D. P. Draft No. 130, due Nov. 25, 1903.....	2,344 98
Paid by D. P. Draft No. 131, due Feb. 25, 1904.....	2,344 98
	\$9,379 92

Reconstructing a portion of Pier No. 8 (Howard Street Wharf No. 2). City Street Improvement Co., contractors. Date of contract, October 8, 1902.

Contract price.....	\$5,874 00
Addition to contract (extending structure pro rata 26 ft.).....	664 02
Total amount of contract.....	\$6,538 02
Paid by D. P. Draft No. 126, due Feb. 4, 1904.....	\$3,269 01
Paid by D. P. Draft No. 127, due Aug. 4, 1904.....	3,269 01
	\$6,538 02

Creosoting piles for reconstructing a portion of Pier No. 8 (Howard Street Wharf No. 2). San Francisco Timber Preserving Co., contractors. Date of contract, October 15, 1902.

Contract price—	
12-in. piles with 10 lbs. creosote injected, 25 cents per lineal foot.	
13-in. piles with 10 lbs. creosote injected, 27 cents per lineal foot.	
14-in. piles with 10 lbs. creosote injected, 31 cents per lineal foot.	
15-in. piles with 10 lbs. creosote injected, 34 cents per lineal foot.	
16-in. piles with 10 lbs. creosote injected, 38 cents per lineal foot.	
17-in. piles with 10 lbs. creosote injected, 42 cents per lineal foot.	
Work done Nov. 13, 1902—	
115 12-in. piles creosoted, 7,783 ft., at 25 cents.....	\$1,945 75
116 13-in. piles creosoted, 7,849 ft., at 27 cents.....	2,119 23
39 14-in. piles creosoted, 2,992 ft., at 31 cents.....	927 52
21 15-in. piles creosoted, 1,716 ft., at 34 cents.....	583 44
291 piles. 20,340 ft.	\$5,575 94
Paid by D. P. Draft No. 120, due Nov. 26, 1903.....	\$2,787 97
Paid by D. P. Draft No. 121, due May 26, 1904.....	2,787 97
	\$5,575 94

EXHIBIT L—*Continued.*

Reconstructing portions of spring line of Ferry Slip No. 3. Dundon Bridge and Construction Co., contractors. Date of contract, October 29, 1902.

Contract price—

Furnishing and driving standard piles, \$12 per pile.
 Furnishing and driving spring and dolphin piles, \$17.50 per pile.
 Furnishing and fastening ribbing, chocks, etc., \$36 per 1,000 feet.
 Pulling and redriving old piles, \$5 per pile.
 Refitting and relaying old lumber, \$20 per 1000 feet.

Work done March 11, 1903—

273 spring piles, furnished, driven and fastened, at \$17.50 per pile	\$4,777 50	
30 standard piles furnished, driven and fastened, at \$12 per pile.....	360 00	
36,000 ft. new lumber furnished and fastened, at \$36 per 1,000 ft.	1,296 00	
4,400 ft. old lumber relaid and fastened, at \$20 per 1,000 ft.	88 00	
14 old piles pulled and redriven, at \$5 per pile.....	70,00	
	<u>\$6,591 50</u>	
Less 5 piles (280 ft.), at 12 cents' per ft.	\$33 60	
Towage on same	2 50	
	<u>36 10</u>	\$6,555 40
Paid by D. P. Draft No. 135, due Dec. 11, 1903.....	\$1,092 56	
Paid by D. P. Draft No. 136, due Mar. 11, 1904.....	1,092 56	
Paid by D. P. Draft No. 137, due June 11, 1904.....	1,092 57	
Paid by D. P. Draft No. 138, due Sept. 11, 1904.....	1,092 57	
Paid by D. P. Draft No. 139, due Dec. 11, 1904.....	1,092 57	
Paid by D. P. Draft No. 140, due Mar. 11, 1905.....	1,092 57	
	<u>\$6,555 40</u>	

Constructing two mud scows. J. H. Bruce, contractor. Date of contract, October 29, 1903.

Contract price		\$15,974 00
Paid by D. P. Draft No. 141, due Dec. 18, 1903.....	\$2,662 33	
Paid by D. P. Draft No. 142, due Mar. 18, 1904.....	2,662 33	
Paid by D. P. Draft No. 143, due June 18, 1904.....	2,662 33	
Paid by D. P. Draft No. 144, due Sept. 18, 1904.....	2,662 33	
Paid by D. P. Draft No. 145, due Dec. 18, 1904.....	2,662 34	
Paid by D. P. Draft No. 146, due Mar. 18, 1905.....	2,662 34	
	<u>\$15,974 00</u>	

Repairing approach to new Dry Dock wharves. Dundon Bridge and Construction Co., contractors. Date of contract, October 29, 1902.

Contract price—

Furnishing and driving piles, \$7.25 per pile.
 Furnishing and fastening new lumber, \$21 per 1,000 feet.
 Relaying and refastening old lumber, \$5 per 1,000 feet.

Work done January 28, 1903—

48 piles furnished and driven, at \$7.25 per pile.....	\$609 00	
54,968 feet new lumber furnished and fastened, at \$21 per 1,000 feet.....	1,154 33	
6,928 feet old lumber relaid and refastened, at \$5 per 1,000 feet	34 64	
	<u>\$1,797 97</u>	\$1,797 97
Paid February 9, 1903		1,797 97

EXHIBIT L—Continued.

Furnishing rock for Fishermen's Breakwater. Flinn & Treacy, contractors. Date of contract, November 5, 1902.

Contract price.....		\$4,900 00
Paid by D. P. Draft No. 187, due May 20, 1904	\$2,450 00	
Paid May 27, 1903 (demand warrant)	2,450 00	
		<u>\$4,900 00</u>

Whitewashing shed on Pier No. 23 (Greenwich Street Wharf No. 1). Chas. C. Venn, contractor. Date of contract, December 3, 1902.

Contract price.....		\$473 00
Paid Dec. 27, 1902.....		473 00

Work on approach to Steuart Street Wharf. Darby Laydon, contractor. Date of bid (informal), October 4, 1902.

Contract price—		
New lumber placed, \$21 per 1,000 feet.		
Old lumber relaid, \$6 per 1,000 feet.		
Piles, 12-in. butts, 55 to 60 ft. long, furnished and driven, \$11 per pile.		
Work done November 25, 1902—		
24 piles furnished and fastened, at \$11 per pile.....	\$264 00	
28,612 feet lumber (new) placed, at \$21 per 1,000 feet	600 85	
18,850 feet lumber (cedar) placed, at \$6 per 1,000 feet	113 10	
Also following extra work under shed:		
11 piles driven and fastened, at \$18.80 per pile.....	206 80	
18,220 feet lumber (new) placed, at \$21 per 1,000 feet	382 62	
Raising and blocking-up shed and placing 140 feet of sub-cap.....	200 00	
		<u>\$1,767 37</u>
Less 1,973 lineal feet of piling furnished by the Board, at 12 cents per foot	236 76	
		<u>\$1,530 61</u>
Paid November 26, 1902		1,530 61

Erecting shed on Pier No. 9 (Broadway Wharf No. 2). F. H. Masow, contractor. Date of contract, January 13, 1903.

Contract price.....		\$20,995 00
Paid by D. P. Draft No. 192, due Apr. 1, 1904	\$3,499 17	
Paid by D. P. Draft No. 193, due July 1, 1904	3,499 17	
Paid by D. P. Draft No. 194, due Oct. 1, 1904	3,499 17	
Paid by D. P. Draft No. 195, due Jan. 1, 1905	3,499 17	
Paid by D. P. Draft No. 196, due Apr. 1, 1905	3,499 16	
Paid by D. P. Draft No. 197, due July 1, 1905	3,499 16	
		<u>\$20,995 00</u>

Repairing Pier No. 8 (Howard Street Wharf No. 2). City Street Improvement Co., contractors. Date of letter of agreement, December 22, 1902.

Contract price—		
Driving and fastening piles, \$6 per pile.		
Furnishing and fastening new lumber, \$24 per 1,000 feet.		
Work done February 4, 1903—		
125 piles driven and fastened, at \$6 per pile	\$750 00	
63,702 feet lumber furnished and fastened, at \$24 per 1,000 feet	1,528 85	
12 caps rejoined with cap dogs, at \$1.50 each	18 00	
		<u>\$2,296 85</u>
Paid February 9, 1903		2,296 85

EXHIBIT L—*Continued.*

Repiling and repairing Pier No. 3 (Washington Street Wharf).
Darby Laydon, contractor. Date of contract, February 4, 1903.

Contract price—

Furnishing, driving, and fastening fender piles, \$12 per pile.
Furnishing, driving, and fastening standard piles, \$12 per pile.
Furnishing, fitting, and fastening new lumber, \$20 per 1,000 feet.

Work done March 30, 1903—

163 standard piles furnished and driven, at \$12 per pile.....	\$2,016 00	
7 fender piles furnished and driven, at \$12 per pile..	84 00	
110,402 feet new lumber furnished and fastened, at \$20 per 1,000 feet	2,208 04	
19 old piles rebolted, at \$1.50 per pile	28 50	
2 office buildings and corral removed	45 00	
		\$4,381 54
Paid by D. P. Draft No. 147, due Sept. 30, 1903.....	\$1,095 38	
Paid by D. P. Draft No. 148, due Dec. 30, 1903.....	1,095 38	
Paid by D. P. Draft No. 149, due Mar. 30, 1904.....	1,095 39	
Paid by D. P. Draft No. 150, due June 30, 1904.....	1,095 39	
		\$4,381 54

Erecting Ferry Slip "A," apron and hoisting frame. Robert Wakefield, contractor. Date of contract, March 11, 1903.

Contract price.....		\$56,500 00
Paid Aug. 19, 1903 (demand warrant)	\$3,390 00	
Paid Sept. 24, 1903 (demand warrant)	2,825 00	
Paid Nov. 11, 1903 (demand warrant)	2,825 00	
Paid Dec. 11, 1903 (demand warrant)	2,260 00	
Paid by D. P. Draft No. 210, due Mar. 9, 1904	2,825 00	
Paid by D. P. Draft No. 211, due June 9, 1904	2,825 00	
Paid by D. P. Draft No. 212, due Sept. 9, 1904	2,825 00	
Paid by D. P. Draft No. 213, due Dec. 9, 1904	2,825 00	
Paid by D. P. Draft No. 214, due Mar. 9, 1905	2,825 00	
Paid by D. P. Draft No. 215, due June 9, 1905	2,825 00	
Paid by D. P. Draft No. 216, due Sept. 9, 1905	2,825 00	
Paid by D. P. Draft No. 217, due Dec. 9, 1905	2,825 00	
Paid by D. P. Draft No. 218, due Mar. 9, 1906	2,825 00	
Paid by D. P. Draft No. 219, due June 9, 1906	2,825 00	
Paid by D. P. Draft No. 220, due Sept. 9, 1906	2,825 00	
Paid by D. P. Draft No. 221, due Dec. 9, 1906	2,825 00	
Paid by D. P. Draft No. 222, due Mar. 9, 1907	2,825 00	
Paid by D. P. Draft No. 223, due June 9, 1907	2,825 00	
Paid by D. P. Draft No. 224, due Sept. 9, 1907	2,825 00	
Paid by D. P. Draft No. 225, due Dec. 9, 1907	2,825 00	
		\$56,500 00

Erecting hydraulic hoist and apron at Ferry Slip No. 1. Vulcan Iron Works, contractors. Date of contract, March 11, 1903.

Contract price.....	\$1,995 00	
Addition to contract, August 26, 1903.....	18 00	
		\$2,013 00
Paid Sept. 3, 1903	\$1,509 75	
Paid Oct. 7, 1903	503 25	
		\$2,013 00

EXHIBIT L—*Continued.*

Rebuilding bulkhead in front of Pier No. 9 (Broadway Wharf No. 1).
Hyde Construction Co., contractors. Date of contract, March 11, 1903.

Contract price—

Furnishing, driving, and fastening piles, \$7.30 per pile.

Furnishing, laying, and fastening pine lumber, \$22 per 1,000 feet.

Furnishing, laying, and fastening redwood lumber, \$30 per 1,000 feet.

Work done May 20, 1903—

63 piles furnished and fastened, at \$7.50 per pile \$622 50

640 feet piling creosoted, furnished and fastened, at

12½ cents per foot 80 00

50,950 feet pine lumber, furnished and fastened, at

\$22 per 1,000 feet 1,120 90

5,300 feet of redwood lumber, furnished and fastened,

at \$30 per 1,000 feet 159 00

Moving small office and blocking-up large office... 50 00

\$2,032 40

Paid May 27, 1903 \$1,524 30

Paid June 30, 1903 508 10

\$2,032 40

Repairing driveway on Seawall Lot No. 12, etc. Flinn & Treacy,
contractors. Date of contract, March 11, 1903.

Contract price—

Filling, 30 cents per cubic yard.

Concrete, \$2.70 per cubic yard.

Paving, 5 cents per cubic yard.

Work done April 28, 1903—

Filling 467 cubic yards, at 30 cents per cubic yard .. \$140 10

Repaving 13,181 square feet, at 5 cents per square

foot 659 05

Concrete wall, 46.6 cubic yards, at \$2.70 per cu. yd... 125 82

\$924 97

Paid May 11, 1903..... 924 97

Repiling and repairing Pier No. 11 (Broadway Wharf No. 2) and
approach. S. D. LeClair, contractor. Date of contract, March 18, 1903.

Contract price—

Piles driven under shed, \$10.50 per pile.

Piles driven outside of shed, \$9.50 per pile.

New lumber used, \$24.35 per 1,000 feet.

Work done July 15, 1903—

317 piles driven under shed, at \$10.50 per pile \$3,328 50

343 piles driven outside of shed, at \$9.50 per pile... 2,308 50

284,838 feet lumber used, at \$24.35 per 1,000 feet.... 6,935 80

\$12,572 80

Paid by D. P. Draft No. 198, due Aug. 19, 1903..... \$3,143 20

Paid by D. P. Draft No. 199, due July 15, 1904..... 3,143 20

Paid by D. P. Draft No. 200, due Jan. 15, 1905..... 3,143 20

Paid by D. P. Draft No. 201, due July 15, 1905..... 3,143 20

\$12,572 80

EXHIBIT L—Continued.

Treating piles for repairing Pier No. 11 (Broadway Wharf No. 2) and approach. H. R. Rood & Co., contractors. Date of contract, March 18, 1903.

Contract price, 40 cents per lineal foot of pile treated.

Work done April 27, 1903—		
9,240 feet of piles coated, at 40 cents per lineal foot.	\$3,696 00	
346 piles chamfered, at 15 cents each	51 90	
		\$3,747 90
Paid May 11, 1903	\$2,810 93	
Paid June 22, 1903	936 97	
		\$3,747 90

Foundation for upper deck landing between Ferry Slips Nos. 1 and 2. James A. McMahon, contractor. Date of contract, March 25, 1903.

Contract price		\$2,775 00
Paid June 22, 1903	\$2,081 25	
Paid July 29, 1903	693 75	
		\$2,775 00

Hydraulic hoist and apron, Ferry Slip "A." Vulcan Iron Works, contractors. Date of contract, April 1, 1903.

Contract price		\$2,789 00
Paid Dec. 12, 1903	\$2,091 75	
Paid Jan. 14, 1904	697 25	
		\$2,789 00

Office building on bulkhead between Piers Nos. 7 and 9. Thomas H. Day's Sons, contractors. Date of contract, April 20, 1903.

Contract price		\$4,075 00
Paid June 22, 1903	\$3,056 25	
Paid July 29, 1903	1,018 75	
		\$4,075 00

Shed over Pier No. 25 (Greenwich Street Wharf No. 2). James A. McMahon, contractor. Date of contract, April 20, 1903.

Contract price		\$14,735 00
Paid by D. P. Draft No. 202, due Apr. 14, 1904	\$1,841 88	
Paid by D. P. Draft No. 203, due July 14, 1904	1,841 88	
Paid by D. P. Draft No. 204, due Oct. 14, 1904	1,841 88	
Paid by D. P. Draft No. 205, due Jan. 14, 1905	1,841 88	
Paid by D. P. Draft No. 206, due Apr. 14, 1905	1,841 87	
Paid by D. P. Draft No. 207, due July 14, 1905	1,841 87	
Paid by D. P. Draft No. 208, due Oct. 14, 1905	1,841 87	
Paid by D. P. Draft No. 209, due Jan. 14, 1906	1,841 87	
		\$14,735 00

Additional cylinder piers (dolphin between Ferry Slips Nos. 1 and 2). James A. McMahon, contractor. Date of contract May 6, 1903.

Contract price		\$2,664 00
Paid June 22, 1903	\$1,998 00	
Paid July 29, 1903	666 00	
		\$2,664 00

EXHIBIT L—Continued.

Coating piles for repairing Spear Street Wharf, per order of Chief Engineer. H. R. Rood & Co., contractors. Date of contract, April 29, 1903.

Contract price, 40 cents per lineal foot of pile coated.		
Work done May 18, 1903—		
210 piles, 5,350 feet coated, at 40 cents per lineal foot	\$2,140 00	
210 piles chamfered, at 15 cents each	31 50	
		\$2,171 50
Paid May 27, 1903		2.171 50

Bituminous rock paving at Broadway Wharf No. 1 (Pier No. 9). Flinn & Treacy, contractors. Date of contract, May 27, 1903.

Contract price, 6.9 cents per square foot.		
Work done July 22, 1903—		
30,761.86 square feet, at 6.9 cents per square foot		\$2,122 57
Paid July 29, 1903	\$1,591 92	
Paid Sept. 3, 1903	530 65	
		\$2,122 57

Renewing dolphins between Ferry Slips Nos. 1 and 2. James A. McMahon, contractor. Date of contract, June 10, 1903.

Contract price, \$29 per 1,000 feet (B. M.) lumber used.		
Work done July 1, 1903—		
81,216 feet (B. M.) lumber placed, at \$29 per 1,000 feet		\$2,355 26
Paid July 29, 1903	\$1,766 45	
Paid Aug. 12, 1903	588 81	
		\$2,355 26

Whitewashing shed on Pier No. 9 (Broadway Wharf No. 1). Taylor & Brickley, contractors. Date of contract, July 8, 1903.

Contract price		\$425 00
Paid July 15, 1903	\$318 75	
Paid Sept. 3, 1903	106 25	
		\$425 00

Reconstructing a portion of Pier No. 4 (Mission Street Wharf No. 2). James A. McMahon, contractor. Date of contract, July 1, 1903.

Contract price		\$10,685 00
Paid Oct. 29, 1903	\$8,013 75	
Paid Dec. 7, 1903	2,671 25	
		\$10,685 00

Cement for reconstructing Pier No. 4 (Mission Street Wharf No. 2). J. D. Spreckels & Bros., contractors. Date of contract, July 1, 1903.

Contract price, \$11.90 per ton of 2,000 pounds.		
Work done October 28, 1903—		
109,145 tons at \$11.90 per ton		\$1,298 83
Paid November 11, 1903	\$974 13	
Paid December 10, 1903	324 70	
		\$1,298 83

EXHIBIT L—Continued.

Repiling and repairing Pier No. 34 (Fremont Street Wharf). S. D. Le Clair, contractor. Date of contract, July 15, 1903.

Contract price—

Furnishing and driving piles, \$9.10 per pile.
Furnishing and fastening new lumber, \$23.50 per 1,000 feet (B. M.).

Work done November 4, 1903—

369,700 feet (B. M.) lumber furnished and fastened, at \$23.50 per 1,000 feet	\$8,687 95	
250 piles furnished and fastened, at \$9.10 per pile ..	2,275 00	
15 piles furnished by the Board, at \$4 per pile. . .	60 00	
4½ days' work one man lagging old mooring piles, at \$4 per day	18 00	
1 day's work one man splicing sub-cap, at \$4 per day,	4 00	
Rebolting 1,144 feet (B. M.) stringers, at \$6 per 1,000 feet.....	6 86	
		<u>\$11,051 81</u>
Paid November 11, 1903	\$8,288 86	
Paid December 11, 1903.....	2,762 95	
		<u>\$11,051 81</u>

Constructing an addition to Pier No. 11 (Broadway Wharf No. 2). City Street Improvement Co., contractors. Date of contract, July 7, 1903.

Contract price		\$13,697 00
Paid Oct. 22, 1903	\$10,272 75	
Paid Nov. 4, 1903.....	3,424 25	
		<u>\$13,697 00</u>

Constructing an addition to shed on Pier No. 11 (Broadway Wharf No. 2). Fred Miller, contractor. Date of contract, July 8, 1903.

Contract price		\$4,533 00
Paid Jan. 14, 1904	\$3,399 75	
Paid Feb. 18, 1904	1,133 25	
		<u>\$4,533 00</u>

Cement for constructing Ferry Slip "A." E. B. & A. L. Stone Co., contractors. Date of contract, July 22, 1903.

Contract price, \$11.72 per ton of 2,000 pounds.

Cement furnished—

October 13, 1903, 56 tons, at \$11.72 per ton	\$656 32	
October 14, 1903, 255 tons, at \$11.72 per ton	2,988 60	
		<u>\$3,644 92</u>
Paid Oct. 22, 1903	\$656 32	
Paid Oct. 22, 1903	2,241 45	
Paid Nov. 24, 1903	747 15	
		<u>\$3,644 92</u>

Whitewashing shed on Pier No. 25 (Greenwich Street Wharf No. 2). Taylor & Brickley, contractors. Date of contract, August 18, 1903.

Contract price		\$267 00
Paid Sept. 23, 1903	\$200 25	
Paid Nov. 11, 1903	66 75	
		<u>\$267 00</u>

EXHIBIT L—Continued.

Repiling and repairing a portion of Hay Wharf. Hyde Construction Co., contractors. Date of contract, October 21, 1903.

Contract price—		
Furnishing, driving and fastening piles, \$9 per pile.		
Furnishing, fitting and fastening new lumber, \$23 per 1,000 feet (B. M.).		
Work done December 2, 1903—		
56 piles furnished and fastened, at \$9 per pile.....	\$504 00	
108,500 feet lumber furnished and fastened, at \$23 per 1,000 feet	2,495 50	\$2,999 50
Paid Dec. 10, 1903	\$2,249 62	
Paid Jan. 8, 1904.....	749 88	\$2,999 50

Constructing an addition to Little Main Wharf. Healy, Tibbitts & Co., contractors. Date of contract, November 25, 1903.

Contract price.....		\$19,897 00
Paid Feb. 18, 1904	\$14,922 75	
Paid Mar. 29, 1904	4,974 25	\$19,897 00

Crank shaft and three journals on tug "Gov. Irwin." Risdon Iron and Locomotive Works, contractors. Date of contract, November 25, 1903.

Contract price.....		\$829 00
Paid January 27, 1904		829 00

Repiling and repairing outer ends of Pier No. 14 (Folsom Street Wharf No. 2) and Pier No. 16 (Harrison Street Wharf). Darby Laydon, contractor. Date of contract, December 2, 1903.

Contract price—		
Furnishing, fitting and fastening 101 piles, \$19.75 per pile.		
Furnishing, fitting and fastening 32,000 feet new lumber, \$28 per 1,000 feet (B. M.)		
Relaying and fastening 6,000 feet old lumber, \$6 per 1,000 feet (B. M.)		
Work done January 27, 1904—		
101 piles furnished, driven and fastened, at \$19.75 per pile.....	\$1,994 75	
31,652 feet lumber (new) furnished and fastened, at \$28 per 1,000 feet	886 26	
10,078 feet lumber (old) relaid and fastened, at \$6 per 1,000 feet	72 47	
10 old piles rebolted, at \$1.50 per pile	15 00	\$2,968 48
Paid Jan. 28, 1904	\$2,226 36	
Paid Mar. 5, 1904	742 12	\$2,968 48

Extending the north wing of Ferry Slip "A." Healy, Tibbitts & Co., contractors. Date of letter of agreement, February 26, 1904.

Work done March 9, 1904—		
52 spring piles furnished, driven and fastened, at \$16.90 per pile	\$878 80	
4,240 feet (B. M.) ribbing and chocks furnished and fastened, at \$38 per 1,000 feet	161 12	
Paid March 15, 1904.....		\$1,039 92
		1,039 92

EXHIBIT L—*Continued.*

Treating spring and cluster piles for spring lines of Ferry Slips Nos. 1, 3, 4, 6, and 7. H. R. Rood & Co., contractors. Date of contract, February 17, 1904.

Contract price, 40 cents per lineal foot of pile treated.		
Work done June 14, 1904—		
536 piles coated, coating 25 feet on each pile, equals		
13,400 feet, at 40 cents		\$5,360 00
Paid June 18, 1904	\$1,340 00	
Paid balance in three D. P. drafts of \$1,340 each.....	4,020 00	
		<u>\$5,360 00</u>

Erecting a storehouse on bulkhead between Piers No. 7 and 9. Frank Gallagher, contractor. Date of contract, March 23, 1904.

Contract price.....		\$2,949 00
Paid May 5, 1904	\$2,211 75	
Paid June 10, 1904	737 25	
		<u>\$2,949 00</u>

Repairing Main Street Wharf and bulkhead, between Main and Beale streets. City Street Improvement Co., contractors. Date of contract, May 30, 1904.

Contract price—		
New piles furnished, driven and fastened, \$9 per pile.		
New lumber furnished and fastened, \$19.50 per 1,000 feet.		
Old lumber refitted and fastened, \$8 per 1,000 feet.		
Work done April 13, 1904—		
56 piles furnished, driven and fastened, at \$9 per pile.....	\$504 00	
48,356 feet new lumber furnished and fastened, at \$19.50 per 1,000 feet	942 94	
13,835 feet old lumber refitted and fastened, at \$8 per 1,000 feet.....	110 68	
		<u>\$1,557 62</u>
Paid April 16, 1904.....	\$1,168 22	
Paid May 26, 1904.....	389 40	
		<u>\$1,557 62</u>

Repairing dolphin between Ferry Slips Nos. 5 and 6. Healy, Tibbits & Co., contractors. Date of contract, April 22, 1904.

Contract price—		
Pulling old piles, \$6 per pile.		
Furnishing, driving and fastening spring piles, \$16.90 per pile.		
Furnishing and fastening new lumber, \$38 per 1,000 feet (B. M.).		
Work done June 1, 1904—		
120 old piles pulled, at \$6 per pile.....	\$720 00	
67 spring piles furnished and fastened, at \$16.90 per pile.....	1,132 30	
7,736 feet new lumber furnished and fastened, at \$38 per 1,000 feet.....	293 97	
		<u>\$2,146 27</u>
Paid June 3, 1904		2,146 27

Removing skylights and replacing same with slate roof in east gallery of Ferry Building, as per order of the Board. Robert Greig, contractor. Date of order, May 26, 1904.

Work done June 8, 1904.....	\$1,450 00
Paid June 10, 1904	1,450 00

EXHIBIT M.

Work Contracted for Since June 30, 1902, but Not Yet Completed.

Slate roof on Union Depot and Ferry House. Robert Greig, contractor. Date of contract, October 21, 1903.

Contract price.....		\$29,850 00
Paid March 21, 1904.....	\$995 00	
Paid April 30, 1904.....	995 00	
Paid June 10, 1904.....	995 00	
Paid June 24, 1904.....	995 00	
		<hr/> \$3,980 00

A section of seawall, and wharf along same. Gray Bros., contractors. Date of contract, December 30, 1903.

Contract price—		
Stone for seawall, 97 cents per ton of 2,240 pounds (90,000 tons estimated).....		\$87,300 00
Wharf.....		6,100 00
Paid June 18, 1904.....		2,940 91

Constructing Southern Pacific Company's freight slip. Healy, Tibbitts & Co., contractors. Date of contract, January 6, 1904.

Contract price.....	\$63,873 00
Paid May 12, 1904.....	11,177 77

Creosoting piles and lumber for Southern Pacific Company's freight slip. Southern Pacific Co., contractors. Date of contract, February 3, 1904.

Contract price—	
12-in. piles, 25 cents per lineal foot of pile creosoted.	
13-in. piles, 27 cents per lineal foot of pile creosoted.	
14-in. piles, 30 cents per lineal foot of pile creosoted.	
15-in. piles, 32 cents per lineal foot of pile creosoted.	
16-in. piles, 35 cents per lineal foot of pile creosoted.	
\$25 per 1,000 feet (B. M.) for lumber.	

Repairing portions of spring lines and clusters of Ferry Slips Nos. 1, 3, 4, 6, and 7. Healy, Tibbitts & Co., contractors. Date of contract, February 3, 1904.

Contract price.....		\$20,961 30
Paid April 30, 1904.....	\$2,569 77	
Paid June 3, 1904.....	1,154 99	
Paid June 24, 1904.....	1,552 01	
		<hr/> \$5,276 77

Marble staircase and rostrum at Union Ferry Depot. Western Iron Works, contractors. Date of contract, May 4, 1904.

Contract price.....	\$2,987 00
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Slating roofs over upper deck landings between Ferry Slips Nos. 4-5 and 5-6. Robert Greig, contractor. Date of letter of agreement, June 29, 1904.

Contract price.....	\$2,145 00
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EXHIBIT N.
Statement of Cost of Dredging, by years, commencing June 30, 1875.

Fiscal Year Ending—	Salaries of Employés.	Repairs.	Coal.	Ship Chandlery, Water, Etc., etc.	Miscellaneous, including Docking Dredgers, Tugs, Scoops.	Total.	No. Yards Dredged.	No. Hours Worked.	Cost per Cubic Yard, Cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 3/4	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 1/2	9.01
June 30, 1878	17,188 80	7,372 48	7,754 86	2,666 37	3,032 55	38,214 40	423,684	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
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
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 1/2	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,638 1/2	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 1/2	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 1/2	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 1/2	7.68
June 30, 1886	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 1/2	6.87
June 30, 1887	26,520 00	7,911 49	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 1/2	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 1/2	7.52
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
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206 1/2	9.35
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	622,400	3,568	10.73
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 81	17,505 81	8,931 46	3,099 10	471 00	58,357 67	677,200	3,743 1/2	8.75
June 30, 1895	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	4,585 72	240 95	60,593 79	670,700	2,903	9.084
June 30, 1901	27,720 40	8,332 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521 1/2	5.808
June 30, 1902	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.341
June 30, 1903	34,260 50	12,359 60	8,816 91	3,359 58	77 40	58,873 99	856,900	4,367	6.87
June 30, 1904	38,727 10	51,693 10	10,473 26	6,078 04	62 85	107,034 35	1,046,240	4,722	10.23

EXHIBIT O.

REPORT OF ATTORNEY FOR THE BOARD.

SAN FRANCISCO, CAL., June 30, 1904.

To the Honorable the Board of State Harbor Commissioners:

GENTLEMEN: I hereby submit my report as attorney for the Board for the period beginning April 1, 1903, the date of my appointment, and ending June 30, 1904.

The extensive business of the Board has required of the attorney much time and attention. Aside from the actual litigation in the courts and the time necessary for the preparation of cases therein, the attorney is called upon almost daily for opinions in matters of more or less magnitude affecting the conduct of business on the water front. Upon the most important questions submitted to me, I have expressed my conclusions at length in writing.

In innumerable other instances my oral opinion has been given where questions arose in consultations with the Commissioners and the other officers of the Board and in meetings.

I have attended nearly every meeting of the Board, with the view not only of expediting business, but also of keeping in close touch with the affairs of the water front in detail and with the general policy of the Board.

I have recently completed, at the expense of considerable time and labor, a new compilation of the laws and statutes to date relating to the Board, with citations to Supreme Court decisions; and the same has been published in pamphlet form under your direction.

Patent Litigation.—The litigation between the Board and Howard C. Holmes and Carl Uhlig concerning the right of the Board to use in wharf construction what are known as "cylinder piers" is still unsettled. Messrs. Holmes and Uhlig brought suit in the United States Circuit Court against the members of the Board, asking damages for infringement of their patent in the sum of \$27,685.00. Upon the trial of this case, a verdict of \$5,000 was rendered by a jury in favor of the plaintiffs and against the Board. An appeal to the United States Circuit Court of Appeals was taken, the judgment was reversed, and the case was remanded for a new trial. The new trial resulted in favor of

the Board, and an appeal from this judgment was taken by the plaintiffs and has been argued and submitted, and at this date no decision has been rendered.

In the meantime, and prior to the last appeal mentioned, Holmes and Uhlig filed in the United States Circuit Court a bill in equity, involving the same questions which arose in the previous litigation and asking judgment for the same amount, to wit: \$27,685. To defend this action you employed Messrs. Wheaton and Kalloch, able patent lawyers, who have been and now are conducting the defense of the previous action of Holmes and Uhlig. This latter case has not progressed beyond the filing of a demurrer on behalf of the Board.

Owing to the importance of the question arising in this litigation and the great amount of money involved, this Board has used every endeavor to obtain an adjudication of the existing legal differences.

The Woodward Law.—The enforcement of the so-called "Woodward Law," regulating the sale of perishable products on the wharves and other State property in the City and County of San Francisco, has taken much time and attention of the Board and its attorney. Three public investigations of alleged violations of the Act by permit holders have been had. At the first investigation, held on December 3, 1903, the permits of Wetmore Bros., McDonogh & Runyon, Wolf & Sons, and L. Scatena & Co. were, after investigation, revoked and canceled. Injunction proceedings were brought by these four firms to restrain the Board from acting under its order of revocation. The case of Wetmore Bros. was tried (the other cases to abide by the decision in the Wetmore case) and the temporary injunction was made permanent, the court holding that no specific charge of violation of the Act had been made, no legal notice of a hearing had been given, and no legal hearing had been had. Attorney-General U. S. Webb and Judge Edwin A. Davis were requested by the Board to aid in defending these cases, and I desire at this time to express to them my thanks for their able and conscientious work in connection therewith. An appeal to the Supreme Court has been taken in these cases.

The second investigation, held on December 15, 1903, was conducted after specific charges had been filed and a notice of hearing given. As a result of this investigation, the permits of Sresovich & Co., Garcia & Maggini, Mitchell & Goodall, Berti & Co., and Ivancovich & Co. were revoked and canceled.

At the third investigation, held on June 9, 1904, the same procedure was followed and the permits of Wolf & Sons, L. Scatena & Co., and the American Produce Company were revoked and canceled.

In the case of Foster & Orear against the Board, the Court permanently enjoined the Board from ousting plaintiffs from the premises in

the Ferry Building. An appeal is to be taken to the Supreme Court from this decision.

There are no actions pending other than those above mentioned. Several accidents have occurred on the Belt Railway, some resulting in death, and I have, at the request of the Board, attended coroner's inquests in such cases to protect the interests of the Board and the State.

In each case where the employés of the Belt Railway have been arrested for manslaughter following a fatal accident I have appeared for the defendants, and in every instance they have been discharged.

The \$2,000,000 Bond Issue.—The many questions arising concerning the proposed \$2,000,000 bond issue for the purpose of constructing the seawall and appurtenances have occupied considerable of my time, with the end in view of securing the ultimate approval of this measure which means so much to the shipping and business interests of the State at large.

The Free Market Act.—The Board has been unable to follow the provisions of the free market act and establish the market provided for. Owing to the crowded condition of the water front there is no available site for the construction of a suitable building.

Insurance.—The insurance authorized by the Legislature to be placed on the improvements on the water front, to wit, \$550,000, is entirely inadequate, owing to the great value of structures and other improvements which have been erected since the passage of the Act above referred to (Statutes 1901, page 809). I suggest that at the next session of the Legislature an endeavor be made to obtain the approval of an amendment to said Act, permitting the Board to place additional insurance on the improvements mentioned.

Respectfully submitted.

WILLIAM H. DAVIS,
Attorney for the Board.

EXHIBIT P.

REPORT OF EXPERT ACCOUNTANT.

FAIR BUILDING, ROOM 32,
SAN FRANCISCO, AUGUST 31, 1904.

To the Honorable Board of State Harbor Commissioners, San Francisco, Cal.:

GENTLEMEN: The cash account of the State Board of Harbor Commissioners was balanced by me before the opening of business on July 1, 1904, which I followed up by examining the books and accounts for the quarter ending June 30, 1904, thus completing the examination for the two years ending on said date.

Hereunder I beg to submit a statement of each account as it appeared on the 30th of June, 1904:

CASH ACCOUNT.

Receipts for month of June, 1904	\$74,221 42
Credit tolls for the month	19 10
Unpaid wages	132 50
	<hr/>
	\$74,373 02

Which is accounted for as under—

Balance at the Crocker-Woolworth National Bank...	\$61,152 20
Urgent repairs paid in cash	4,637 04
Coin and checks found in safe	6,890 70
Payrolls, part payment	1,602 50
Bills paid not entered	90 58
	<hr/>
	\$74,373 02

Being authorized so to do, I ascertained the correctness of the bank balance by inquiry at said bank.

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

1902, July 1—Balance in the fund, as per last Biennial Report..	\$70,099 21
1904, June 30—Remittances to State Treasurer, being total receipts for two years to date	1,660,199 60
	<hr/>
	\$1,730,298 81
1904, June 30—Monthly appropriation of \$4,631 for San Francisco Depot Sinking Fund, as per act of Legislature, 24 months to date	\$111,144 00
1904, June 30—Total drafts drawn against the fund for two years to date, less draft of \$88.60 dishonored	1,503,712 76
	<hr/>
	\$1,614,856 76
1904, July 1—Balance to the credit of the fund	\$115,442 05
Plus old difference	04

State Controller E. P. Colgan has kindly favored me with the balance of this account, as follows:

1904, June 30—Balance as per State Controller's books	\$58,050 05
Cash remittance to close June accounts	69,584 38
	<u>\$127,634 43</u>
Less drafts drawn and unpaid	12,192 34
	<u>\$115,442 09</u>

SAN FRANCISCO DEPOT SINKING FUND.

From information supplied per favor of State Treasurer, Truman Reeves, I give a synopsis of this account:

STATE TREASURER.

Dr.

1902, July 1—To balance, being amount not invested	\$32,953 68
1904, June 30—To interest on \$260,000 U. S. 4% bonds, 2 years	20,800 00
Monthly transfers from S. F. Impv. Fund as provided by Act of the Legislature, 24 months at \$4,631	111,144 00
	<u>\$164,897 68</u>

Cr.

1904, June 30—By bond interest, four semi-annual payments of \$12,000, coupons 19, 20, 21, 22	\$48,000 00
By purchase of U. S. 4% bonds of 1925	5,000 00
By purchase of 7 U. S. 4% bonds, each \$10,000	70,000 00
By premium paid on bonds, at 132 $\frac{3}{4}$	24,539 06
By brokerage, at $\frac{1}{8}$ %	93 75
By exchange, transportation, etc.	262 50
	<u>147,895 31</u>
Cash balance to credit of fund	\$17,002 37

Condition of Fund, June 30, 1904.

Par value of U. S. 4% bonds of 1907	\$70,000 00
Par value of U. S. 4% bonds of 1925	265,000 00
Cash on hand, as above	17,002 37
	<u>\$352,002 37</u>

Outside the monthly appropriation of \$4,631, this fund has no mention on the books of the Harbor Commissioners, being handled solely by the State Treasurer.

All the financial statements appearing in your biennial report have been compared by me with your books and accounts, and are in strict consonance therewith.

In the course of my examinations, I have found a few unimportant omissions of official requirements susceptible of easy correction, but nothing affecting the finances, and the style and correctness of the accounts I consider highly creditable.

REMARKS.

The "time draft" feature (commercially speaking, "bills payable") works well and proves that governmental bodies may pattern after the business men and corporations of the world to advantage. The community is now enjoying the benefits arising from various construction work, which, under the old plan, would be delayed for years. Take, for instance, out of several, the new Pier No. 9, built on concrete piers 820 feet in length by a breadth of 124 feet; this would not have been called into existence for some considerable time without the aid of "time drafts."

A few words on the \$2,000,000 bond proposition may perhaps be in keeping. The voice of the people of California is asked to sanction the issuance of bonds to the extent of \$2,000,000 for the improvement of the San Francisco water front. Now, it is not known by many that the interest on these bonds puts no additional tax on the people and that it is paid out of the receipts of this department. If this is made plain to them, there is little fear of an adverse vote.

The projected improvements, *i. e.*, the building of a seawall in a straight line from Market-street Ferry Building to Channel street, a distance of about 4,400 feet, will make available for revenue a considerable area of land estimated at about 90,750 square superficial feet; this alone is calculated to produce an income of about \$60,000 a year. Now, this amount added to the increased revenue that will be derived from thirteen new wharves to be built on concrete piers and with all modern improvements will swell the receipts now obtained from the old tumble-down structures in sufficient measure to produce a big gain after paying interest on the bonds, besides offering the greatest boon to the marine interests of the city.

Present water front accommodations are entirely inadequate. The city grows apace, and everything must of necessity grow with it. The affairs of this world know no standstill; it is either go ahead or go back, and it is for us to choose the former.

It must be gratifying to you to find that there is a steady increase in the receipts of the department, the figures being as follows:

Total receipts for the two years ending June 30, 1904.....	\$1,660,199 60
Total receipts for the two years ending June 30, 1902.....	1,598,180 46
Increase.....	\$62,019 14

I am, gentlemen, yours faithfully,

JULIAN B. HARRIES,
Certified Public Accountant.

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

TWO FISCAL YEARS COMMENCING JULY 1, 1904, AND ENDING
JUNE 30, 1906.



SACRAMENTO

W. W. SHANNON, : : : : SUPERINTENDENT STATE PRINTING

1907

BOARD OF STATE HARBOR COMMISSIONERS.

CHAS. H. SPEAR, *President*, - - - - - Commissioner.
HENRY J. CROCKER, - - - - - Commissioner.
J. D. MACKENZIE, - - - - - Commissioner.

JOHN M. FOY, - - - - - Secretary.
JAMES BYRNE, JR., - - - - - Assistant Secretary.
LOTT D. NORTON, - - - - - Chief Engineer.
W. H. DAVIS, - - - - - Attorney.

OFFICE:

Union Depot and Ferry House, San Francisco.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CAL., December 28, 1906.

To HON. GEORGE C. PARDEE, *Governor of California,*
Sacramento, Cal.

SIR: As required by law, the Board of State Harbor Commissioners for the harbor and port of San Francisco respectfully submits the following report for the two fiscal years commencing July 1, 1904, and ending June 30, 1906, embracing in detail all financial transactions of this department and work done during the period named.

Statements of receipts and disbursements, and other subjects are classified under exhibits, as follows:

Exhibit A—Receipts and disbursements for the two (2) fiscal years ending June 30, 1906.

Exhibit B—Itemized statement of receipts and disbursements for the two (2) fiscal years ending June 30, 1906.

Exhibit C—Summary of receipts and disbursements, 1904–1906.

Exhibit D—Comparative statement of receipts and disbursements, 1863–1906.

Exhibit E—Statement of San Francisco Harbor Improvement Fund (State Treasurer, custodian) for the two fiscal years ending June 30, 1906.

Exhibit F—Statement of San Francisco Harbor Improvement Fund, November 4, 1863, to June 30, 1906.

Exhibit G—Statement of San Francisco Depot Sinking Fund and San Francisco Seawall Sinking Fund, June 30, 1906.

Exhibit H—Statement of Deferred Payment Drafts account for the two fiscal years ending June 30, 1906.

Exhibit I—Showing length and cost of seawall.

Exhibit J—Belt Railroad revenue and expense for the two fiscal years ending June 30, 1906.

Exhibit K—Work under way at date of last biennial report and since completed.

Exhibit L—Work contracted for and completed within the two years from June 30, 1904, to June 30, 1906.

Exhibit M—Work contracted for since June 30, 1904, but not yet completed.

Exhibit N—Statement of cost of dredging.

Exhibit O—Attorney's report.

Exhibit P—Expert Accountant's report.

CHARLES H. SPEAR, President,

J. D. MACKENZIE,

HENRY J. CROCKER,

Board of State Harbor Commissioners.

EXHIBIT A.

Receipts and Disbursements for the Two Fiscal Years ending June 30, 1906.

RECEIPTS.

Source.	1904-05.	1905-06.	Total.
Fisherman Wharf	\$5,089 75	\$4,743 25	\$9,833 00
Secs. "A," "B", 1 Seawall, and Powell St. Wh'rf	15,774 86	16,712 48	32,487 34
Section 2, Seawall Wharf	5,270 67	5,411 82	10,682 49
Sec. 3, Seawall Wh'f, & Lomb'd St. Wh'f (Pier 27)	13,926 54	15,076 73	29,003 27
Lombard Street Car Ferry Slips, Freight Depots, and tolls	55,362 53	54,056 64	109,419 17
Greenwich Street Wharf No. 2 (Pier 25)	10,616 17	42,660 68	53,276 85
Greenwich Street Wharf No. 1 (Pier 23)	17,095 78	16,720 85	33,816 63
Filbert Street Wharf (Pier 21)	13,597 25	14,623 74	28,220 99
Union Street Wharf No. 2 (Pier 19)	13,780 29	14,796 28	28,576 57
Union Street Wharf No. 1 (Pier 17)	8,439 53	10,292 56	18,732 09
Green Street Wharf (Pier 15)	12,354 38	12,226 70	24,581 08
Vallejo Street Wharf (Pier 13)	8,417 48	3,470 10	11,887 58
Broadway Wharf No. 2 (Pier 11)	20,435 94	23,541 72	43,977 66
Broadway Wharf No. 1 (Pier 9)	27,193 84	26,748 10	53,941 94
Pacific Street Wharf (Pier 7)	17,617 69	18,827 58	36,445 27
Jackson Street Wharf (Pier 5)	19,606 85	28,009 59	47,616 44
Washington Street Wharf (Pier 3)	13,126 18	12,942 06	26,068 24
Clay Street Wharf (Pier 1)	3,223 30	1,950 05	5,173 35
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, tolls, and P. O. Building	138,481 69	124,960 43	263,442 12
Mission Street Wharf No. 1 (Pier 2)	18,958 26	19,466 55	38,424 81
Mission Street Wharf No. 2 (Pier 4)	25,216 70	20,477 05	45,693 75
Howard Street Wharf No. 1 (Pier 6)	17,491 87	20,088 10	37,579 97
Howard Street Wharf No. 2 (Pier 8)	13,466 61	13,222 98	26,689 59
Howard Street Wharf No. 3 (Pier 10)	9,369 85	10,018 75	19,388 60
Folsom Street Wharf No. 1 (Pier 12)	18,000 00	18,000 00	36,000 00
Folsom Street Wharf No. 2 (Pier 14)	17,009 85	20,186 27	37,196 12
Harrison Street Wharf (Pier 16)	7,841 22	8,149 60	15,990 82
Stuart Street Wharf (Pier 20)	17,423 82	17,181 42	34,605 24
Spear Street Wharf (Pier 24)	12,134 37	14,257 12	26,391 49
Main Street Car Ferry Slip, and tolls	23,924 35	23,988 33	47,912 68
Main Street Wharf (Pier 28)	9,027 83	6,033 96	15,061 79
Beale Street Wharf (Pier 32)	16,018 97	17,199 07	33,218 04
Fremont Street Wharf (Pier 34)	5,161 87	5,800 66	10,962 53
Pacific Mail Wharf (Pier 40)	30,000 00	30,000 00	60,000 00
Southern Pacific Car Ferry Slip, and tolls	92,953 41	97,371 62	190,325 03
Third Street Wharf	7,146 32	8,015 68	15,161 40
Berry Street Wharf	15,726 53	26,927 32	42,653 85
Channel Street Wharf	12,413 38	11,711 26	24,124 64
Center Street Wharf	8,875 74	9,671 98	18,547 72
Santa Fé Car Ferry Slip, and tolls	2,221 27	2,294 07	4,515 34
Revenue from Seawall lots	9,296 65	9,253 10	18,549 75
Sale of old material	2,894 03	2,923 65	5,817 68
China Basin	1,000 00	2,000 00	3,000 00
Central Basin	1,809 80	2,254 80	4,064 60
Belt Railroad revenue	79,673 75	77,787 25	157,461 00
Tugs and Dredges (sale of old material)	1,002 30	250 00	1,252 30
Wharfage, damages, sales, etc.	5,552 12	13,067 83	18,619 95
U. S. Customs Department (rent and dockage)	2,905 00	3,540 00	6,445 00
P. O. Station "D" & Ferry Slip No. 8 (lighting)	4,292 60	1,861 49	5,154 09
Piers 42 and 44 (*rent in advance)	*371,673 00	5,000 00	376,673 00
Belt Railroad (sale of old material)	132 50	219 69	352 19
Fees account	150 00		150 00
Fire loss account (1905)	2,594 30		2,594 30
Legal expense	1,035 81		1,035 81
Draft returned and canceled	\$1,283,804 80	\$965,990 36	\$2,249,795 16
Deferred payment drafts issued	279 04		279 04
S. F. H'bor Imp F'd, am't drafts on State Treas.	261,188 98	99,789 67	360,978 65
S. F. Harbor Imp. F'd to S. F. Depot Sink'g F'd	771,246 05	872,339 83	1,643,585 88
S. F. Harbor Improvement Fund, deferred payment drafts paid by Controller	55,572 00	55,572 00	111,144 00
S. F. H'bor Imp. F'd to S. F. Seawall Sink'g F'd	135,878 42	161,459 12	297,337 54
State of California—Act Special Session, 1906		5,727 78	5,727 78
		100,000 00	100,000 00
Totals	\$2,507,969 29	\$2,260,878 76	\$4,768,848 05

EXHIBIT A—Continued.

DISBURSEMENTS.

	1904-05	1905-06	Total.
Administration account—			
Salaries of Commissioners	<i>a</i> \$9,600 00	<i>b</i> \$9,600 00	\$19,200 00
Salaries of Chief Engineer and Assistants ..	<i>a</i> 8,460 00	<i>b</i> 8,682 50	17,142 50
Salaries of Chief Wharfinger and Assistants ..	<i>a</i> 6,300 00	<i>b</i> 6,300 00	12,600 00
Salary of Attorney	<i>a</i> 2,400 00	<i>b</i> 2,400 00	4,800 00
Salaries of Watchmen	<i>a</i> 4,380 00	<i>b</i> 4,766 20	9,146 20
Collection of revenue—			
Salaries of Secretaries and Clerks	<i>a</i> 13,500 00	<i>b</i> 13,675 00	27,175 00
Salaries of Wharfingers	<i>a</i> 23,854 85	<i>b</i> 23,853 60	47,708 45
Salaries of Collectors	<i>a</i> 15,600 00	<i>b</i> 15,683 90	31,283 90
Expense account	<i>a</i> 11,952 67	<i>b</i> 9,692 72	21,645 39
Urgent repairs	<i>c</i> 63,136 34	<i>d</i> 49,375 51	112,511 85
Repairs (contract)	<i>c</i> 158,727 79	<i>d</i> 97,915 62	256,643 41
Pile driving	<i>c</i> 29,386 84	<i>d</i> 34,167 79	63,554 63
Cleaning wharves, bulkheads and streets	<i>a</i> 32,860 21	<i>b</i> 31,759 37	64,619 58
Wharf offices and furniture	<i>g</i> 119 95		119 95
Legal expenses	<i>a</i> 3,969 50	<i>b</i> 2,616 00	6,585 50
Fire account	<i>g</i> 5,475 97	<i>h</i> 5,661 60	11,137 57
Dredger No. 1	<i>i</i> 39,013 32	<i>j</i> 12,849 49	51,862 81
Dredger No. 2	<i>i</i> 16,682 20	<i>j</i> 11,865 86	28,048 06
Dredger No. 3	<i>i</i> 26,923 35	<i>j</i> 16,381 13	43,304 48
Tug "Gov. Markham"	<i>i</i> 14,858 61	<i>j</i> 11,172 22	26,030 83
Tug "Gov. Irwin"	<i>i</i> 38,392 60	<i>j</i> 10,317 42	48,710 02
Construction account	<i>c</i> 283,894 33	<i>d</i> 515,015 31	798,909 64
Seawall account	<i>k</i> 149,022 10	<i>l</i> 1,631 77	150,653 87
Dockage refunded	<i>g</i> 290 05	<i>h</i> 185 05	475 10
Tolls refunded	<i>g</i> 175 93	<i>h</i> 153 34	329 27
Wharfage refunded	<i>g</i> 70 52	<i>h</i> 3 90	74 42
Rent refunded	<i>g</i> 33 45	<i>h</i> 75 00	108 45
Switching refunded		<i>h</i> 22 50	22 50
Belt railroad equipment	<i>e</i> 300 00		300 00
Wharfage, damages, sales, etc.	<i>g</i> 417 79	<i>h</i> 1,555 23	1,973 02
Belt Railroad maintenance	<i>e</i> 24,567 23	<i>f</i> 23,602 17	48,169 40
Belt Railroad operating	<i>e</i> 46,194 70	<i>f</i> 43,221 22	89,415 92
Electric lighting and supplies	<i>a</i> 30,953 07	<i>b</i> 22,795 66	53,748 73
Union Depot and Ferry House, slips 1 to 8, etc.	<i>a</i> 34,058 00	<i>b</i> 25,944 78	60,002 78
Earthquake and fire account		<i>d</i> 9,063 15	9,063 15
Deferred payment drafts paid	\$1,095,571 37	\$1,021,505 01	\$2,117,076 38
S. F. Harbor Improvement Fund, amount re- mitted to State Treasurer	135,878 42	161,459 12	297,337 54
S. F. Harbor Improvement Fund, draft re- turned and canceled	1,220,668 46	916,614 85	2,137,283 31
S. F. Depot Sinking Fund, transfer from S. F. Harbor Improvement Fund	279 04		279 04
S. F. Seawall Sinking Fund, transfer from S. F. Harbor Improvement Fund	55,572 00	55,572 00	111,144 00
S. F. Harbor Improvement Fund, transfer from State of California		5,727 78	5,727 78
Totals	\$2,507,939 29	\$2,260,878 76	\$4,768,848 05

a, b, c, d, e, f, g, h, i, j, k, l, see Exhibit "D."

EXHIBIT B.

Itemized Statement of Receipts and Disbursements for the Two Fiscal Years ending June 30, 1906.

RECEIPTS.

Month.	From Dockage, Tolls, Wharfage, Rents Belt R. R., etc.	Deferred Payment Drafts.	Drafts Refused and Canceled.	Total.
1904—July	\$71,527 11	\$42,005 67	-----	\$113,532 78
August	72,190 35	-----	-----	72,190 35
September	82,884 01	-----	-----	82,884 01
October	81,838 28	15,277 44	-----	97,115 72
November	447,881 67	31,936 50	-----	479,818 17
December	81,583 14	-----	-----	81,583 14
1905—January	73,654 12	-----	-----	73,654 12
February	68,843 28	-----	-----	68,843 28
March	73,339 31	-----	-----	73,339 31
April	78,935 63	112,190 97	-----	191,126 60
May	72,454 78	59,778 40	-----	132,233 18
June	78,673 12	-----	\$279 04	78,952 16
Total 1904-05	\$1,233,804 80	\$261,188 98	\$279 04	\$1,545,272 82
1905—July	\$75,431 36	-----	-----	\$75,431 36
August	76,330 32	-----	-----	76,330 32
September	108,600 25	-----	-----	108,600 25
October	85,896 01	-----	-----	85,896 01
November	81,704 58	-----	-----	81,704 58
December	82,432 99	-----	-----	82,432 99
1906—January	79,535 26	-----	-----	79,535 26
February	75,667 08	99,789 67	-----	175,456 75
March	78,225 91	-----	-----	78,225 91
April	77,059 07	-----	-----	77,059 07
May	72,462 01	-----	-----	72,462 01
June	72,645 52	-----	-----	72,645 52
Total 1905-06	\$965,990 36	\$99,789 67	-----	\$1,065,780 03
Total 1904-06	\$2,249,795 16	\$360,978 65	\$279 04	\$2,611,052 85
Transfers to San Francisco Depot Sinking Fund (Exhibit E)	-----	-----	-----	111,144 00
Transfers to San Francisco Seawall Sinking Fund (Exhibit E)	-----	-----	-----	5,727 78
From State of California (account of special session, 1906)	-----	-----	-----	100,000 00
Deferred Payment Drafts paid by Controller	-----	-----	-----	297,337 54
Drafts drawn on State Controller	-----	-----	-----	1,643,585 88
Grand total	-----	-----	-----	\$4,768,848 05

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
July 1	State Controller	1118	S. F. Depot Sinking Fund	\$4,631 00
9	Employés	1119-34	Payroll for June	27,275 60
11	James H. O'Brien	1135	Teams and carts	325 00
14	Robert Greig	1136	Slate roof, Union Ferry Depot	995 00
14	Healy, Tibbitts & Co.	1137	Repairing slips Nos. 2 and 3	280 58
14	Healy, Tibbitts & Co.	1138	Constructing freight slip	4,790 48
22	H. S. Crocker Co.	1139	Stationery	46 45
22	City Front Stables	1140	Keeping horse	52 50
22	Langley & Michaels Co.	1141	Disinfectants	20 17
22	Whittier-Coburn Co.	1142	Oil	58 80
22	Harry Unna Co.	1143	Brooms, brushes, etc.	75 67
22	Hammond Lumber Co.	1144	Piles	384 12
22	Pacific Coast Rubber Co.	1145	Roofing, etc.	267 00
22	Getz Bros. & Co.	1146	Soap	9 10
22	Olsen & Cook Co.	1147	Chandlery	7 45
22	H. M. Nagle	1148	Brooms	17 00
22	Rowlands & Laughton	1149	Repairs	20 67
22	J. D. Spreckels & Bros.	1150	Cement	13 98
22	R. S. Chapman	1151	Hose	187 50
22	Brooks-Follis Co.	1152	Electric supplies	42 67
22	T. J. Crowley	1153	Shoeing horses	10 00
22	Western Repair and Supply Co.	1154	Chandlery	247 23
22	Baker & Hamilton	1155	Hardware	628 66
22	James Wilder Co.	1156	Towing	15 00
22	R. D. Chandler	1157	Coal	708 94
22	Merchants' Exchange	1158	Reporting	25 00
22	Pacific Hardware and Steel Co.	1159	Hardware	162 52
22	Hickman & Masterson	1160	Lumber	4,015 11
22	Bancroft-Whitney Co.	1161	Law books	28 00
22	Evening Post	1162	Advertising	120 00
22	R. Dunsmuir's Sons Co.	1163	Coal	259 72
22	H. R. Rood & Co.	1164	Coating piles	507 50
22	The Guide Publ'ing Co.	1165	Guides	11 00
22	Yates & Co.	1166	Paints, oil, etc.	615 25
22	J. A. Snook & Co.	1167	Hardware	197 48
22	The Pacific Coast Co.	1168	Coal	768 40
22	Cunningham, Curtiss & Welch	1169	Stationery	38 04
22	The Marine Exchange	1170	Reporting	25 00
22	H. B. Schindler Co.	1171	Repairs, sprinklers	24 50
22	Joshua Hendy Machine Works	1172	Repairs	13 45
22	Betts Spring Co.	1173	Repairs	20 00
22	Risdon Iron and Locomotive Works	1174	Repairs	226 58
22	Spring Valley Water Co.	1175	Water	286 55
22	Mutual Elect'c Light Co.	1176	Lights	1,591 29
22	J. A. Snook & Co.	1177	Hardware	153 55
22	Gray Bros.	1178	Constructing seawall	1,592 32
22	Julian B. Harries	1179	Examining accounts	37 50
22	Edward B. Hughes	1180	Printing brief	28 05
22	Robert Greig	1181	Slate roof, Union Depot	995 00
22	Healy, Tibbitts & Co.	1182	Repairing ferry slips	765 12
22	Robert Greig	1183	Slate roof (D. P. 229)	1,194 00
22	Robert Greig	1184	Slate roof (D. P. 230)	1,194 00
22	Robert Greig	1185	Slate roof (D. P. 231)	1,194 00
22	Robert Greig	1186	Slate roof (D. P. 232)	1,194 00
22	Robert Greig	1187	Slate roof (D. P. 233)	1,194 00
22	Robert Greig	1188	Slate roof (D. P. 234)	1,194 00
22	Robert Greig	1189	Slate roof (D. P. 235)	1,194 00
22	Robert Greig	1190	Slate roof (D. P. 237)	1,194 00
22	Robert Greig	1191	Slate roof (D. P. 238)	1,194 00
22	Robert Greig	1192	Slate roof (D. P. 239)	1,194 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
July 22	Robert Greig	1193	Slate roof (D. P. 240)	\$1,194 00
22	Robert Greig	1194	Slate roof (D. P. 241)	1,194 00
22	Robert Greig	1195	Slate roof (D. P. 242)	1,194 00
22	Robert Greig	1196	Slate roof (D. P. 243)	1,194 00
22	Robert Greig	1197	Slate roof (D. P. 244)	1,194 00
22	Robert Greig	1198	Slate roof (D. P. 245)	1,194 00
22	Robert Greig	1199	Slate roof (D. P. 246)	1,194 00
22	Robert Greig	1200	Slate roof (D. P. 247)	1,194 00
22	Robert Greig	1201	Slate roof (D. P. 248)	1,194 00
22	Robert Greig	1202	Slate roof (D. P. 249)	1,194 00
22	Healy, Tibbitts & Co.	1203	Repairing slips Nos. 1, 3, 4, 6 and 7 (D. P. 251)	3,020 94
22	Healy, Tibbitts & Co.	1204	Repairing slips Nos. 1, 3, 4, 6 and 7 (D. P. 252)	3,020 94
22	Healy, Tibbitts & Co.	1205	Repairing slips Nos. 1, 3, 4, 6 and 7 (D. P. 253)	3,020 94
22	Healy, Tibbitts & Co.	1206	Repairing slips Nos. 1, 3, 4, 6 and 7 (D. P. 254)	3,020 95
22	Healy, Tibbitts & Co.	1207	Repairing slips Nos. 1, 3, 4, 6 and 7 (D. P. 255)	3,020 95
22	Healy, Tibbitts & Co.	1208	Repairing slips Nos. 1, 3, 4, 6 and 7 (D. P. 256)	3,020 95
22	Healy, Tibbitts & Co.	1209	Repairing dolphin	163 30
27	Harry Bunkers	1210	Brooms	42 50
29	E. J. Creeley	1211	Veterinary services	20 00
29	Flinn & Treacy	1212	Gravel	61 00
29	Henry Fautz	1213	Keys	75
29	H. R. Patterson	1214	Teaming	11 23
29	G. H. Fuller Desk Co.	1215	Repairing chair	4 50
29	S. F. Typewriter Ex- change	1216	Ribbon	1 00
29	Industrial Home for Blind	1217	Brooms	22 80
29	Thos. Crowley & Bros.	1218	Towing piles	41 00
29	W. T. Garratt & Co.	1219	Repairing box and rail	3 25
30	H. T. Holmes Lime Co.	1220	Fire clay	1 25
30	P. J. Halligan	1221	Call, Chronicle, and Examiner	13 50
30	J. Anderson & Son	1222	Repairing locks and keys	15 90
31	State Controller	1223	Remittances	67,321 28
	Total			\$163,346 93
Aug. 1	State Controller	1224	S. F. Depot Sinking Fund	\$4,631 00
5	C. B. Olmstead	1225	Transcribing	111 00
5	Healy, Tibbitts & Co.	1226	Freight slip, Central Basin	7,984 13
10	Robert Wakefield	1226½	Greenwich St. Wharf No. 2 (D. P. 110)	3,164 92
10	City Street Imp. Co.	1227½	Howard St. Wharf No. 2, rebuild- ing (D. P. 127)	3,269 01
10	Employés	1227-43	Payroll	28,555 25
15	Gray Bros.	1244	Rock	16 50
15	Gray Bros.	1245	Constructing seawall	2,723 93
15	Robert Greig	1246	Roofing upper deck landing	2,145 00
18	Palmer & Watkin	1247	Cleaning windows	85 00
19	J. Anderson & Son	1248	Repairing locks and keys	26 00
19	James H. O'Brien	1249	Teams and carts	312 50
20	California Mill Co.	1250	Mill work	441 80
22	Gray Bros.	1251	Rock	24 00
25	George F. Buswell	1252	Frictions	25 00
25	Wm. J. Brady	1253	Repairs, tug and dredger	38 01
25	John Breuner Co.	1254	Furniture	45 60
25	James Byrne, Jr.	1255	Petty cash expense	219 26
25	Baker & Hamilton	1256	Hardware	720 35
25	Boesch Lamp Co.	1257	Repairs	10 25
25	Betts Spring Co.	1258	Repairs	14 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.*	On Account of.	Amount.
1904				
Aug. 25	Frank Bartels	1259	Rollers	\$24 00
25	Brooks-Follis Elec. Corp.	1260	Electrical goods	11 60
25	City Front Stables	1261	Keeping horse	52 50
25	R. D. Chandler	1262	Coal	751 48
25	B. Dallerup & Howsen	1263	Repairs	998 62
25	R. Dunsmuir's Sons Co.	1264	Coal	169 74
25	Evening Post	1265	Advertising	190 00
25	Getz Bros. & Co.	1266	Soap	20 88
25	Garlock Packing Co.	1267	Sandpaper, etc.	24 00
25	W. T. Garratt & Co.	1268	Repairs	31 45
25	Hickman & Masterson	1269	Lumber	3,616 99
25	Guide Publishing Co.	1270	Guides	11 00
25	Frank Greig	1271	Sawdust	5 00
25	Heynemann, Marshall & Co.	1272	Desks, etc.	93 80
25	Hammond Lumber Co.	1273	Piles	922 08
25	Joshua Hendy Machine Works	1274	Repairs	45 56
25	Langley & Michaels Co.	1275	Disinfectants	20 18
25	Leary Bros.	1276	Keeping horse	35 00
25	Murray Brothers	1277	Repairs	48 25
25	Muir Brothers	1278	Repairs	340 79
25	J. Metcalfe	1279	Lloyds' Register	24 00
25	Marine Exchange	1280	Reporting	25 00
25	Merchants' Exchange	1281	Reporting	25 00
25	Magnesia Asbestos Supply Co.	1282	Repairs	16 00
25	Mutual Elec. Light Co.	1283	Lights	1,708 03
25	H. M. Nagle	1284	Brooms	16 50
25	Pac. States Tel. & Tel. Co.	1285	Telephones	348 35
25	Pacific Coast Co.	1286	Coal	1,006 88
25	Plant Supply Co.	1287	Supplies, Dredger No. 3	8 08
25	Pacific Coast Rubber Co.	1288	Packing, etc.	111 43
25	Pacific Hardware and Steel Co.	1289	Hardware	31 95
25	Risdon Iron and Locomotive Works	1290	Repairs, tugs and dredgers	690 33
25	Southern Pacific Co.	1291	Freight and repairs	353 19
25	H. M. Sessions & Co.	1292	Testing meters	64 00
25	H. B. Schindler Co.	1293	Repairs	17 75
25	Spring Valley Water Co.	1294	Water	292 80
25	Jas. A. Snook & Co.	1295	Hardware	661 19
25	Tribune Publishing Co.	1296	Tonnage books	450 00
25	Town Talk Printing Co.	1297	Printing	57 50
25	E. W. Tucker Co.	1298	Repairs	39 24
25	Harry Unna Co.	1299	Brooms, etc.	79 75
25	Valvoline Oil Co.	1300	Oil	33 80
25	West Coast Wire and Iron Works	1301	Wire screens	46 25
25	Western Fuel Co.	1302	Repairs, coal, etc.	729 48
25	Whittier-Coburn Co.	1303	Oil	71 75
25	Western Repairs and Supply Co.	1304	Chandlery	82 84
25	Williams-Belser Co.	1305	Basalt blocks	900 00
25	Yates & Co.	1306	Paints, oil, etc.	427 26
26	Flinn & Treacy	1307	Gravel	59 00
26	H. R. Patterson	1308	Teaming	71 09
26	Nathan, Dohrmann & Co.	1309	Jardinieres	7 10
26	Mercantile Towel Co.	1310	Towel service	2 00
26	J. R. Lafontaine	1311	Prints	12 27
26	Charles C. Venn	1312	Whitewashing	30 00
26	Charles Waltz	1313	Repairs	10 00
27	James Mathews	1314	Washing for fire house	10 50
27	H. Fautz	1315	Keys	1 50
27	Smith-Rice Co.	1316	Spar	25 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
Aug. 27	Payot, Upham & Co.	1317	Tables	\$5 00
27	Hodge Draying Co.	1318	Teaming	15 00
27	Thos. Crowley & Bros.	1319	Towing piles	34 50
29	Olsen & Cook	1320	Banner	75
29	P. T. Brown	1321	Blocks	5 00
30	J. J. Haviside Co.	1322	Repairs	4 50
31	Charles A. Warren	1323	Sand	50 00
31	State Treasurer	1324	Remittance	67,441 59
	Total			\$138,079 08
Sept. 1	State Controller	1325	S. F. Depot Sinking Fund	\$4,631 00
2	Robert Greig	1326	Slate roof	2,475 00
7	Robert Greig	1327	Repairing roof	35 00
8	Employés	1328-41	Payroll	27,927 55
8	Robert Wakefield	1341 $\frac{1}{2}$	Constructing Slip A (D. P. 212) ..	2,825 00
12	Gray Bros.	1342	Constructing seawall	2,656 69
19	H. R. Rood & Co.	1342 $\frac{1}{2}$	Coating piles (D. P. 226)	1,340 00
22	Hickman & Masterson	1343	Lumber	2,951 50
22	J. H. Bruce	1343 $\frac{1}{2}$	Constructing scows (D. P. 144) ..	2,662 33
22	James H. O'Brien	1344	Teams and carts	337 50
26	California Mill Co.	1345	Mill work	123 72
26	G. F. Buswell	1346	Frictions	60 00
28	Brooks-Follis Elec. Corp.	1347	Electrical supplies	148 90
28	Baker & Hamilton	1348	Hardware	372 34
28	R. D. Chandler	1349	Coal	790 25
28	H. S. Crocker Co.	1350	Stationery and printing	163 10
28	Callahan Paint Co.	1351	Painting tug "Gov. Irwin"	71 60
28	T. J. Crowley	1352	Shoeing horses	12 50
28	Cunningham, Curtiss & Welch	1353	Printing, etc.	114 59
28	City Front Stables	1354	Keeping horse	52 80
28	Mutual Elec. Light Co.	1355	Lights	1,782 60
28	Spring Valley Water Co.	1356	Water	302 30
28	James A. Snook & Co.	1357	Hardware	771 12
28	Risdon Iron and Locomotive Works	1358	Repairs	432 44
28	Benj. Dallerup	1359	Repairs	289 52
28	National Bank of D. O. Mills & Co.	1360	Exchange	142 54
28	Pacific Coast Co.	1361	Coal	907 22
28	Hammond Lumber Co.	1362	Piles	763 97
28	Thos. Day Co.	1363	Electrical goods	19 50
28	Evening Post	1364	Advertising	55 00
28	Guide Publishing Co.	1365	Guides	11 00
28	Garlock Packing Co.	1366	Waste	12 00
28	E. M. Graney	1367	Horseshoeing	12 00
28	Milton Heynemann, Marshall & Co.	1368	Stationery	43 10
28	Leary Bros.	1369	Keeping horse	57 65
28	Langley & Michaels	1370	Disinfectants	19 98
28	Marine Exchange	1371	Reporting	25 00
28	Merchants' Exchange	1372	Reporting	25 00
28	H. M. Nagle	1373	Brooms, etc.	10 50
28	B. P. Oliver	1374	Rent of office	35 00
28	Pacific Coast Rubber Co.	1375	Canvas, etc.	132 18
28	Pac. States Tel. & Tel. Co.	1376	Telephones	172 00
28	Plant Supply Co.	1377	Plug cock, etc.	11 50
28	Pacific Hardware and Steel Co.	1378	Hardware	65 66
28	J. A. Roebling's Sons Co.	1379	Steel rope	121 62
28	Sternfeld Leather Co.	1380	Toilet soap	12 00
28	Sessions & Wagner	1381	Testing meters	32 00
28	Southern Pacific Co.	1382	Repairs	165 26
28	H. B. Schindler & Co.	1383	Repairs to sprinklers	185 75

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
Sep. 28	Harry Unna Co.	1384	Brooms	\$79 20
28	Vulcan Iron Works	1385	Cylinder head	40 00
28	Whittier-Coburn Co.	1386	Oil	45 80
28	Western Repair and Supply Co.	1387	Chandlery	198 52
28	Flinn & Treacy	1388	Gravel	102 00
28	Yates & Co.	1389	Paints, oils, etc.	275 62
28	H. R. Patterson	1390	Teaming	16 54
28	N. Clark & Sons	1391	Sewer pipe	18 75
28	G. Graham	1392	Oats	8 40
28	H. Fautz	1393	Repairs to keys	2 75
28	J. C. Sala	1394	Steel tape	10 50
28	C. H. Hallahay	1395	Window cleaner	8 00
28	Thos. Crowley & Bros. Co.	1396	Towing	30 50
28	Pacific Towel Supply Co.	1397	Towel service	6 00
28	James Mathews	1398	Washing for fire house	3 50
28	Holmes Lime Co.	1399	Fire clay	1 50
29	S. F. Towel Co.	1400	Towel service	7 00
30	Western Union Tel Co.	1401	Rental of clocks	27 00
30	Dundon Bridge & Con. Co.	1401½	Repairing slip No. 3 (D. P. 138) ..	1,092 57
30	Healy, Tibbitts & Co.	1402	Constructing freight slip	6,387 30
30	State Treasurer	1403	Remittance	77,960 73
Total				<u>\$142,688 96</u>
Oct. 1	State Controller	1404	S. F. Depot Sinking Fund	\$4,631 00
3	Joe Gleadell	1405	Pasturage	8 00
4	Mercantile Towel Co.	1406	Towel service	1 00
5	Smith-Rice Co.	1407	Spars	75 00
6	Gray Bros.	1408	Rock	2 50
6	Gray Bros.	1409	Constructing seawall	2,412 90
7	James Cunningham	1410	Salvage on piles	5 00
7	Vermont Marble Co.	1411	Cutting marble	1 00
10	Employés	1412-26	Payroll	26,174 10
21	Hickman & Masterson	1427	Lumber	3,370 40
21	B. Dallerup & Howson	1428	Repairs to dredgers	4,048 50
21	Southern Pacific Co.	1429	Creosoting piles (D. P. 257)	763 87
21	Southern Pacific Co.	1430	Creosoting piles (D. P. 258)	763 87
21	Southern Pacific Co.	1431	Creosoting piles (D. P. 259)	763 87
21	Southern Pacific Co.	1432	Creosoting piles (D. P. 260)	763 87
21	Southern Pacific Co.	1433	Creosoting piles (D. P. 261)	763 87
21	Southern Pacific Co.	1434	Creosoting piles (D. P. 262)	763 87
21	Southern Pacific Co.	1435	Creosoting piles (D. P. 263)	763 87
21	Southern Pacific Co.	1436	Creosoting piles (D. P. 264)	763 87
21	Southern Pacific Co.	1437	Creosoting piles (D. P. 265)	763 87
21	Southern Pacific Co.	1438	Creosoting piles (D. P. 266)	763 87
21	Southern Pacific Co.	1439	Creosoting piles (D. P. 267)	763 87
21	Southern Pacific Co.	1440	Creosoting piles (D. P. 268)	763 87
21	Southern Pacific Co.	1441	Creosoting piles (D. P. 269)	763 87
21	Southern Pacific Co.	1442	Creosoting piles (D. P. 270)	763 87
21	Southern Pacific Co.	1443	Creosoting piles (D. P. 271)	763 87
21	Southern Pacific Co.	1444	Creosoting piles (D. P. 272)	763 87
21	Southern Pacific Co.	1445	Creosoting piles (D. P. 273)	763 88
21	Southern Pacific Co.	1446	Creosoting piles (D. P. 274)	763 88
21	Southern Pacific Co.	1447	Creosoting piles (D. P. 275)	763 88
21	Southern Pacific Co.	1448	Creosoting piles (D. P. 276)	763 88
26	Mutual Electric Light Co.	1449	Electric lighting	1,811 20
26	H. R. Rødd & Co.	1450	Creosoting piles	1,600 40
26	R. D. Chandler	1451	Coal	756 84
26	Jas. A. Snook & Co.	1452	Hardware	951 38
26	Risdon Iron and Locomotive Works	1453	Repairs tug "Gov. Markham"	2,112 58
26	Western Fuel Co.	1454	Coal	570 57

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No	On Account of.	Amount.
1904				
Oct. 26	Baker & Hamilton	1455	Hardware	\$271 77
26	Spring Valley Water Co.	1456	Water	327 75
26	Callahan Paint Co.	1457	Painting tug and scow	262 05
26	Muir Bros.	1458	Repairs tugs and dredgers	178 64
26	H. S. Crocker Co.	1459	Stationery	105 65
26	Evening Post	1460	Advertising	105 00
26	Pac. States Tel. & Tel. Co.	1461	Telephones	172 25
26	L. E. White Lumber Co.	1462	Ties	200 00
26	Hammond Lumber Co.	1463	Piles	620 88
26	Western Repair and Supply Co.	1464	Chandlery	162 14
26	Whittier-Coburn Co.	1465	Oil	111 57
26	Pacific Coast Co.	1466	Coal	379 03
26	Cunningham, Curtiss & Welch	1467	Stationery	101 24
26	Harry Unna Co.	1468	Brushes and brooms	103 33
26	Pacific Rolling Mill Co.	1469	Beans	63 30
26	Yates & Co.	1470	Paints, oil, and glass	856 71
26	James H. O'Brien	1471	Teams and carts	300 00
27	S. F. Typewriter Exchange	1472	Supplies	1 00
27	Thos. Crowley & Bros.	1473	Towing	53 50
27	Flinn & Treacy	1474	Gravel	121 00
27	P. J. Halligan	1475	Newspapers	13 50
29	H. R. Patterson	1476	Drayage	34 81
29	Traffic Publishing Co.	1477	Bishop's Guides	2 50
29	Holmes Lime Co.	1478	Fire clay	11 46
29	Rowlands & Laughton	1479	Blacksmith	2 50
29	James Mathews	1480	Washing	3 50
29	Hodge Draying Co.	1481	Drayage	12 00
29	Charles Waltz	1482	Cleaning lock	2 50
31	F. H. Masow	1483	Shed on Broadway Wharf No. 1 (D. P. 194)	3,499 17
31	Hyde Construction Co.	1484	Construction Broadway Wharf No. 1 (D. P. 156)	4,188 50
31	Robert Wakefield	1485	Constructing Pier No. 19 (D. P. 39)	3,089 45
31	James A. McMahon	1486	Shed on Greenwich Street Wharf No. 2 (D. P. 204)	1,841 88
31	Robert Wakefield	1487	Constructing Pier No. 21 (D. P. 66)	3,234 42
31	Robert Greig	1488	Slate roof, Union Depot (D. P. 229)	1,194 00
31	Healy, Tibbitts & Co.	1489	Repairing Slips Nos. 1, 3, 4, 6, and 7 (D. P. 151)	3,020 94
31	Robert Wakefield	1490	Construction of Ferry Slips Nos. 1 and 2 (D. P. 13)	3,649 75
31	Robert Wakefield	1491	Greenwich St. Wh'f No. 1 (D. P. 84)	3,221 74
31	S. F. Dry Dock Co.	1492	Constructing dry docks (D. P. 172)	1,560 30
31	H. Huddleston & Co.	1493	Glasses	2 50
31	State Treasurer	1494	Remittance	76,832 65
Totals				\$173,724 69
Nov. 1	State Controller	1495	S. F. Depot Sinking Fund	\$4,631 00
2	California Mill Co.	1496	Lumber	40 44
2	Olsen, Cook & Co.	1497	Repairs	90
2	J. Anderson & Sons	1498	Repairing locks	16 25
3	Gray Bros.	1499	Gravel	10 75
3	Gray Bros.	1500	Constructing seawall	1,646 30
4	James A. McMahon	1501	Repairing wharves	1,238 95
4	Healy, Tibbitts & Co.	1502	Driving piles	1,051 68
4	Healy, Tibbitts & Co.	1503	Constructing slips	1,596 82
7	Robert Wakefield	1504	Const'g Gr'wich St. Wh'f (D. P. 111)	3,164 92
7	Healy, Tibbitts & Co.	1505	Const'g freight slip (D. P. 277)	1,596 82
7	Healy, Tibbitts & Co.	1506	Const'ng freight slip (D. P. 278)	1,596 82
7	Healy, Tibbitts & Co.	1507	Const'ng freight slip (D. P. 279)	1,596 82
7	Healy, Tibbitts & Co.	1508	Const'ng freight slip (D. P. 280)	1,596 82

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
Nov. 7	Healy, Tibbitts & Co.---	1509	Const'ng freight slip (D. P. 281)---	\$1,596 82
7	Healy, Tibbitts & Co.---	1510	Const'ng freight slip (D. P. 282)---	1,596 82
7	Healy, Tibbitts & Co.---	1511	Const'ng freight slip (D. P. 283)---	1,596 82
7	Healy, Tibbitts & Co.---	1512	Const'ng freight slip (D. P. 284)---	1,596 82
7	Healy, Tibbitts & Co.---	1513	Const'ng freight slip (D. P. 285)---	1,596 82
7	Healy, Tibbitts & Co.---	1514	Const'ng freight slip (D. P. 286)---	1,596 82
7	Healy, Tibbitts & Co.---	1515	Const'ng freight slip (D. P. 287)---	1,596 83
7	Healy, Tibbitts & Co.---	1516	Const'ng freight slip (D. P. 288)---	1,596 83
7	Healy, Tibbitts & Co.---	1517	Const'ng freight slip (D. P. 289)---	1,596 83
7	Healy, Tibbitts & Co.---	1518	Const'ng freight slip (D. P. 290)---	1,596 83
7	Healy, Tibbitts & Co.---	1519	Const'ng freight slip (D. P. 291)---	1,596 83
7	Healy, Tibbitts & Co.---	1520	Const'ng freight slip (D. P. 292)---	1,596 83
7	Healy, Tibbitts & Co.---	1521	Const'ng freight slip (D. P. 293)---	1,596 83
7	Healy, Tibbitts & Co.---	1522	Const'ng freight slip (D. P. 294)---	1,596 83
7	Healy, Tibbitts & Co.---	1523	Const'ng freight slip (D. P. 295)---	1,596 83
7	Healy, Tibbitts & Co.---	1524	Const'ng freight slip (D. P. 296)---	1,596 83
10	Employés -----	1525-38	Payroll -----	26,804 80
17	Risdon Iron and Loco- motive Works -----	1539	Repairs -----	4,101 14
17	Hickman & Masterson -----	1540	Lumber -----	5,651 76
18	Dallerup & Howson -----	1541	Repairs to dredger -----	9,523 83
21	James H. O'Brien -----	1542	Teams -----	325 00
23	Julian B. Harries -----	1543	Experting accounts -----	112 50
23	James Byrne, Jr. -----	1544	Petty cash expenses -----	311 67
23	Bancroft-Whitney Co.---	1545	Law books -----	36 50
23	Betts Spring Co.-----	1546	Repairs -----	33 00
23	Boesch Lamp Co.-----	1547	Repairs -----	11 25
23	Brooks-Follis Elect. Co.---	1548	Lamps -----	46 25
23	Baker & Hamilton -----	1549	Hardware -----	1,358 45
23	Callahan Paint Co.-----	1550	Painting -----	364 30
23	Cunningham, Curtiss & Welch -----	1551	Stationery -----	82 20
23	Cordes Furniture Co.---	1552	Furniture -----	37 15
23	City Front Stables -----	1553	Keeping horse -----	107 90
23	Chicago Chemical Co.---	1554	Disinfectant -----	20 00
23	California N. W. Ry.-----	1555	Damages -----	8 65
23	H. S. Crocker Co.-----	1556	Stationery -----	71 20
23	Dunham, Carrigan, Hay- den Co.-----	1557	Hardware -----	7 80
23	Evening Post -----	1558	Advertising -----	165 00
23	Eagle Paint and Varnish Co.-----	1559	Paint, etc. -----	31 91
23	Getz Bros.-----	1560	Soap, etc. -----	50 23
23	Frank Greig -----	1561	Sawdust -----	15 00
23	W. T. Garratt & Co.---	1562	Repairs -----	32 70
23	Guide Publishing Co.---	1563	Guides -----	22 00
23	Garlock Packing Co.---	1564	Packing -----	27 42
23	Hammond Lumber Co.---	1565	Lumber -----	2,683 37
23	Healy, Tibbitts & Co.---	1566	Piles, etc. -----	685 29
23	Joshua Hendy Machine Works -----	1567	Repairs -----	55 60
23	Henshaw, Bulkley & Co.---	1568	Drill, etc. -----	840 36
23	Illinois Steel Co.-----	1569	Rails -----	1,542 28
23	Langley & Michaels -----	1570	Disinfectants -----	19 98
23	Leary Bros.-----	1571	Keeping horse -----	50 00
23	F. H. LaFaille & Co.---	1572	Paints, etc. -----	69 85
23	Merchants' Exchange -----	1573	Reporting -----	50 00
23	Marine Exchange -----	1574	Reporting -----	50 00
23	Milton Heynemann, Marshall & Co.-----	1575	Stationery -----	5 00
23	Midvale Steel Co.-----	1576	Tires -----	126 00
23	Muir Bros.-----	1577	Repairs -----	8 56
23	Mutual Elec. Light Co.---	1578	Lights -----	1,917 32
23	H. M. Nagle-----	1579	Brooms -----	15 00
23	B. P. Oliver-----	1580	Rent -----	70 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
Nov. 23	J. O'Kane	1581	Repairs	\$14 50
23	Pacific Refining and Roofing Co.	1582	Coating roof	310 00
23	Pernau Press	1583	Printing	55 50
23	Pacific Hardware and Steel Co.	1584	Hardware	302 60
23	Pacific Coast Co.	1585	Coal	42 35
23	Plant Supply Co.	1586	Coverings, etc.	104 82
23	Pac. States Tel. & Tel. Co.	1587	Telephones	171 45
23	Pacific Coast Rubber Co.	1588	Matting, etc.	527 02
23	H. B. Schindler	1589	Repairs	38 50
23	San Francisco Sawdust and Sand Co.	1590	Sawdust	5 00
23	Levi Strauss & Co.	1591	Toweling, etc.	17 31
23	J. D. Spreckels & Bros. Co.	1592	Cement	19 85
23	J. A. Snook & Co.	1593	Hardware	578 08
23	Spring Valley Water Co.	1594	Water	290 05
23	J. A. Roebling's Sons Co.	1595	Steel rope	30 77
23	Southern Pacific Co.	1596	Freight, etc.	251 02
23	Valvoline Oil Co.	1597	Oil	76 43
23	Harry Unna Co.	1598	Lamps, etc.	410 44
23	Western Fuel Co.	1599	Coal	428 29
23	Western Repair and Supply Co.	1600	Chandlery	324 59
23	James Wilder Co.	1601	Towing piles	35 00
23	Whittier-Coburn Co.	1602	Oil	33 80
26	Yates & Co.	1603	Oil and glass	511 58
28	James Mathews	1604	Washing	3 50
28	Rowlands & Laughton	1605	Repairs	2 50
28	P. H. Murphy	1606	Repairs	6 62
28	Henry Fautz	1607	Keys	2 50
28	Gray Bros.	1608	Rock	2 75
28	Woodin & Little	1609	Hoops and staves	65 00
28	E. B. Heinrich	1610	Electric fog bell movement	73 50
28	California Mill Co.	1611	Mill work	88 25
29	H. R. Patterson	1612	Drayage	53 96
29	Frank Gallagher	1613	Constructing shed	2,165 25
29	San José Brick Co.	1614	Bricks	16 50
29	Mercantile Towel Co.	1615	Towels	2 00
29	J. R. Lafontaine	1616	Blue prints	48 94
29	Murray Bros.	1617	Repairs	1 80
29	S. F. Typewriter Ex- change	1618	Ribbon	1 00
29	J. J. Haviside Sons Co.	1619	Repairs	15 96
29	Thos. Crowley & Bros.	1620	Towing	129 00
29	Rowlands & Laughton	1621	Repairs	2 65
29	Moise-Klinkner Co.	1622	Numbering machine	9 00
29	Allen's Press Clipping Bureau	1623	Clippings	4 00
29	J. Anderson & Son	1624	Repairs	10 75
29	Cowell Lime and Ce- ment Co.	1625	Lime and plaster	4 00
29	State Treasurer	1626	Remittance	442,697 82
	Total			\$552,868 93
Dec. 2	State Controller	1627	S. F. Depot Sinking Fund	\$4,631 00
3	James A. McMahon	1628	Repairing wharves	1,518 20
3	Conklin Bros.	1629	Cleaning carpets	3 50
9	Employés	1630-44	Payroll	26,250 55
9	Wheaton & Kalloch	1645	Legal expenses	2,006 55
9	Gray Bros.	1646	Constructing seawall	3,935 50
9	Holmes Lime Co.	1647	Cement	749 36
9	Robert Wakefield	1648	Constructing slip A (D. P. 213)	2,825 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
Dec. 9	Dundon Bridge & Con. Co.	1649	Repairing slip No. 3 (D. P. 139) ..	\$1,092 57
17	Gray Bros.	1650	Rock	738 72
19	H. R. Rood & Co.	1651	Coating piles	1,340 00
19	J. H. Bruce	1652	Constructing scows (D. P. 145) ..	2,662 34
23	Risdon Iron and Locomotive Works	1653	Repairs	4,781 43
23	Healy, Tibbitts & Co.	1654	Repairing Second St. wharf	4,198 20
23	Pacific Construction Co.	1655	Dolphins 3-4, 4-5	4,483 38
23	Hickman & Masterson	1656	Lumber	1,933 11
23	South Side Public Weighing Scale Co.	1657	Weighing	20 05
24	California Mill Co.	1658	Mill work	102 15
24	Yates & Co.	1659	Paints and oils	201 23
24	J. C. Sala	1660	Repairs	2 50
24	J. Anderson & Son	1661	Repairs	26 45
24	Thos. Crowley & Bros.	1662	Towing	102 50
24	James Mathews	1663	Washing	3 50
28	James H. O'Brien	1664	Carts and teams	312 50
30	Annie, Fox & Millie Tow Boat Co.	1665	Towing	7 50
30	Baker & Hamilton	1666	Hardware	526 87
30	J. Browell	1667	Chimneys	10 00
30	Boesch Lamp Co.	1668	Lamp	7 25
30	Brooks-Follis Elec. Corp.	1669	Motor	186 85
30	Bates Fire Door Co.	1670	Locomotive door	300 00
30	Betts Spring Co.	1671	Repairs	26 50
30	H. S. Crocker Co.	1672	Stationery	182 75
30	City Front Stables	1673	Keeping horse	54 00
30	R. D. Chandler	1674	Coal	1,275 69
30	Cunningham, Curtiss & Welch	1675	Stationery	75 57
30	Eagle Paint and Varnish Co.	1676	Paints, etc.	61 93
30	Evening Post	1677	Advertising	290 00
30	Guide Publishing Co.	1678	Guides	11 00
30	Getz Bros. & Co.	1679	Soap	3 00
30	W. T. Garratt & Co.	1680	Repairs	8 75
30	Hammond Lumber Co.	1681	Piles	1,737 84
30	L. P. Harvey	1682	Rent of tug	145 00
30	Henshaw, Bukley & Co.	1683	Repairs	4 90
30	Joshua Hendy Machine Works	1684	Repairs	5 55
30	Leary Bros.	1685	Keeping horse	27 50
30	Langley & Michaels	1686	Disinfectants	36 48
30	Merchants' Exchange	1687	Reporting	25 00
30	Marine Exchange	1688	Reporting	25 00
30	Muir Bros.	1689	Repairs	35 00
30	Mutual Elec. Light Co.	1690	Electric lighting	1,991 17
30	Novelty Sign Co.	1691	Repairs	15 05
30	National Bank of D. O. Mills & Co.	1692	Exchange	471 37
30	Pacific Hardware and Steel Co.	1693	Hardware	147 41
30	Pioneer Sawdust and Sand Co.	1694	Sawdust	12 50
30	Pac. States Tel. & Tel. Co.	1695	Telephones	173 00
30	Rowlands & Laughton	1696	Repairs	37 94
30	James A. Snook & Co.	1697	Hardware	510 45
30	J. D. Spreckels & Bros. Co.	1698	Cement	14 28
30	Shainwald, Buckbee & Co.	1699	Rent	35 00
30	S. F. Dry Dock Co.	1700	Docking	300 80
30	Southern Pacific Co.	1701	Freight	116 23

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1904				
Dec. 30	Spring Valley Water Co.	1702	Water -----	\$282 60
30	Harry Unna Co.	1703	Waste -----	17 59
30	Warren Imp. Co.	1704	Sand -----	308 75
30	Western Repair and Supply Co.	1705	Chandlery -----	171 40
30	Whittier-Coburn Co.	1706	Oil -----	85 67
30	Western Fuel Co.	1707	Coal -----	964 42
30	State Treasurer	1708	Remittance -----	76,540 04
	Total			\$151,185 89
1905				
Jan. 3	State Controller	1709	S. F. Depot Sinking Fund -----	\$4,631 00
3	N. J. Stone	1710	Carbon paper -----	8 00
3	F. H. Masow	1711	Shed, Broadway Wharf No. 1 (D. P. 195) -----	3,499 17
5	Dundon Bridge and Construction Co.	1712	Repairs -----	2,030 96
5	Williams, Dimond & Co.	1713	Injectors -----	123 72
6	James A. McMahon	1714	Repairs -----	1,429 00
6	Gray Bros.	1715	Seawall -----	1,951 86
6	Pacific Shipyard and Ways Co.	1716	Repairs -----	2,497 25
6	Callahan Paint Co.	1717	Painting, Dredger No. 1 -----	533 19
6	H. R. Rood & Co.	1718	Coating piles -----	1,590 00
6	Pacific Coast Rubber Co.	1719	Packing -----	207 90
6	Frank Gallagher	1720	Constructing shed -----	721 75
6	Frank Gallagher	1721	Foundation -----	60 11
6	J. C. Williamson	1722	Metal polish -----	17 50
6	Gray Bros.	1723	Rock -----	24 75
9	Hyde Construction Co.	1724	Broadway Wharf No. 1 (D. P. 157) -----	4,188 50
9	Robert Wakefield	1725	Pier No. 19 (D. P. 40) -----	3,089 45
10	Employés	1726-42	Payroll -----	27,291 15
10	M. V. Vanderhoof	1743	Expense -----	16 00
16	F. Mundt	1744	Drayage -----	2 50
16	Moise-Klinkner Co.	1745	Badges -----	29 00
16	Henry R. Patterson	1746	Drayage -----	70 00
16	S. F. Typewriter Exch'ge	1747	Ribbon -----	1 00
16	Mercantile Towel Supply Co.	1748	Towels -----	1 00
16	P. H. Murphy	1749	Metal roofing -----	79 50
16	Crane Co.	1750	Valve -----	3 50
16	Murray Bros.	1751	Repairs -----	1 50
16	Pacific Construction Co.	1752	Repairs -----	2,977 07
16	Cowell Lime and Cement Co.	1753	Fire clay -----	4 25
16	J. T. Quigley	1754	Cleaning carpets -----	31 20
16	Henry Fautz	1755	Repairs -----	2 00
17	Wm. J. Brady	1756	Repairs -----	1 75
17	James A. McMahon	1757	Shed on Greenwich Street Wharf No. 2 (D. P. 205) -----	1,841 88
17	S. D. Leclair	1758	Repairing Broadway Wharf No. 2 (D. P. 200) -----	3,143 20
17	Robert Wakefield	1759	Constructing Pier No. 21 (D. P. 67) -----	3,234 42
18	Industrial Home for Adult Blind	1760	Brooms -----	22 80
20	California Mill Co.	1761	Millwork -----	249 40
20	Yates & Co.	1762	Paints and oils -----	324 50
20	J. Anderson & Son	1763	Locks, etc. -----	16 50
21	N. Clark & Sons	1764	Sewer pipe -----	15 25
21	J. C. Sala	1765	Repairs -----	28 00
21	James H. O'Brien	1766	Teaming -----	325 00
23	James Mathews	1767	Washing -----	3 50
23	Hickman & Masterson	1768	Lumber -----	1,829 86
23	Hickman & Masterson	1769	Lumber -----	943 28
23	Western Fuel Co.	1770	Coal -----	1,423 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Jan. 23	Southern Pacific Co.	1771	Repairs	\$1,362 53
23	Mutual Elec. Light Co.	1772	Electric lighting	2,735 85
23	Smith-Rice Co.	1773	Repairs	1,830 80
23	Hammond Lumber Co.	1774	Repairs	3,042 87
23	H. R. Rood & Co.	1775	Creosoting	916 00
23	R. D. Chandler	1776	Coal	633 09
23	James A. Snook & Co.	1777	Hardware	583 86
23	Annie, Fox and Millie Tow Boat Co.	1778	Towing	725 00
23	James Byrne, Jr.	1779	Expense	405 60
23	Dallerup & Howson	1780	Repairs	13,731 78
23	Risdon Iron and Loco- motive Works	1781	Repairs	6,900 56
23	T. K. Stuart	1782	Salvage	2 50
23	Robert Greig	1783	Slate roof (D. P. 230)	1,194 00
23	Healy, Tibbitts & Co.	1784	Repairing Slips Nos. 1, 3, 4, 6, and 7 (D. P. 252)	3,020 94
23	Robert Wakefield	1785	Constructing Slips Nos. 1 and 2 (D. P. 14)	3,649 75
23	Robert Wakefield	1786	Greenwich St. Wh'f No. 1 (D. P. 85)	3,221 74
23	H. R. Patterson	1787	Drayage	22 85
27	F. Mundt	1788	Drayage	4 50
27	Hodge Draying Co.	1789	Drayage	30 00
27	J. Carter	1790	Inspecting wharves	2 50
27	S. F. Towel Co.	1791	Towels	7 00
27	Thos. Crowley & Bros.	1792	Towing	137 50
27	H. Fautz	1793	Repairs	3 25
27	Call, Chronicle and Ex- aminer	1794	Newspapers	13 50
27	P. L. Jones & Co.	1795	Repairs	5 50
27	P. H. Murphy & Co.	1796	Repairs	5 62
27	Cal. State Board of Trade	1797	Damages	63 55
27	Baker & Hamilton	1798	Hardware	186 85
27	Betts Spring Co.	1799	Springs	17 00
27	City Front Stables	1800	Horse hire	52 50
27	Evening Post	1801	Advertising	50 00
27	Eagle Paint and Varnish Co.	1802	Paints	66 98
27	E. M. Graney	1803	Horseshoeing	10 00
27	Guide Publishing Co.	1804	Guides	11 00
27	Garlock Packing Co.	1805	Waste	12 80
27	Getz Bros. & Co.	1806	Soap	13 38
27	Gray Bros.	1807	Rock	83 75
27	Julian B. Harries	1808	Experting	37 50
30	L. P. Harvey	1809	Rent of tug	60 00
30	Henshaw, Bulkley & Co.	1810	Repairs	14 70
30	Ideal Door Check Spring Co.	1811	Door check	10 00
30	Langley & Michaels	1812	Disinfectants	20 48
30	Marine Exchange	1813	Reporting	25 00
30	Merchants' Exchange	1814	Reporting	25 00
30	Murray Bros.	1815	Repairs	29 75
30	J. O'Kane	1816	Repairs	7 75
30	Pacific Hardware and Steel Co.	1817	Hardware	107 47
30	Plant Supply Co.	1818	Repairs	31 20
30	Pacific Coast Rubber Co.	1819	Packing, etc.	289 49
30	Pac. States Tel. & Tel. Co.	1820	Telephones	172 20
30	Rowlands & Laughton	1821	Repairs	236 26
30	J. A. Roebing's Sons Co.	1822	Repairs	5 70
30	H. B. Schindler Co.	1823	Repairs	21 50
30	Shainwald, Buckbee & Co.	1824	Rent	35 00
30	Spring Valley Water Co.	1825	Water	280 45
30	Harry Unna Co.	1826	Sponges, etc.	41 73

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Jan. 30	Valvoline Oil Co.	1827	Oil	\$35 10
30	Whittier-Coburn Co.	1828	Oil	42 64
30	Western Repair and Supply Co.	1829	Chandlery	39 01
30	Pacific Shipyard and Ways Co.	1830	Repairs	135 49
30	S. F. Typewriter Exch'ge	1831	Repairs	50
30	Southern Pacific Co.	1832	Coating piles (D. P. 257) ..	763 87
30	Pacific Towel Supply Co.	1833	Towels	3 00
30	Bay City Engineering and Supply Co.	1834	Repairs	6 02
30	G. Graham	1835	Oats	10 71
30	State Treasurer	1836	Remittance	68,213 97
	Total			\$185,969 01
Feb. 1	State Controller	1837	S. F. Depot Sinking Fund	\$4,631 00
2	James A. McMahon	1838	Repairs	931 88
2	Gray Bros.	1839	Rock	2,632 18
2	Gray Bros.	1840	Seawall	361 74
2	Holmes Lime Co.	1841	Cement	839 72
2	S. F. Dry Dock Co.	1842	Constructing dry docks (D. P. 173)	1,560 30
4	Flinn & Treacy	1843	Repairs	347 00
7	Robert Wakefield	1844	Gr'nwich St. Wh'f No. 2 (D. P. 112)	3,164 92
7	Healy, Tibbitts & Co.	1845	S. F. Frgt. Slip Cent'l B (D. P. 277)	1,596 82
10	Employés	1846-61	Payroll	26,592 75
16	J. O. McGeehan	1862	Salvage	1 00
16	M. V. Vanderhoof	1863	Expense	5 20
18	J. Anderson & Son	1864	Repairs	21 40
18	James Mathews	1865	Washing	3 50
18	Yates & Co.	1866	Paints and oils	219 10
18	California Mill Co.	1867	Mill work	120 30
20	James H. O'Brien	1868	Teams	312 50
21	J. R. Lafontaine	1869	Blue prints	15 10
23	Hickman & Masterson	1870	Lumber	1,850 17
23	Flinn & Treacy	1871	Paving streets	1,428 24
23	Annie, Fox and Millie Tow Boat Co.	1872	Towing	870 00
23	Brooks-Pollis Elec. Corp.	1872	Supplies	989 79
23	Baker & Hamilton	1874	Hardware	513 66
23	Betts Spring Co.	1875	Repairs	25 00
23	Boesch Lamp Co.	1876	Repairs	5 25
23	City Front Stables	1877	Keeping horses	76 40
23	H. S. Crocker Co.	1878	Stationery	82 78
23	R. D. Chandler	1879	Coal	630 55
23	T. J. Crowley	1880	Shoeing horses	15 00
23	Cunningham, Curtiss & Welch	1881	Stationery	108 11
23	Evening Post	1882	Advertising	55 00
23	Eagle Paint and Var. Co.	1883	Paints	69 00
23	Getz Bros. & Co.	1884	Soap, etc.	26 50
23	Guide Publishing Co.	1885	Guides	11 00
23	Joshua Hendy Machine Works	1886	Repairs	6 45
23	Hickman & Masterson	1887	Lumber	425 93
23	Hammond Lumber Co.	1888	Piles	1,908 19
23	Leary Bros.	1889	Keeping horses	27 00
23	Merrill & Co.	1890	Slate roof	359 00
23	W. J. Martin	1891	Cleaner	15 00
23	Marine Exchange	1892	Reporting	25 00
23	Merchants' Exchange	1893	Reporting	25 00
23	Mutual Elec. Light Co.	1894	Electric lighting	2,154 00
23	Muir Bros.	1895	Repairs	621 60
23	Pacific Hardware and Steel Co.	1896	Hardware	173 68

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Feb. 23	Pioneer Sawdust and Sand Depot	1897	Sawdust	\$12 50
23	Pacific Coast Rubber Co.	1898	Roofing	53 30
23	Risdon Iron and Locomotive Works	1899	Repairs	5,005 06
23	Rowlands & Laughton	1900	Repairs	15 52
23	Spring Valley Wat. Wks.	1901	Water	268 05
23	Shainwald, Buckbee & Co.	1902	Rent	35 00
23	S. F. Roofing Co.	1903	Repairs	57 00
23	H. B. Schindler	1904	Repairs	46 50
23	J. A. Snook & Co.	1905	Supplies	820 61
23	Harry Unna Co.	1906	Brushes, etc.	385 55
23	Vulcan Iron Works	1907	Repairs	470 05
23	Western Repair and Supply Co.	1908	Chandlery	206 82
23	Warren Improvem't Co.	1909	Rock	27 50
23	Whittier-Coburn Co.	1910	Oil	73 30
23	Western Fuel Co.	1911	Coal	1,522 47
23	Jim Wilder Launch Co.	1912	Towing	15 00
23	Payroll	1913	Chief Wharfinger and Collector ..	350 00
23	Flinn & Treacy	1914	Gravel	65 00
23	Cowell Lime and Cement Co.	1915	Lime	1 50
23	W. F. Thompson	1916	Repairs	39 60
25	F. Mundt	1917	Teaming	3 50
25	Mercantile Towel Co.	1918	Towels	2 00
25	Thos. Crowley & Bros.	1919	Towing	76 00
25	S. F. Typewriter Exch'ge	1920	Ribbon	1 00
25	H. R. Patterson	1921	Drayage	24 00
25	F. Fautz	1922	Keys	50
25	Healy, Tibbitts & Co.	1923	Construction, Jackson St. Wh'rf.	5,152 50
25	Pacific Construction Co.	1924	Construction, retaining wall	5,977 84
25	S. F. Timber Preserving Company	1925	Creosoting	2,492 91
28	Haslett Warehouse Co.	1926	Weighing	7 51
28	State Treasurer	1927	Remittance	63,751 82
	Total			<u>\$142,813 62</u>
Mar. 1	State Controller	1928	S. F. Depot Sinking Fund	\$4,631 00
4	Dundon Bridge and Con. Company	1929	Repairs	1,252 64
4	Jas. A. McMahon	1930	Repairs	1,044 60
4	Gray Bros.	1931	Constructing seawall	3,036 79
4	Gray Bros.	1932	Rock	40 25
10	Employés	1933-46	Payroll	25,556 75
10	Robert Wakefield	1947	Constructing slip "A" (D. P. 214) ..	2,825 00
10	Thomson Bridge Co.	1948	Repairs	1,487 50
10	Dundon Bridge and Con. Company	1949	Repairing slip No. 3 (D. P. 140) ..	1,092 57
17	Yates & Co.	1950	Paints	283 37
17	Thos. Crowley & Bros.	1951	Towing	104 50
17	J. C. Sala	1952	Repairs	60
17	J. H. O'Brien	1953	Carts and teams	283 00
17	H. R. Rood & Co.	1954	Coating piles	1,340 00
18	James Mathews	1955	Washing	3 50
20	Healy, Tibbitts & Co.	1956	Construction	1,171 20
20	H. R. Rood & Co.	1957	Coating piles	7,620 30
20	Hickman & Masterson	1958	Lumber	2,098 16
20	Hickman & Masterson	1959	Lumber	2,073 22
20	Flinn & Treacy	1960	Paving	1,584 90
20	Annie, Fox and Millie Towboat Co.	1961	Towing	265 00
20	Brooks-Follis Electric Corp.	1962	Supplies	89 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Mar. 20	G. F. Bushnell.....	1963	Frictions.....	\$44 50
20	Betts Spring Co.....	1964	Repairs.....	34 50
20	Baker & Hamilton.....	1965	Hardware.....	537 76
20	Boesch Lamp Co.....	1966	Repairs.....	20 00
20	Bancroft-Whitney Co....	1967	Law books.....	9 30
20	H. S. Crocker Co.....	1968	Stationery.....	99 47
20	N. Clark & Son.....	1969	Sewer pipe.....	37 50
20	R. D. Chandler.....	1970	Coal.....	575 00
20	City Front Stables.....	1971	Keeping horses.....	81 75
20	Cunningham, Curtiss & Welch.....	1972	Stationery.....	40 95
20	Evening Post.....	1973	Advertising.....	55 00
20	Eagle Paint and Var. Co.	1974	Paints, etc.....	79 45
20	Flinn & Treacy.....	1975	Catch basin.....	158 00
20	Guide Publishing Co.....	1976	Guides.....	11 00
20	W. T. Garratt & Co.....	1977	Repairs.....	20 25
20	Golden State and Miners' Iron Works.....	1978	Repairs.....	56 07
20	Gets Bros. & Co.....	1979	Soap.....	11 00
20	Hammond Lumber Co.....	1980	Piles.....	1,984 71
20	Langley & Michaels.....	1981	Disinfectants.....	19 87
20	Merchants' Exchange.....	1982	Reporting.....	25 00
20	Marine Exchange.....	1983	Reporting.....	25 00
20	McCormick Bros.....	1984	Grate bars.....	70 40
20	Muir Bros.....	1985	Repairs.....	111 69
20	Mutual Elec. Light Co.	1986	Electric lighting.....	1,815 63
20	P. Noble.....	1987	Fish plates.....	402 75
20	H. M. Nagle.....	1988	Brooms.....	7 50
20	Pacific Hardware and Steel Co.....	1989	Hardware.....	120 21
20	Pacific Coast Rubber Co.	1990	Packing, etc.....	112 47
20	Pac. States Tel. & Tel. Co.	1991	Telephones.....	193 90
20	Plant Supply Co.....	1992	Gauge glasses.....	19 10
20	Pacific Shipyard and Ways Co.....	1993	Spuds.....	291 50
20	Risdon Iron and Locomotive Works.....	1994	Repairs.....	3,814 00
20	Rowlands & Laughton.....	1995	Repairs.....	29 03
20	S. F. Dry Dock Co.....	1996	Docking tug.....	126 70
20	Shainwald, Buckbee & Co.....	1997	Rent.....	35 00
20	Studebaker Bros. Co.....	1998	Sweeper.....	275 00
20	Spring Valley Water Co.	1999	Water.....	265 50
20	James A. Snook & Co.....	2000	Hardware.....	743 62
20	Southern Pacific Co.....	1	Repairs.....	265 92
20	Harry Unna Co.....	2	Brooms, etc.....	38 35
20	Valvoline Oil Co.....	3	Oil.....	38 45
20	Vulcan Iron Works.....	4	Repairs.....	54 37
20	Western Fuel Co.....	5	Coal.....	1,334 32
20	Whittier-Coburn Co.....	6	Paints and oils.....	47 48
20	Western Repair and Supply Co.....	7	Chandlery.....	52 80
20	W. H. Davis.....	8	Legal expenses.....	150 00
20	J. H. Bruce.....	9	Constructing mud scows (D. P. 146)	2,662 34
20	H. R. Patterson.....	10	Drayage.....	5 00
22	Mercantile Towel Co.....	11	Towels.....	1 00
22	Henry Fautz.....	12	Repairs.....	2 25
22	F. Mundt.....	13	Drayage.....	7 00
22	H. B. Schindler Co.....	14	Repairs.....	75
22	Cowell Lime and Cement Co.....	15	Brick.....	5 50
22	S. F. Typewriter Exch'ge	16	Ribbon.....	1 00
23	Hodge Draying Co.....	17	Drayage.....	5 00
27	J. Hendy Machine Wks.	18	Repairs.....	2 15
28	J. R. Lafontaine.....	19	Blue prints.....	1 87

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Mar. 28	Healy, Tibbitts & Co.	20	Construction	\$3,711 75
30	E. P. Colgan, Controller	21	Advertising Seawall Act	11,724 30
30	Healy, Tibbitts & Co.	22	Construction	1,049 55
30	Dundon Bridge & Con. Company	23	Repairs	1,388 48
30	R. Marquard	24	Damages	129 50
31	J. Anderson & Son	25	Repairs	5 25
31	M. V. Vanderhoof	26	Expense	9 80
31	State Treasurer	27	Remittances	67,716 87
	Total			\$161,201 28
Apr. 1	State Controller	28	S. F. Depot Sinking Fund	\$4,631 00
1	F. H. Masow	29	Shed on Broadway Wharf No. 1 (D. P. 196)	3,499 16
10	Employés	30-45	Payroll	27,490 85
10	Robert Wakefield	46	Constructing Pier No. 19 (D. P. 41)	3,089 45
10	Hyde Construction Co.	47	Construction Broadway Wharf No. 1 (D. P. 158)	4,188 50
14	James A. McMahon	48	Repairs	795 90
14	Gray Bros.	49	Rock	2,483 05
14	Healy, Tibbitts & Co.	50	Construction Jackson St. Wharf	3,711 75
14	West Coast Wire and Iron Works	51	Wire fence	389 00
14	Thomson Bridge Co.	52	Slip, Central Basin	1,487 50
14	Gray Bros.	53	Rock	5 50
17	J. R. Hanify	54	Damages	260 70
17	James A. McMahon	55	Shed, Greenwich St. Wharf No. 2 (D. P. 206)	1,841 87
17	Robert Wakefield	56	Constructing Pier No. 21 (D. P. 68)	3,234 42
17	Hickman & Masterson	57	Lumber	1,743 86
17	H. R. Rood & Co.	58	Coating piles	2,540 10
17	Healy, Tibbitts & Co.	59	Addition Howard St. Wharf No. 1	2,290 00
17	Healy, Tibbitts & Co.	60	Constructing scow pile-driver	1,514 81
17	Draft	61	Spoiled	
17	Healy, Tibbitts & Co.	62	Howard St. Wharf No. 1	457 88
17	Hickman & Masterson	63	Lumber	279 37
21	Pacific Shipyard and Ways Co.	64	Repairing tug "Gov. Irwin"	13,817 22
24	James Mathews	65	Washing	3 50
24	S. F. Dry Dock Co.	66	Constructing dry docks (D. P. 174)	1,560 30
24	Robert Greig	67	Slate roof (D. P. 231)	1,194 00
24	Robert Wakefield	68	Constructing slips Nos. 1 and 2 (D. P. 15)	3,649 75
24	Robert Wakefield	69	Greenwich St. Wharf No. 1 (D. P. 86)	3,221 74
25	Healy, Tibbitts & Co.	70	Repairing spring line (D. P. 253)	3,020 94
25	Southern Pacific Co.	71	Creosoting piles (D. P. 258)	763 87
26	J. C. Sala	72	Repairs	75
27	J. H. O'Brien	73	Carts and teams	337 50
27	Gray Bros.	74	Seawall bet. King and Channel sts. (D. P. 297)	5,609 54
27	Gray Bros.	75	Seawall bet. King and Channel sts. (D. P. 298)	5,609 54
27	Gray Bros.	76	Seawall bet. King and Channel sts. (D. P. 299)	5,609 54
27	Gray Bros.	77	Seawall bet. King and Channel sts. (D. P. 300)	5,609 55
27	Gray Bros.	78	Seawall bet. King and Channel sts. (D. P. 301)	5,609 55
27	Gray Bros.	79	Seawall bet. King and Channel sts. (D. P. 302)	5,609 55
27	Gray Bros.	80	Seawall bet. King and Channel sts. (D. P. 303)	5,609 55
27	Gray Bros.	81	Seawall bet. King and Channel sts. (D. P. 304)	5,609 55

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of	Amount.
1905				
Apr. 27	Gray Bros.	82	Seawall bet. King and Channel sts. (D. P. 305)	\$5,609 55
27	Gray Bros.	83	Seawall bet. King and Channel sts. (D. P. 306)	
27	Gray Bros.	84	Seawall bet. King and Channel sts. (D. P. 307)	5,609 55
27	Gray Bros.	85	Seawall bet. King and Channel sts. (D. P. 308)	5,609 55
27	Gray Bros.	86	Seawall bet. King and Channel sts. (D. P. 309)	5,609 55
27	Gray Bros.	87	Seawall bet. King and Channel sts. (D. P. 310)	5,609 55
27	Gray Bros.	88	Seawall bet. King and Channel sts. (D. P. 311)	5,609 55
27	Gray Bros.	89	Seawall bet. King and Channel sts. (D. P. 312)	5,609 55
27	Gray Bros.	90	Seawall bet. King and Channel sts. (D. P. 313)	5,609 55
27	Gray Bros.	91	Seawall bet. King and Channel sts. (D. P. 314)	5,609 55
27	Gray Bros.	92	Seawall bet. King and Channel sts. (D. P. 315)	5,609 55
27	Gray Bros.	93	Seawall bet. King and Channel sts. (D. P. 316)	5,609 55
27	Gray Bros.	94	Constructing seawall	2,305 75
27	Frank Gallagher	95	Constructing shed	1,027 50
27	Frank Mundt	96	Hauling	12 00
28	Mercantile Towel Co.	97	Towels	1 00
28	S. F. Typewriter Exch'ge	98	Ribbon	1 00
28	J. O' Kane	99	Repairs	3 00
28	Pacific Towel Supply Co.	100	Towel service	3 00
28	Call, Chronicle, and Examiner	101	Newspapers	13 50
28	George F. Buswell	102	Frictions	60 00
28	Baker & Hamilton	103	Hardware	292 36
28	Cunningham, Curtiss & Welch	104	Stationery	207 97
28	R. D. Chandler	105	Coal	716 15
28	City Street Imp. Co.	106	Repairing, etc.	190 70
28	Chicago Chemical Co.	107	Boiler compound	104 60
28	City Front Stables	108	Keeping horses	77 50
28	H. S. Crocker Co.	109	Stationery	404 40
28	Dept. State Printing	110	Printing reports	647 50
28	Eagle Paint and Varnish Company	111	Paints, etc.	74 13
28	Flinn & Treacy	112	Gravel	195 00
28	Guide Publishing Co.	113	Guides	11 00
28	W. T. Garratt & Co.	114	Repairs	15 00
28	Getz Bros. & Co.	115	Soap, etc.	15 00
28	Hammond Lumber Co.	116	Piles	2,149 11
28	J. Hammond & Co.	117	Draw bars	6 00
28	Julian B. Harries	118	Experting	37 50
28	Joshua Hendy Machine Works	119	Repairs	16 62
28	Marine Exchange	120	Reporting	25 00
28	Merchants' Exchange	121	Reporting	25 00
28	Murray Bros.	122	Gates	14 45
28	Muir Bros.	123	Repairs	164 09
28	Mutual Elec. Light Co.	124	Lighting	1,924 25
28	H. M. Nagle	125	Brooms	9 00
28	North Shore R. R. Co.	126	Damages	27 59
28	Pacific Hardware and Steel Co.	127	Hardware	82 22
28	Plant Supply Co.	128	Repairs	203 50
28	Pacific Coast Rubber Co.	129	Packing	110 17

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Apr. 28	Pac. States Tel. & Tel. Co.	130	Telephones	\$367 95
28	Risdon Iron and Locomotive Works	131	Repairs	1,638 03
28	Rowlands & Laughton	132	Repairs	256 28
28	J. M. Litchfield & Co.	133	Buttons	27 00
28	Langley & Michaels Co.	134	Disinfectant	21 91
28	Shainwald, Buckbee & Co.	135	Rent	35 00
28	James A. Snook & Co.	136	Hardware	579 45
28	Southern Pacific Co.	137	Repairs, etc.	279 04
28	Levi Strauss & Co.	138	Towels	15 00
28	H. B. Schindler	139	Repairs	6 25
28	Spring Valley Water Co.	140	Water	346 90
28	Harry Unna Co.	141	Waste, etc.	18 75
28	Vulcan Iron Works	142	Repairs	18 20
28	Western Fuel Co.	143	Coal	1,284 71
28	Western Repair and Supply Co.	144	Chandlery	41 20
28	Whittier-Coburn Co.	145	Oils	67 05
28	Warren Improv't Co.	146	Rock, etc.	273 00
28	Western Union Tel. Co.	147	Rent, clock	15 00
28	M. V. Vanderhoof	148	Expenses	5 40
29	State Treasurer	149	Remittances	72,984 73
	Total			<u>\$295,148 62</u>
May 1	State Controller	150	S. F. Depot Sinking Fund	\$4,631 00
2	Michael Fleming	151	Injuries	45 00
2	Hodge Draying Co.	152	Drayage	1 31
4	Healy, Tibbitts & Co.	153	Freight slip in Central Basin (D. P. 278)	1,596 82
10	Employés	154-169	Payroll	27,380 95
11	Robert Wakefield	170	Greenwich St. Wh'f No. 2 (D. P. 113)	3,164 92
11	Industrial Home for Adult Blind	171	Brooms	22 80
11	Thomson Bridge Co.	172	Slip, Central Basin	1,487 50
13	James A. McMahon	173	Repairs	1,508 20
13	Healy, Tibbitts & Co.	174	Second Street Wharf	1,749 25
13	Dundon Bridge and Construction Co.	175	Repairs	1,557 36
13	Healy, Tibbitts & Co.	176	Piers Nos. 42 and 44	37,088 21
13	Healy, Tibbitts & Co.	177	Scow pile-driver	504 94
13	Western Iron Works	178	Staircase	3,680 25
13	Wright & Polk	179	Architect fees	298 70
20	A. F. Wiggins	180	Painting flagpole	20 00
22	Thos. Crowley & Bros.	181	Towing	86 50
22	H. R. Patterson	182	Drayage	143 85
22	James Mathews	183	Washing	3 50
22	Baker & Hamilton	184	Hardware	284 51
22	Brooks-Follis Electric Corp.	185	Electric supplies	41 20
22	Boesch Lamp Co.	186	Repairs	3 75
22	Bancroft-Whitney Co.	187	Law books	5 25
22	Botts Spring Co.	188	Repairs	39 00
22	City Front Stables	189	Keeping horses	79 10
22	R. D. Chandler	190	Coal	711 69
22	T. J. Crowley	191	Shoeing horses	10 00
22	Eagle Paint and Varnish Co.	192	Oil	86 40
22	Evening Post	193	Advertising	55 00
22	Flinn & Treacy	194	Repairs	239 00
22	Guide Publishing Co.	195	Guides	11 00
22	Getz Bros.	196	Soap and lye	8 38
22	Hickman & Masterson	197	Lumber	2,190 63
22	Healy, Tibbitts & Co.	198	Addition to Pier No. 5	2,474 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
May 22	Hickman & Masterson	199	Lumber	\$3,704 28
22	Hammond Lumber Co.	200	Piles	3,858 68
22	J. Hammond & Co.	201	Couplers	37 50
22	Holbrook, Merrill & Stetson	202	Drinking fountain	12 10
22	J. Hendy Machine Wks.	203	Repairs	12 75
22	Fred Miller	204	Shed between Piers No. 9 and 11	1,638 75
22	Marine Exchange	205	Reporting	25 00
22	Merchants' Exchange	206	Reporting	25 00
22	Mutual Elect'c Light Co.	207	Lights	1,673 08
22	Nat. Bank D. O. Mills & Co.	208	Exchange	138 45
22	H. M. Nagle	209	Brooms	7 50
22	E. F. Niehaus & Co.	210	Iron bark	38 03
22	Pacific Coast Rubber Co.	211	Packing	125 24
22	Pacific Hardware and Steel Co.	212	Hardware	179 88
22	Plant Supply Co.	213	Glasses	8 16
22	Rowlands & Laughton	214	Repairs	81 29
22	S. F. Timber Preserving Company	215	Preserving piles	1,643 63
22	Shainwald, Buckbee & Company	216	Rent	35 00
23	S. F. Sawdust & Sand Co.	217	Sawdust	10 00
23	Spring Valley Water Co.	218	Water	302 45
23	J. A. Snook & Co.	219	Hardware	998 27
23	Thomas Day Co.	220	Fixtures	50 00
23	Harry Unna Co.	221	Dusters, etc.	91 22
23	Valvoline Oil Co.	222	Oil	37 48
23	Western Repair and Supply Co.	223	Chandlery	108 31
23	Western Fuel Co.	224	Coal	1,034 27
23	Williams & Bilser	225	Basalt blocks	270 00
23	Whittier-Coburn Co.	226	Oil	91 81
23	James H. O'Brien	227	Teams, etc.	312 50
23	Pacific Construction Co.	228	Constructing dolphins	4,483 38
25	Pacific Construction Co.	229	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 317)	2,988 92
25	Pacific Construction Co.	230	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 318)	2,988 92
25	Pacific Construction Co.	231	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 319)	2,988 92
25	Pacific Construction Co.	232	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 320)	2,988 92
25	Pacific Construction Co.	233	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 321)	2,988 92
25	Pacific Construction Co.	234	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 322)	2,988 92
25	Pacific Construction Co.	235	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 323)	2,988 92
25	Pacific Construction Co.	236	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 324)	2,988 92
25	Pacific Construction Co.	237	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 325)	2,988 92
25	Pacific Construction Co.	238	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 326)	2,988 92
25	Pacific Construction Co.	239	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 327)	2,988 92
25	Pacific Construction Co.	240	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 328)	2,988 92
25	Pacific Construction Co.	241	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 329)	2,988 92
25	Pacific Construction Co.	242	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 330)	2,988 92
25	Pacific Construction Co.	243	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 331)	2,988 92

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
May 25	Pacific Construction Co.	244	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 332).....	\$2,988 92
25	Pacific Construction Co.	245	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 333).....	2,988 92
25	Pacific Construction Co.	246	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 334).....	2,988 92
25	Pacific Construction Co.	247	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 335).....	2,988 92
25	Pacific Construction Co.	248	Constructing dolphins bet. slips 3, 4, 5, 6 (D. P. 336).....	2,988 92
25	Hannah Bros.	249	Shed on Pier No. 5	1,341 90
25	Holmes Lime Co.	250	Cement dolphins	1,688 36
31	M. V. Vanderhoof	251	Expense	5 20
31	State Treasurer	252	Remittances	66,530 02
	Total			\$241,588 36
June 1	State Controller	253	S. F. Depot Sinking Fund.....	\$4,631 00
2	James A. McMahon	254	Repairs	1,817 40
9	Employés	255-269	Payroll	28,170 30
9	Robert Wakefield	270	Constructing Slip A (D. P. 215)....	2,825 00
10	A. Winslow	271	Painting smokestack	10 00
12	F. Mundt	272	Drayage	14 95
12	Healy, Tibbitts & Co.	273	Vallejo St. Wharf.....	2,295 76
12	Wheaton & Kalloch	274	Legal expense	1,500 00
12	Murray Bros.	275	Engine, scow pile-driver	1,365 00
12	Frank Gallagher	276	Shed between Piers 25-27	342 50
12	Pacific Construction Co.	277	Cutting 1 beams	104 50
12	Healy, Tibbitts & Co.	278	Piers Nos. 42 and 44	24,725 48
16	Healy, Tibbitts & Co.	279	Scow pile-driver No. 2	573 25
16	Hannah Bros.	280	Shed, Jackson St. wharf	1,174 16
16	James A. McMahon	281	Repairs	359 60
16	Western Iron Works	282	Staircase	1,226 75
16	Hickman & Masterson	283	Lumber	2,206 20
16	Hickman & Masterson	284	Lumber	458 70
19	Thomson Bridge Co.	285	Slip, Central Basin	1,487 50
21	Wm. Ernst	286	Repairs	4 50
22	Holmes Lime Co.	287	Drayage on cement	3 25
22	F. Mundt	288	Drayage	13 50
22	Wing Fung & Co.	289	Bale reeds	13 00
22	Mercantile Towel Service	290	Towel service	2 00
22	Henry Fautz	291	Repairs	2 50
22	Thos. Kelly & Sons.	292	Team hire	8 00
22	S. F. Towel Co.	293	Towel service	7 00
22	J. C. Sala	294	Repairs	12 00
22	James H. O'Brien	295	Teams and carts	325 00
22	N. Clark & Sons	296	Sewer pipe	3 00
22	Hodge Draying Co.	297	Drayage	30 80
23	S. F. Typewriter Exch'ge	298	Ribbon	1 00
23	Haslett Warehouse Co.	299	Weighing cement	14 44
23	E. B. Lovejoy	300	Carving	2 50
23	Brooks-Follis Electric Corp.	301	Wire, etc.	122 50
23	Bancroft-Whitney Co.	302	Law books	8 80
23	Baker & Hamilton	303	Hardware	390 01
23	John H. Burns	304	Skiffs	71 71
23	James Byrne, Jr.	305	Petty cash expenses	253 10
23	George F. Buswell	306	Repairs	4 25
23	Bates Spring Co.	307	Repairs	10 00
23	A. Carlisle & Co.	308	Stationery	190 35
23	H. Cowell Lime and Cement Co.	309	Brick	10 50
23	City Front Stables	310	Horse keeping	86 75
23	R. D. Chandler	311	Coal	701 60
23	Cunningham, Curtiss & Welch	312	Stationery	88 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1904-1905—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
June 23	Dunham, Carrigan & Hayden.....	313	Chain	\$17 22
23	Geo. E. Dow Pumping Engine Co.....	314	Repairs.....	17 40
23	Eagle Paint & Var. Co.	315	Paints, etc.....	135 80
23	Flinn & Treacy	316	Gravel	65 00
23	E. M. Graney	317	Shoeing horses	10 00
23	Golden State and Miners' Iron Works.....	318	Repairs	13 25
23	J. Hendy Machine W'ks	319	Brake shoes.....	19 35
23	Hammond Lumber Co..	320	Piles	1,157 47
23	Merchants' Exchange ..	321	Reporting	25 00
23	Marine Exchange	322	Reporting	25 00
23	W. J. Martin	323	Cleaning fluid	15 00
23	Murray Bros.....	324	Shafts, etc.....	283 95
23	Murray Bros.....	325	Steam gauge	2 10
23	Muir Bros.....	326	Repairs	420 74
23	Mutual Elec. Light Co.	327	Lights	1,716 69
23	Pacific Coast Rubber Co.	328	Packing, etc.....	85 89
23	Pacific Hardware and Steel Co.....	329	Hardware	93 20
23	Pac States Tel. & Tel. Co.	330	Telephones	364 10
23	Plant Supply Co.	331	Waste, etc.....	37 92
23	Risdon Iron and Locomotive Works	332	Repairs	50 80
23	Rowlands & Laughton ..	333	Repairs	21 31
23	J. A. Roebling's Sons Co	334	Sockets	5 70
23	Shainwald, Buckbee & Co.....	335	Rent	35 00
23	J. A. Snook & Co.....	336	Hardware	543 33
23	Studebaker Bros. Co.	337	Sprinkling wagon	490 00
23	H. B. Schindler Co.....	338	Repairs	36 25
23	Spring Valley Water Co.	339	Water	327 55
23	Southern Pacific Co.....	340	Repairs, etc.....	279 04
23	Southern Pacific Co.....	341	Repairs	160 88
23	Harry Unna Co.....	342	Brushes, etc.....	17 00
23	Valvoline Oil Co.....	343	Oil	33 80
23	United States Laundry	344	Washing	75 90
23	Western Repair and Supply Co.....	345	Chandlery	52 34
23	Warren Imp. Co.....	346	Sand	50 00
23	Whittier-Coburn Co.....	347	Oil	68 14
23	Western Fuel Co.....	348	Coal	924 45
23	Guide Publishing Co.....	349	Guides	11 00
23	Getz Bros. & Co.....	350	Soap, etc.....	16 88
23	Frank Gallagher.....	351	Leader pipe	9 95
23	Hannah Bros.....	352	Shed, Jackson Street Wharf.....	838 69
23	Chas. Waltz	353	Repairing safe.....	1 50
26	J. R. LaFontaine	354	Blue prints	2 89
26	James Mathews.....	355	Washing	3 50
30	Henry R. Patterson	356	Drayage	67 36
30	State Treasurer	357	Remittance	72,676 94
				\$159,074 88
30	S. F. Harbor Improvement Fund (Journal, p. 33), Draft No. 1999 returned and canceled			279 04
	Total			\$159,353 92
	Total for year.....			\$2,507,969 29

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
July 1	State Controller	358	S. F. Depot Sinking Fund	\$4,631 00
1	F. H. Masow	359	Shed on Broadway Wharf No. 1 (D. P. 197)	3,499 16
7	Fred Miller	360	Building on bulkhead between Piers Nos. 9-11	546 25
10	Employés	361-75	Payroll	28,200 25
10	Robert Wakefield	376	Constructing Pier No. 19 (D. P. 42)	3,089 45
10	Hyde Construction Co.	377	Constructing Broadway Wharf No. 1 (D. P. 159)	4,188 50
14	California Mill Co.	378	Mill work	206 19
14	T. Crowley & Bros.	379	Towing	220 50
14	Holmes Lime Co.	380	Cement-dolphins	1,092 48
14	James A. McMahon	381	Shed on Greenwich St. Wharf No. 2 (D. P. 207)	1,841 87
15	S. D. LeClair	382	Repairing Broadway Wharf No. 2 (D. P. 201)	3,143 20
18	Yates & Co.	383	Paints and oils	379 01
18	Robert Wakefield	384	Constructing Pier No. 21 (D. P. 69)	3,234 42
21	James H. O'Brien	385	Teams and carts	325 00
21	Holmes Lime Co.	386	Cement	5,929 26
21	Healy, Tibbitts & Co.	387	Constructing Piers Nos. 42-44	24,725 47
21	Hickman & Masterson	388	Lumber	2,090 63
21	Hickman & Masterson	389	Lumber	416 08
21	Mutual Elec. Light Co.	390	Lights	1,639 50
21	Guide Publishing Co.	391	Guides	11 00
21	Julian B. Harries	392	Experting books	37 50
21	Merchants' Exchange	393	Reporting	25 00
21	Marine Exchange	394	Reporting	25 00
21	Pioneer Sawdust and Sand Co.	395	Sawdust	12 50
21	Shainwald, Buckbee & Co.	396	Rent	35 00
21	R. D. Chandler	397	Coal	711 57
21	Western Fuel Co.	398	Coal	807 15
21	H. B. Schindler Co.	399	Repairs	29 75
21	Spring Valley Water Co.	400	Water	283 00
21	Southern Pacific Co.	401	Repairs	196 01
21	Baker & Hamilton	402	Hardware	234 62
22	Thos. Crowley & Bros.	403	Towing	76 00
22	S. F. Dry Dock Co.	404	Constructing dry docks (D. P. 175)	1,560 30
22	Robert Greig	405	Slate roof (D. P. 232)	1,194 00
22	Healy, Tibbitts & Co.	406	Repairing spring line (D. P. 254)	3,020 95
22	Smith-Rice Co.	407	Spars	75 00
22	O. F. Palmer	408	Cleaning windows	60 50
22	F. Mundt	409	Drayage	8 50
22	J. C. Sala	410	Repairs	6 50
24	James Mathews	411	Washing	3 50
24	Call, Chronicle, and Ex- aminer	412	Newspapers	13 50
25	Henry Fautz	413	Repairs	1 00
25	Cowell Lime and Ce- ment Co.	414	Plaster	2 50
25	Pacific Towel Supply Co.	415	Towel service	3 00
25	Robert Wakefield	416	Construction of slips Nos. 1-2 (D. P. 16)	3,649 75
25	Robert Wakefield	417	Greenwich St. Wharf No. 1 (D. P. 87)	3,221 74
26	Henry R. Patterson	418	Drayage	31 12
26	Bancroft-Whitney Co.	419	Law books	9 00
26	City Front Stables	420	Keeping horses	82 25
26	Cunningham, Curtiss & Welch	421	Stationery, etc.	36 50
26	Crocker-Langley Direct- ory	422	Directories	10 00
26	G. E. Dow Pumping Engine Co.	423	Repairs	32 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
July 26	Eagle Paint and Varnish Co.	424	Paints, etc.	\$72 90
26	Flinn & Treacy	425	Basalt blocks	400 00
26	Golden Gate and Miners' Iron Works	426	Repairs	73 76
26	Hammond Lumber Co.	427	Piles	1,474 06
26	Hockwald Chemical Co.	428	Disinfectant	82 50
26	G. M. Josselyn & Co.	429	Flags	4 00
26	Murray Bros.	430	Repairs	35 35
26	Noppel Pump Co.	431	Pump	12 50
26	Western Repair and Supply Co.	432	Chandlery	117 17
26	Payne's Bolt Works	433	Bolts	71 70
26	Pacific Coast Rubber Co.	434	Packing	55 86
26	Pacific Hardware and Steel Co.	435	Hardware	112 87
26	Plant Supply Co.	436	Packing	6 60
26	Risdon Iron and Locomotive Works	437	Repairs	358 59
26	J. A. Snook & Co.	438	Chandlery, etc.	627 03
26	Harry Unna Co.	439	Brushes, etc.	45 38
26	U. S. Laundry Ass'n.	440	Washing	9 95
26	Valvoline Oil Co.	441	Oils	16 00
26	Whittier-Coburn Co.	442	Oil	73 93
26	Warren Improvem't Co.	443	Sand	115 00
26	A. Carlisle & Co.	444	Stationery	227 75
26	Hyde-Harjes Co.	445	Springs	125 00
26	Callahan Paint Co.	446	Repairing tug "Gov. Irwin"	953 01
26	Moore & Scott Iron Works	447	Repairs	280 05
26	Holmes Lime Co.	448	Cement	48 07
26	S. O. Pasquinucci.	449	Repairing pile-driver,	515 00
26	S. F. Typewriter Exch'ge	450	Repairs	7 00
26	Southern Pacific Co.	451	Creosoting piles (D. P. 259)	763 87
28	Cornell & Co.	452	Repairs	9 30
28	Hannah Bros.	453	Shed, Jackson street	1,118 25
28	Gray Bros.	454	Constructing seawall (D. P. 297)	5,609 54
31	C. Masoero	455	Veterinary services	5 00
31	M. V. Vanderhoof	456	Expense	10 40
31	State Treasurer	457	Remittance	69,864 69
	Total			\$188,206 51
Aug. 1	State Controller	458	S. F. Depot Sinking Fund	\$4,631 00
3	P. H. Pendergast	459	Inspector	65 00
3	Magic Metal Polish Co.	460	Polish	17 50
3	J. Anderson & Son	461	Repairs	2 75
3	Healy, Tibbitts & Co.	462	Slip in Central Basin (D. P. 279)	1,596 82
3	Healy, Tibbitts & Co.	463	Pier No. 13	4,591 52
3	Eureka Boiler Works	464	Repairs	2 75
3	Healy, Tibbitts & Co.	465	Repairs	250 00
4	California Mill Co.	466	Mill work	420 51
9	Yates & Co.	467	Paints and oils	1,053 47
10	Employés	468-82	Payroll	26,358 15
10	Robert Wakefield	483	Greenwich Street Wharf No. 2	3,164 92
14	Healy, Tibbitts & Co.	484	Constructing Second St. Trestle	1,500 00
14	H. S. Crocker Co.	485	Printing bonds	1,000 00
14	Healy, Tibbitts & Co.	486	Piers Nos. 42 and 44	49,450 95
14	Holmes Lime Co.	487	Cement	6,442 63
14	Hickman & Masterson	488	Lumber	1,579 09
14	Lorain Steel Co.	489	Steel rails	1,293 39
14	Hickman & Masterson	490	Lumber	655 36
19	James H. O'Brien	491	Teams	300 00
24	Mutual Elec. Light Co.	492	Lights	1,726 80
24	Pac. States Tel. & Tel. Co.	493	Telephones	372 47

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Aug. 24	J. Metcalfe	494	Registers	\$24 00
24	Flinn & Treacy	495	Gravel	65 00
24	Boesch Lamp Co.	496	Repairs	4 25
24	Baker & Hamilton	497	Hardware	247 64
24	City Front Stables	498	Keeping horses	89 60
24	R. D. Chandler	499	Coal	707 12
24	Falkenan Assaying Co.	500	Examining paint	25 00
24	W. F. Garratt & Co.	501	Repairs	33 30
24	Guide Publishing Co.	502	Guides	11 00
24	Getz Bros. & Co.	503	Soap, etc.	24 38
24	J. Hendy Machine Wks.	504	Repairs	5 10
24	Hammond Lumber Co.	505	Piles	2,168 21
24	J. J. Haviside & Co.	506	Repairs	130 00
24	Marine Exchange	507	Reporting	25 00
24	Merchants' Exchange	508	Reporting	25 00
24	Murray Bros.	509	Repairs	63 40
24	C. C. Moore & Co.	510	Repairs	42 90
24	Muir Bros.	511	Repairs	26 87
24	Moore & Scott Iron Wks.	512	Repairs	145 75
24	H. M. Nagle	513	Brooms	7 50
24	Pacific Hardware and Steel Co.	514	Hardware	204 87
24	Plant Supply Co.	515	Packing	22 75
24	Pacific Coast Rubber Co.	516	Hose, etc.	24 31
24	J. A. Snook & Co.	517	Hardware	564 46
24	Shainwald, Buckbee & Co.	518	Rent	35 00
24	Spring Valley Water Co.	519	Water	334 80
24	George H. Tay & Co.	520	Tin	206 25
24	Harry Unna Co.	521	Brooms, etc.	120 45
24	U. S. Laundry Ass'n	522	Washing	2 95
24	Whittier-Coburn Co.	523	Oil	14 84
24	L. E. White Lumber Co.	524	Railroad ties	202 40
24	Western Fuel Co.	525	Coal	840 20
24	Western Repair and Supply Co.	526	Chandlery	74 76
24	Woodin & Little	527	Tank	41 50
24	Pacific Construction Co.	528	Constructing dolphins (D.P. 317) ..	2,988 92
26	H. R. Patterson	529	Drayage	37 89
26	T. Crowley & Bros.	530	Towing	80 00
26	Charles Waltz	531	Cleaning safe lock	1 50
26	Henry Fautz	532	Repairs	1 00
26	Haslett Warehouse Co.	533	Weighing cement	6 42
28	L. P. McCarthy	534	Statistician and Economist	3 50
28	Mercantile Towel Co.	535	Washing	2 00
28	J. R. LaFontaine	536	Blue prints	3 81
28	Yates & Co.	537	Paints and oil	23 39
28	J. C. Sala	538	Repairs	1 85
28	Industrial Home for Adult Blind	539	Brooms	22 80
28	H. Cowell Lime and Cement Co.	540	Brick, etc.	1 55
28	G. Graham	541	Oats	13 14
30	M. V. Vanderhoof	542	Expense	5 20
31	State Treasurer	543	Remittance	71,374 54
	Total			\$187,603 15
Sept. 1	State Controller	544	S. F. Depot Sinking Fund	\$4,631 00
10	Employés	545-60	Payroll	28,539 10
13	Gray Bros.	561	Rock	10 50
13	Robert Wakefield	562	Constructing ferry slip "A" (D. P. 216)	2,825 00
15	Vermont Marble Co.	563	Repairs in Nave	108 75
15	Pacific Refining and Roofing Co.	564	Roofs on sheds, slips No. 3-4	380 25

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Sept. 15	Western Fuel Co.	565	Repairs Folsom St. Wharf No. 2..	\$2,500 00
15	Holmes Lime Co.	566	Cement for Piers Nos. 42-44	8,111 88
15	Healy, Tibbitts & Co.	567	Constructing Pier No. 13.....	4,591 52
15	Healy-Tibbitts Construction Co.	568	Repairs to Lombard St. slips.....	1,438 93
22	James Mathews	569	Washing	7 00
23	Healy, Tibbitts & Co.	570	Constructing Piers No. 42-44	37,088 21
23	California Mill Co.	571	Mill work	184 44
23	Yates & Co.	572	Paints and oils	164 39
23	Hickman & Masterson	573	Lumber	2,412 79
23	Hickman & Masterson	574	Lumber	496 58
26	James Byrne, Jr.	575	Petty expenses.....	275 64
26	Brooks-Follis Electric Corp.	576	Electrical goods	5 45
26	M. H. Barry	577	Collector	41 95
26	Baker & Hamilton	578	Hardware	625 49
26	Bellingham Bay Imp. Co.	579	Lumber	206 90
26	Boesch Lamp Co.	580	Repairs	7 75
26	A. Carlisle & Co.	581	Stationery	174 21
26	Cunningham, Curtiss & Welch	582	Stationery	100 15
26	City Front Stables	583	Keeping horses	87 50
26	T. J. Crowley	584	Shoeing horses	7 50
26	R. D. Chandler	585	Coal	903 88
26	Abner Doble & Co.	586	Steel	22 97
26	Evening Post	587	Advertising	130 00
26	Eagle Paint and Var. Co.	588	Paints	77 50
26	Flinn & Treacy	589	Basalt blocks	557 70
26	Guide Publishing Co.	590	Guides	11 00
26	W. T. Garratt & Co.	591	Repairs	5 45
26	E. M. Graney	592	Shoeing horses	10 00
26	Getz Bros. & Co.	593	Soap, etc.	16 88
26	Hammond Lumber Co.	594	Lumber	3,272 44
26	Langley & Michaels	595	Soap	15 12
26	Merchants' Exchange	596	Reporting	25 00
26	Marine Exchange	597	Reporting	25 00
26	Midvale Steel Co.	598	Railroad ties	126 00
26	Moore & Scott Iron Works	599	Repairs	179 80
26	Muir Bros.	600	Repairs	379 82
26	Mutual Elec. Light Co.	601	Electric lighting	1,776 58
26	H. M. Nagle	602	Brooms	13 50
26	Pioneer Sawdust and Sand Co.	603	Sawdust	12 50
26	Pacific Coast Rubber Co.	604	Hose, etc.	125 29
26	Pacific Hardware and Steel Co.	605	Hardware	177 12
26	Pac States Tel. & Tel. Co.	606	Telephones	191 70
26	Pacific Shipyards and Ways Co.	607	Repairs	347 66
26	H. R. Rood & Co.	608	Creosoting piles	1,964 00
26	Rowlands & Laughton	609	Repairs	261 95
26	Eugene Sullivan	610	Collector	41 95
26	Shainwald, Buckbee & Co.	611	Rent	35 00
26	J. A. Snook & Co.	612	Hardware	760 97
26	Spring Valley Water Co.	613	Water	353 60
26	Harry Unna Co.	614	Waste, etc.	20 46
26	U. S. Laundry Ass'n	615	Washing	4 30
26	Warren Imp. Co.	616	Sand	51 00
26	Western Repair and Supply Co.	617	Chandlery	279 40
26	Western Fuel Co.	618	Coal	816 78
26	Whittier-Coburn Co.	619	Paints, etc.	82 13

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Sept. 26	James H. O'Brien	620	Teams and carts	\$337 50
26	Haslett Warehouse Co.	621	Weighing cement	10 99
26	F. Mundt	622	Teaming	6 00
27	Thos. Crowley & Bros.	623	Towing	107 50
27	H. R. Patterson	624	Teaming	58 72
27	J. C. Sala	625	Repairs	5 75
27	S. F. Typewriter Exch'ge	626	Ribbon	1 00
28	P. Nickelmann	627	Harness	40 00
28	Western Union Tel. Co.	628	Rent of clock	3 00
28	S. O. Pasquinucci	629	Repair of skiff	15 00
28	S. F. Towel Co.	630	Towel service	7 00
28	Mercantile Towel Supply and Laundry Co.	631	Towel service	1 00
28	Cal. Artistic Metal and Wire Co.	632	Bolts, etc.	7 00
28	J. E. Taylor	633	Brooms	8 00
30	M. V. Vanderhoof	634	Expense	5 40
30	State Treasurer	635	Remittance	104,090 16
	Total			\$212,801 35
Oct. 2	State Controller	636	S. F. Depot Sinking Fund	\$4,631 00
3	L. Brundage	637	Teaming	131 95
10	Employs.	638-53	Payroll	27,394 75
10	Robert Wakefield	654	Constructing Pier No. 19 (D. P. 43)	3,089 45
10	Hyde Construction Co.	655	Constructing Broadway Wharf No. 1 (D. P. 160)	4,188 50
17	Robert Wakefield	656	Constructing Pier No. 21 (D. P. 70)	3,234 42
20	James Mathews	657	Washing	3 50
21	Vermont Marble Co.	658	Repairs	36 25
21	Pacific Refining and Roofing Co.	659	Covering roof	126 75
21	Healy, Tibbitts & Co.	660	Constructing Piers Nos. 42-44	12,362 74
21	Healy-Tibbitts Con. Co.	661	Repairing dolphins	479 65
21	Holmes Lime Co.	662	Cement Piers Nos. 42-44	5,344 92
21	Darby Laydon	663	Repairs to Slip No. 7	879 70
21	Hickman & Masterson	664	Lumber	2,104 61
21	Hickman & Masterson	665	Lumber	295 33
21	James A. McMahon	666	Shed on Greenwich Street Wharf No. 2 (D. P. 208)	1,841 87
21	California Mill Co.	667	Mill work	29 72
21	Yates & Co.	668	Paints and oil	261 09
21	James H. O'Brien	669	Teams	300 00
25	Baker & Hamilton	670	Hardware	713 11
25	Brooks-Follis Elec. Co.	671	Supplies	67 64
25	A. Carlisle & Co.	672	Stationery	183 67
25	City Front Stables	673	Keeping horses	86 25
25	R. D. Chandler	674	Coal	825 25
25	H. Cowell Lime and Cement Co.	675	Cement	72 50
25	Cunningham, Curtiss & Welch	676	Stationery	13 50
25	Chas. F. Doe & Co.	677	Lumber	877 76
25	Geo. E. Dow Pumping Engine Co.	678	Repairs	8 10
25	Eagle Paint and Var. Co.	679	Paint	40 00
25	Guide Publishing Co.	680	Guides	11 00
25	Hammond Lumber Co.	681	Piles	1,511 14
25	Julian B. Harries	682	Experting books	37 50
25	Merchants' Exchange	683	Reporting	25 00
25	Marine Exchange	684	Reporting	25 00
25	Murray Bros.	685	Repairs	138 45
25	Mutual Elec. Light Co.	686	Electric lighting	1,540 28
25	H. M. Nagle	687	Brooms	7 50
25	Plant Supply Co.	688	Waste	27 84

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Oct. 25	Pac. States Tel. & Tel. Co.	689	Telephones	\$188 85
25	Pacific Hardware and Steel Co.	690	Hardware	50 60
25	Pacific Coast Rubber Co.	691	Packing, etc.	88 26
25	Pacific Shipyards and Ways Co.	692	Repairs	3,715 18
25	Southern Pacific Co.	693	Repairs	1,095 98
25	Shainwald, Buckbee & Co.	694	Rent	35 00
25	Spring Valley Water Co.	695	Water	338 50
25	J. A. Snook & Co.	696	Hardware	510 74
25	H. B. Schindler & Co.	697	Repairs	350 50
25	Valvoline Oil Co.	698	Oil	33 15
25	U. S. Laundry Ass'n	699	Washing	3 55
25	Harry Unna Co.	700	Brushes	173 95
25	Western Repair and Supply Co.	701	Chandlery	128 55
25	Whittier-Coburn Co.	702	Oil	9 35
25	Warren Imp. Co.	703	Sand	93 00
25	West Coast Wire and Iron Works	704	Partitions	272 50
25	Western Fuel Co.	705	Coal	667 51
25	Risdon Iron and Locomotive Works	706	Repairs	7 50
25	S. F. Dry Dock Co.	707	Constructing dry docks (D. P. 176)	1,560 30
25	Southern Pacific Co.	708	Creosoting piles for slip (D. P. 260)	763 87
25	Robert Greig	709	Slate roof, Union Depot	1,194 00
25	Robert Wakefield	710	Greenwich St. Wharf No. 1 (D. P. 88)	3,221 74
25	Call, Cronicle, and Examiner	711	Newspapers	13 50
25	F. Mundt	712	Teaming	5 00
26	Pacific Towel Supply Co.	713	Towel service	3 00
26	G. W. & Jas. Dickie	714	Examining beams	30 00
26	T. Crowley & Bros. Co.	715	Towing	62 50
26	P. L. Jones & Co.	716	Repairs	17 25
26	H. R. Patterson	717	Teaming	63 59
26	De Lano Bros.	718	Repairs	3 35
26	F. W. Brooks & Co.	719	Liquid stone	8 00
27	H. Fautz	720	Keys	1 75
28	Gray Bros.	721	Constructing seawall	5,609 54
30	Haslett Warehouse Co.	722	Weighing	13 11
30	M. E. Arnerich	723	Wharfinger	52 40
30	Healy, Tibbitts & Co.	724	Spring line of slips 1, 3, 4, 6, and 7 (D. P. 255)	3,020 95
31	State Treasurer	725	Remittance	81,747 75
	Total			\$178,101 96
Nov. 1	State Controller	726	S. F. Depot Sinking Fund	\$4,631 00
6	Robert Wakefield	727	Greenwich St. Wharf No. 2 (D. P. 115)	3,164 92
8	Darby Laydon	728	Repairs to Slip No. 7	692 00
10	Employés	729-42	Payroll	28,107 00
11	Healy, Tibbitts & Co.	743	Constructing Vallejo St. Wharf	5,739 40
11	Holmes Lime Co.	744	Cement for Piers Nos. 42-44	2,778 31
11	H. C. Holmes & Carl Uhlig	745	Use of patent	2,500 00
11	Wheaton & Kalloch	746	Legal expenses	1,500 00
15	Wm. Barlow	747	Piles	17 50
17	Frank Butz	748	Salvage	15 00
17	J. H. O'Brien	749	Teams and carts	325 00
17	James Mathews	750	Washing	3 50
18	Yates & Co.	751	Paints, etc.	348 06
21	Magic Metal Polish Co.	752	Polish	17 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Nov. 21	J. Anderson & Son	753	Repairs	\$3 60
21	Hickman & Masterson	754	Lumber	2,485 55
21	Healy, Tibbitts & Co.	755	Constructing freight ferry slip (D. P. 280)	1,596 82
23	Bishop's A B C Guide	756	Guides	2 50
23	Hickman & Masterson	757	Lumber	550 26
23	Baker & Hamilton	758	Hardware	415 16
23	Brooks-Follis Electric Corp	759	Electric supplies	20 35
23	R. D. Chandler	760	Coal	871 90
23	Cunningham, Curtiss & Welch	761	Toilet paper	15 00
23	City Front Stables	762	Keeping horses	89 50
23	Chas. F. Doe & Co.	763	Lumber	721 23
23	Evening Post	764	Advertising	50 00
23	Eagle Paint and Varnish Co.	765	Paints, etc.	74 22
23	Geo. H. Fuller Desk Co.	766	Setters	48 55
23	Guide Publishing Co.	767	Guides	11 00
23	Getz Bros. Co.	768	Soap	27 13
23	Hammond Lumber Co.	769	Piles	1,914 17
23	J. Hendy Machine Wks.	770	Repairs	473 03
23	Marine Exchange	771	Reporting	25 00
23	Merchants' Exchange	772	Reporting	25 00
23	J. R. McGuffick & Co.	773	Oil	40 03
23	Mutual Elec. Light Co.	774	Electric lighting	1,565 72
23	H. M. Nagle	775	Brooms	7 50
23	Pacific Hardware and Steel Co.	776	Hardware	183 89
23	Pacific Coast Rubber Co.	777	Packing, etc.	82 45
23	Plant Supply Co.	778	Waste, etc.	33 52
23	Pacific Shipyards and Ways Co.	779	Repairs	252 05
23	Pac. States Tel. & Tel. Co.	780	Telephones	183 10
23	J. A. Roebling's Sons Co.	781	Wire rope	54 82
23	Rowlands & Laughton	782	Repairs	12 53
23	Shainwald, Buckbee & Co.	783	Rent	35 00
23	J. A. Snook & Co.	784	Hardware	737 35
23	Southern Pacific Co.	785	Repairs	47 95
23	Spring Valley Water Co.	786	Water	382 45
23	George H. Tay Co.	787	Tin	165 50
23	Harry Unna Co.	788	Brushes	34 40
23	U. S. Laundry Ass'n	789	Washing	4 25
23	Whittier-Coburn Co.	790	Oil	65 71
23	Western Fuel Co.	791	Coal	898 86
23	Warren Improvem't Co.	792	Sand	55 00
23	Western Repair and Supply Co.	793	Chandlery	78 13
23	Healy, Tibbitts & Co.	794	Piers Nos. 42 and 44	12,362 74
23	F. Mundt	795	Teaming	6 00
24	Crane Company	796	Hinges	1 63
24	Buffalo Machine Works	797	Repairs	10 00
24	H. Fautz	798	Repairs	50
24	Haslett Warehouse Co.	799	Weighing	17 11
24	Payne's Bolt Works	800	Bolts	4 00
24	Thos. Crowley & Bros.	801	Towing	53 50
24	J. R. LaFontaine	802	Blue prints	4 03
24	Henry R. Patterson	803	Teaming	87 13
24	Bancroft-Whitney Co.	804	Law books	2 30
24	Robert Wakefield	805	Addition to Pier No. 25	5,372 32
24	Healy, Tibbitts & Co.	806	Extras, Piers Nos. 42 and 44	500 00
24	B. Gheffoli & Co.	807	Repairs	21 30
24	California Mill Co.	808	Mill work	101 78
25	Frank E. Smith & Co.	809	Repairs	6 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Nov. 25	Pacific Construction Co.	810	Construction of dolphins	\$2,988 92
29	M. V. Vanderhoof	811	Expense	10 20
29	State Treasurer	812	Remittance	77,014 34
	Total			\$162,743 17
Dec. 1	State Controller	813	S. F. Depot Sinking Fund	\$4,631 00
9	Employés	814-29	Payroll	27,433 25
12	H. C. Holmes and Carl Uhlig	830	Use of patent	2,500 00
12	Robert Wakefield	831	Constructing Slip "A" (D. P. 217)	2,825 00
15	Holmes Lime Co.	832	Cement, Piers Nos. 42 and 44	9,535 66
22	James Mathews	833	Washing	3 50
27	Edward Desmond	834	Salvage on piles	3 00
28	J. H. O'Brien	835	Teams and carts	312 50
28	Robert Wakefield	836	Constructing Greenwich St. Wharf No. 2	5,372 33
28	Holmes Lime Co.	837	Cement, Greenwich St. Wharf No. 2	1,802 91
28	Hickman & Masterson	838	Lumber	4,182 47
28	George F. Buswell	839	Frictions	60 00
28	Hickman & Masterson	840	Lumber	538 43
28	Baker & Hamilton	841	Hardware	487 86
28	J. Browell	842	Chimney	10 50
28	Brooks-Follis Electric Corp	843	Electric supplies	80 72
28	Cunningham, Curtiss & Welch	844	Stationery, etc.	115 90
28	Callahan Paint Co.	845	Painting tug "Gov. Markham"	68 95
28	Christenson Lumber Co.	846	Poles	130 00
28	City Front Stables	847	Keeping horses	92 40
28	Chicago Chemical Co.	848	Boiler compound	100 00
28	A. Carlisle & Co.	849	Stationery	260 60
28	R. D. Chandler	850	Coal	827 69
28	H. Cowell Lime and Cement Co.	851	Brick, etc.	17 88
28	Evening Post	852	Advertising	55 00
28	Flinn & Treacy	853	Basalt, etc.	522 70
28	Getz Bros. & Co.	854	Soap	14 00
28	W. F. Garratt & Co.	855	Repairs	29 25
28	Guide Publishing Co.	856	Guides	11 00
28	Hammond Lumber Co.	857	Piles	1,508 61
28	J. Hendy Machine Wks.	858	Repairs	7 30
28	J. R. McGuffick & Co.	859	Oil, etc.	39 68
28	Marine Exchange	860	Reporting	25 00
28	Merchants' Exchange	861	Reporting	25 00
28	Murray Bros.	862	Repairs	21 00
28	Moore & Scott Iron Wks.	863	Repairs	533 75
28	Mutual Elec. Light Co.	864	Electric lights	1,645 17
28	H. M. Nagle	865	Brooms	6 00
28	Olsen-Cook Co.	866	Locker	10 00
28	Plant Supply Co.	867	Hose, etc.	120 37
28	Pacific Hardware and Steel Co.	868	Hardware	82 44
28	Pioneer Sawdust and Sand Depot	869	Sawdust	12 50
28	Pac. States Tel & Tel Co.	870	Telephones	200 75
28	J. A. Roebling's Sons Co.	871	Steel rope	68 18
28	Shainwald, Buckbee & Co.	872	Rent	35 00
28	J. A. Snook & Co.	873	Hardware	737 12
28	Spring Valley Water Co.	874	Water	370 60
28	Southern Pacific Co.	875	Repairs	113 62
28	H. B. Schindler & Co.	876	Repairs	126 00
28	U. S. Laundry Ass'n	877	Washing	4 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1905				
Dec. 28	Valvoline Oil Co.	878	Oil	\$37 15
28	Harry Unna Co.	879	Brushes	27 89
28	Western Fuel Co.	880	Coal	904 47
28	Whittier-Coburn Co.	881	Oil	109 80
28	Western Repair and Supply Co.	882	Chandlery	254 97
28	James Byrne, Jr.	883	Petty cash	278 96
28	Burroughs' Adding Machine Co.	884	Adding machine	375 00
28	Dunham, Carrigan & Hayden Co.	885	Chains	34 05
28	Pacific States Rubber Co.	886	Packing	132 67
28	Eagle Paint and Varnish Co.	887	Lead, etc.	40 00
28	P. H. Murphy	888	Repairs	492 00
29	F. Mundt	889	Teaming	8 50
29	H. Fautz	890	Repairs	2 50
29	Haslett Warehouse Co.	891	Weighing	14 90
30	Mercantile Towel Co.	892	Towel service	3 00
30	M. V. Vanderhoof	893	Expense	5 20
30	State Treasurer	894	Remittance	78,747 74
1906	Total			\$149,185 39
Jan. 2	State Controller	895	S. F. Depot Sinking Fund	\$4,631 00
4	Healy, Tibbitts & Co.	896	Constructing Piers Nos. 42 and 44	19,780 38
5	Industrial Home for Adult Blind	897	Brooms	22 80
8	Healy, Tibbitts & Co.	898	Constructing Vallejo St. Wharf	2,295 76
8	H. C. Holmes and Carl Uhlig	899	Use of patent	2,500 00
9	Robert Wakefield	900	Constructing Pier No. 19 (D. P. 44)	3,089 45
9	Hyde Construction Co.	901	Constructing Broadway Wharf No. 1 (D. P. 161)	4,188 50
10	Employés	902-16	Payroll	27,319 95
13	Yates & Co.	917	Paints and oils	325 30
15	James A. McMahon	918	Constructing shed (D. P. 209)	1,841 87
16	Robert Wakefield	919	Constructing Pier No. 21 (D. P. 71)	3,234 42
19	Hickman & Masterson	920	Lumber	4,521 09
19	Hickman & Masterson	921	Lumber	208 18
19	James Mathews	922	Washing	3 50
22	James H. O'Brien	923	Teams and carts	312 50
22	California Mill Co.	924	Mill work	197 61
22	Healy, Tibbitts & Co.	925	Spring line and clusters, Slips 1, 3, 4, 6, 7 (D. P. 256)	3,020 95
23	Thos. Crowley & Bros.	926	Towing	166 00
23	Henry R. Patterson	927	Teaming	87 39
24	J. Browell	928	Chimneys	97 50
24	Geo. F. Buswell	929	Frictions	25 00
24	Baker & Hamilton	930	Hardware	636 15
24	City Front Stables	931	Keeping horses	89 00
24	R. D. Chandler	932	Coal	665 30
24	Guide Publishing Co.	933	Guides	11 00
24	W. F. Garratt & Co.	934	Repairs	7 10
24	E. M. Graney	935	Shoeing horses	10 00
24	Holbrook, Merrill & Stetson	936	Stoves	5 50
24	Hammond Lumber Co.	937	Piles	1,348 88
24	J. Hendy Machine W'ks	938	Repairs	161 09
24	Merchants' Exchange	939	Reporting	25 00
24	Marine Exchange	940	Reporting	25 00
24	J. R. McGuffick & Co.	941	Gasoline	5 00
24	Moore & Scott Iron W'ks	942	Repairs	989 87
24	Mutual Elec. Light Co.	943	Electric lighting	1,668 13
24	H. M. Nagle	944	Brooms	15 00

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1906				
Jan. 24	Nat. Bank D. O. Mills & Co.	945	Exchange	\$450 04
24	S. O. Pasquinucci	946	Repairing scow	140 00
24	Pac. States Tel. & Tel. Co.	947	Telephones	192 45
24	Plant Supply Co.	948	Hose, etc.	58 71
24	Pacific Hardware and Steel Co.	949	Hardware	130 46
24	Pacific Coast Rubber Co.	950	Packing	104 99
24	Pacific Shipyards and Ways Co.	951	Repairs tug "Gov. Markham"	314 91
24	J. A. Roebing's Sons Co.	952	Wire rope	14 22
24	Rowlands & Laughton	953	Repairs	44 86
24	Shainwald, Buckbee & Co.	954	Rent	35 00
24	Southern Pacific Co.	955	Repairs	93 17
24	Levi Strauss & Co.	956	Towels	18 00
24	S. F. Dry Dock Co.	957	Docking tug "Gov. Markham"	60 00
24	James A. Snook & Co.	958	Hardware	500 12
24	Spring Valley Water Co.	959	Water	401 15
24	E. W. Tucker & Co.	960	Packing rings	51 00
24	George H. Tay Co.	961	Tin	83 00
24	J. H. Twigg & Sons Co.	962	Boat	90 00
24	Valvoline Oil Co.	963	Oil	4 00
24	Western Repairs and Supply Co.	964	Chandlery	107 86
24	Western Fuel Co.	965	Coal	1,287 68
24	Whittier-Coburn Co.	966	Oil	72 75
24	Warren Imp. Co.	967	Sand	95 00
24	Robert Wakefield	968	Repairs	50 29
24	S. F. Dry Dock Co.	969	Constructing dry docks (D. P. 177)	1,560 30
24	Robert Greig	970	Slate roof, Ferry Building (D. P. 234)	1,194 00
24	Robert Wakefield	971	Constructing Greenwich St. Wharf No. 1 (D. P. 89)	3,221 74
25	Robert Wakefield	972	Constructing Pier No. 25	7,163 10
25	James A. McMahon Co.	973	Repairing dolphins	720 16
25	Holmes Lime Co.	974	Cement, Pier No. 25	600 97
25	Carnegie Steel Co.	975	Steel rails	1,427 11
26	J. C. Sala	976	Repairs	9 25
26	Yates & Co.	977	Paints and oils	374 44
27	J. Anderson & Son	978	Keys and repairs	55 85
27	Robert Wakefield	979	Driving piles	399 00
27	Smith, Rice & Co.	980	Spars	50 00
29	Pac. Towel Supply Co.	981	Towel service	3 00
30	Gray Bros.	982	Constructing seawall (D. P. 209)	5,609 54
30	Southern Pacific Co.	983	Creosoting piles (D. P. 261)	763 87
31	M. V. Vanderhoof	984	Expense	5 20
31	Call, Chronicle, and Examiner	985	P. J. Halligan	13 50
31	State Treasurer	986	Remittances	74,440 77
	Total			\$185,542 63
Feb. 1	State Controller	987	S. F. Depot Sinking Fund	\$4,631 00
1	H. R. Rood & Co.	988	Creosoting piles	4,933 14
2	Pacific Shipyards and Ways Co.	989	Repairs	775 91
2	Moore & Scott Iron Wks.	990	Repairs	1,867 97
2	Healy, Tibbitts & Co.	991	S. P. freight slip, Central Basin (D. P. 281)	1,596 82
6	Rudolph Herman Co.	992	Creosoting piles	10 00
6	Robert Wakefield	993	Constructing Pier No. 25 (D. P. 116)	3,164 92
8	Western Fuel Co.	994	Cement, Vallejo Street Wharf	1,989 82
8	Healy, Tibbitts & Co.	995	Constructing Vallejo St. Wharf	2,295 76
8	Healy, Tibbitts & Co.	996	Testing I beams	154 50

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1906				
Feb. 8	H. C. Holmes and Carl Uhlig	997	Use of patent	\$2,500 00
10	Employés	998-1011	Payroll	27,323 15
10	Western Fuel Co.	1012	Cement, Vallejo St. Wh'f (D. P. 337)	1,326 55
10	Western Fuel Co.	1013	Cement, Vallejo St. Wh'f (D. P. 338)	1,326 55
10	Western Fuel Co.	1014	Cement, Vallejo St. Wh'f (D. P. 339)	1,326 55
10	Western Fuel Co.	1015	Cement, Vallejo St. Wh'f (D. P. 340)	1,326 54
10	Western Fuel Co.	1016	Cement, Vallejo St. Wh'f (D. P. 341)	1,326 54
10	Western Fuel Co.	1017	Cement, Vallejo St. Wh'f (D. P. 342)	1,326 54
16	Hickman & Masterson	1018	Lumber	3,776 77
16	Hickman & Masterson	1019	Lumber	606 36
16	H. C. Holmes and Carl Uhlig	1020	Use of patent	5,142 20
16	Healy, Tibbitts & Co.	1021	Constructing Pier No. 13	1,147 88
19	Payroll	1022	Carpenters' supplies	24 00
19	Boesch Lamp Co.	1023	Repairs	8 25
19	Brooks-Follis Electric Corp.	1024	Lamps	18 00
19	Barton, Squires & Byrne	1025	Cup leathers	45 00
19	Baker & Hamilton	1026	Hardware	268 42
19	R. D. Chandler	1027	Coal	696 04
19	City Front Stables	1028	Care of horses	86 00
19	A. Carlisle & Co.	1029	Stationery	259 20
19	H. Cowell Lime and Cement Co.	1030	Lime	4 10
19	Cunningham, Curtiss & Welch	1031	Stationery	78 10
19	Eagle Paint and Var. Co.	1032	Paint	45 60
19	Eureka Boiler Works	1033	Repairs, Belt Railroad	21 87
19	Getz Bros. & Co.	1034	Soap, etc.	16 88
19	Guide Publishing Co.	1035	Guides	11 00
19	W. F. Garratt & Co.	1036	Door knobs	9 20
19	Julian B. Harries	1037	Experting accounts	37 50
19	Hammond Lumber Co.	1038	Piles	1,223 99
19	Merchants' Exchange	1039	Reporting	25 00
19	Marine Exchange	1040	Reporting	25 00
19	Wm. J. Martin	1041	Martin's cleaner	15 00
19	J. R. McGuffick & Co.	1042	Oil, etc.	44 23
19	Mutual Elec. Light Co.	1043	Lights	1,631 33
19	H. M. Nagle	1044	Brooms	15 00
19	Pacific Coast Rubber Co.	1045	Packing	60 71
19	Plant Rubber and Supply Co.	1046	Packing	38 55
19	Pacific Hardware and Steel Co.	1047	Steel	16 96
19	Pac. States Tel. & Tel. Co.	1048	Telephones	189 15
19	J. A. Roebbling's Sons Co.	1049	Steel rope	270 18
19	H. B. Schindler	1050	Repairs	7 75
19	Spring Valley Water Co.	1051	Water	379 30
19	James A. Snook & Co.	1052	Hardware	664 57
19	Shainwald, Buckbee & Co.	1053	Rent	35 00
19	Southern Pacific Co.	1054	Repairs	85 36
19	Valvoline Oil Co.	1055	Oil	34 45
19	Harry Unna Co.	1056	Lamps, etc.	516 92
19	Vulcan Iron Works	1057	Repairs	78 00
19	U. S. Laundry Ass'n	1058	Washing	7 90
19	Western Fuel Co.	1059	Coal	1,086 66
19	Western Repair and Supply Co.	1060	Chandlery	89 97
19	Warren Imp. Co.	1061	Sand	75 00
19	Whittier-Coburn Co.	1062	Oil	28 95
19	Healy, Tibbitts & Co.	1063	Const'g Vallejo St. Wh'f (D. P. 343)	4,591 52
19	Healy, Tibbitts & Co.	1064	Const'g Vallejo St. Wh'f (D. P. 344)	4,591 52
19	Healy, Tibbitts & Co.	1065	Const'g Vallejo St. Wh'f (D. P. 345)	4,591 52

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1906				
Feb. 19	Healy, Tibbitts & Co.	1066	Const'g Vallejo St. Wh'f (D. P. 346)	\$4,591 52
19	Healy, Tibbitts & Co.	1067	Const'g Vallejo St. Wh'f (D. P. 347)	4,591 52
19	Healy, Tibbitts & Co.	1068	Const'g Vallejo St. Wh'f (D. P. 348)	4,591 52
19	Healy, Tibbitts & Co.	1069	Const'g Vallejo St. Wh'f (D. P. 349)	4,591 52
19	Healy, Tibbitts & Co.	1070	Const'g Vallejo St. Wh'f (D. P. 350)	4,591 52
19	Healy, Tibbitts & Co.	1071	Const'g Vallejo St. Wh'f (D. P. 351)	4,591 52
19	Healy, Tibbitts & Co.	1072	Const'g Vallejo St. Wh'f (D. P. 352)	4,591 52
19	Healy, Tibbitts & Co.	1073	Const'g Vallejo St. Wh'f (D. P. 353)	4,591 52
19	Healy, Tibbitts & Co.	1074	Const'g Vallejo St. Wh'f (D. P. 354)	4,591 52
19	Healy, Tibbitts & Co.	1075	Const'g Vallejo St. Wh'f (D. P. 355)	4,591 52
19	Healy, Tibbitts & Co.	1076	Const'g Vallejo St. Wh'f (D. P. 356)	4,591 52
19	Healy, Tibbitts & Co.	1077	Const'g Vallejo St. Wh'f (D. P. 357)	4,591 52
19	Healy, Tibbitts & Co.	1078	Const'g Vallejo St. Wh'f (D. P. 358)	4,591 52
19	Healy, Tibbitts & Co.	1079	Const'g Vallejo St. Wh'f (D. P. 359)	4,591 52
19	Healy, Tibbitts & Co.	1080	Const'g Vallejo St. Wh'f (D. P. 360)	4,591 52
19	Healy, Tibbitts & Co.	1081	Const'g Vallejo St. Wh'f (D. P. 361)	4,591 52
19	Healy, Tibbitts & Co.	1082	Const'g Vallejo St. Wh'f (D. P. 362)	4,591 52
19	James Mathews	1083	Washing	3 50
20	California Mill Co.	1084	Mill work	186 35
20	Thos. Crowley & Bros.	1085	Towing	112 50
20	Henry C. Peterson	1086	Launch hire	10 00
20	Haslett Warehouse Co.	1087	Weighing	6 56
21	James H. O'Brien	1088	Teams and carts	298 00
21	P. L. Jones & Co.	1089	Repairs	4 50
21	Western Union Tel. Co.	1090	Rent of clock	3 00
21	S. F. Towel Co.	1091	Towel service	7 00
21	J. O'Kane	1092	Repairs	1 75
21	S. F. Typewriter Exch'ge ..	1093	Ribbons	3 00
21	J. C. Sala	1094	Repairing tape	60
21	Henry Fautz	1095	Keys	2 00
23	F. Mundt	1096	Drayage	21 50
23	J. R. La Fontaine	1097	Blue prints	2 75
23	C. C. Moore & Co.	1098	Repairs	1 20
23	Pacific Construction Co.	1099	Constructing dolphins (D. P. 319)	2,988 92
27	Henry R. Patterson	1100	Drayage	8 75
27	Yates & Co.	1101	Paints, etc.	228 67
28	M. V. Vanderhoof	1102	Expense	5 40
28	State Treasurer	1103	Remittances	71,212 55
	Total			\$245,088 46
Mar. 1	State Controller	1104	S. F. Depot Sinking Fund	\$4,631 00
6	Robert Wakefield	1105	Constructing Pier No. 25	5,969 25
6	Holmes & Uhlig	1106	Use of patent	2,500 00
10	Employés	1107-21	Payroll	25,977 05
10	Gray Bros.	1122	Rock	5 50
10	Robert Wakefield	1123	Constructing Ferry Slip "A" (D. P. 218)	2,825 00
15	Healy, Tibbitts & Co.	1124	Constructing Piers Nos. 42 and 44	12,362 74
16	James Mathews	1125	Washing	3 50
16	Holmes & Uhlig	1126	Use of patent	5,142 20
16	Hickman & Masterson	1127	Lumber	3,614 65
16	Hickman & Masterson	1128	Lumber	347 21
20	J. M. Anderson	1129	Brief	49 80
20	James Byrne, Jr.	1130	Petty cash	301 65
20	Baker & Hamilton	1131	Hardware	565 50
20	Barton, Squires & Byrne ..	1132	Roofing	68 58
20	J. Browell	1133	Chimneys	102 00
20	Cowell Lime and Ce- ment Co.	1134	Clay	5 75
20	Callahan Paint Co.	1135	Painting tug "Gov. Irwin"	75 80
20	R. D. Chandler	1136	Coal	545 85
20	Cunningham, Curtiss & Welch	1137	Toilet paper	15 00
20	City Front Stables	1138	Keeping horses	95 75

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1906				
Mar. 20	Devlin & Devlin	1139	Legal expenses	\$1,010 00
20	Eagle Paint and Varnish Co.	1140	Paint	16 80
20	Flinn & Treacy	1141	Paving, etc.	500 90
20	W. T. Garratt & Co.	1142	Repairs	7 60
20	Guide Publishing Co.	1143	Guides	11 00
20	Gorham Rubber Co.	1144	Hose	27 61
20	Hammond Lumber Co.	1145	Piles	1,142 70
20	Merchants' Exchange ..	1146	Reporting	25 00
20	Marine Exchange	1147	Reporting	25 00
20	Mutual Elec. Light Co. ..	1148	Electric lights	1,484 53
20	Murray Bros.	1149	Repairs	10 40
20	H. M. Nagle	1150	Brooms	12 00
20	Pioneer Sawdust and Sand Depot	1151	Sawdust	12 50
20	Payne's Bolt Works	1152	Bolts	45 90
20	Plant Rubber and Supply Co.	1153	Packing	23 25
20	Pacific Hardware and Steel Co.	1154	Hardware	234 30
20	Pac. States Tel. & Tel. Co.	1155	Telephones	192 10
20	John Roach	1156	Diving	125 00
20	Risdon Iron Works	1157	Repairs	493 61
20	Southern Pacific Co.	1158	Repairs	1,157 21
20	Shainwald, Buckbee & Co.	1159	Rent	35 00
20	Spring Valley Water Co. ..	1160	Water	362 60
20	J. A. Snook & Co.	1161	Hardware	596 49
20	Western Fuel Co.	1162	Coal	1,108 45
20	S. F. Dry Dock Co.	1163	Docking tug "Gov. Irwin"	30 00
20	Harry Unna Co.	1164	Rags, etc.	14 32
20	Warren Impr'ment Co.	1165	Sand	54 00
20	Western Repair and Supply Co.	1166	Chandlery	143 74
20	Payroll	1167	Sweeper (Supplement) ..	60 00
20	California Mill	1168	Mill work	125 60
20	Whittier-Coburn Co.	1169	Oil	50 80
22	H. B. Schindler	1170	Repairs	52 25
22	J. H. O'Brien	1171	Teams and carts	259 50
27	J. Henderson & Son	1172	Repairs	34 35
27	Yates & Co.	1173	Paints and oils	186 79
29	Sacramento Union	1174	Advertising seawall bonds	36 67
29	Evening Express Co.	1175	Advertising seawall bonds	8 80
29	Oakland Enquirer Publishing Co.	1176	Advertising seawall bonds	18 75
29	San Francisco Call	1177	Advertising seawall bonds	42 00
29	San Francisco Chronicle	1178	Advertising seawall bonds	53 75
29	Thos. Crowley & Bros.	1179	Towing	100 00
31	F. Mundt	1180	Teaming	9 00
31	State Treasurer	1181	Remittances	74,254 67
	Total			\$149,356 92
Apr. 2	State Controller	1182	S. F. Depot Sinking Fund ..	\$4,631 00
2	State Controller	1183	S. F. Seawall Sinking Fund ..	1,724 64
6	Robert Wakefield	1184	Shed, Pier No. 13	1,372 81
6	Thomson Bridge Co.	1185	Repairs	445 00
6	Holmes & Uhlig	1186	Use of patent, Piers Nos. 42-44	5,142 20
6	Holmes & Uhlig	1187	Use of patent	2,500 00
7	Thos. Day Co.	1188	Desk lights	1 00
10	M. V. Vanderhoof	1189	Expenses	4 80
10	Employés	1190-1204	Payroll	28,158 80
10	Hyde Construction Co.	1205	Constructing Broadway Wharf No. 1 (D. P. 162)	4,188 50
16	J. T. & T. Quigley	1206	Cleaning carpet	7 38

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1906				
Apr. 28	Robert Wakefield	1207	Const'ng Filbert St. Wh'f (D. P. 72)	\$3,234 42
28	Gray Bros.	1208	Rock, seawall—King and Channel streets (D. P. 300)	5,609 55
28	State Treasurer	1209	Remittance	73,145 14
	Total			<u>\$130,165 24</u>
May 1	State Controller	1210	S. F. Depot Sinking Fund	\$4,631 00
1	State Controller	1211	S. F. Seawall Sinking Fund	2,001 57
7	Robert Greig	1212	Slate roof, Union Depot (D. P.)	1,194 00
10	Employés	1213-27	Payroll	25,222 40
18	Hickman & Masterson	1228	Lumber	5,180 94
18	Hickman & Masterson	1229	Lumber	417 45
18	Darby Laydon	1230	Wrecking sheds	794 20
18	Jas. A. McMahon & Co.	1231	Repairs	2,101 30
18	Jas. A. McMahon & Co.	1232	Repairs	868 95
18	Jas. A. McMahon & Co.	1233	Wrecking sheds	849 75
18	Healy-Tibbitts Con. Co.	1234	Wrecking sheds	860 20
18	Thomson Bridge Co.	1235	Wrecking sheds	759 00
21	Getz Bros.	1236	Soap, etc.	16 88
21	W. T. Garratt & Co.	1237	Plugs	5 90
21	Cal. Northwestern Ry.	1238	Journal boxes	14 36
21	Risdon Iron and Locomotive Works	1239	Repairs	212 02
21	Plant Rubber and Supply Co.	1240	Waste	13 51
21	Evening Post	1241	Advertising	300 00
21	Spring Valley Water Co.	1242	Water	376 85
21	W. & J. Sloane & Co.	1243	Curtains, etc.	99 48
21	Hammond Lumber Co.	1244	Piles	3,536 45
21	Eagle Paint and Var. Co.	1245	White lead	40 00
21	Baker & Hamilton	1246	Hardware	752 56
21	National Bank of D. O. Mills & Co.	1247	Exchange	147 91
21	Harry Uuna Co.	1248	Dusters, etc.	108 73
21	Brooks-Follis Electrical Corp.	1249	Electrical goods	36 40
21	James A. Snook & Co.	1250	Rope, etc.	908 43
21	Julian B. Harries	1251	Experting books	37 50
21	Merchants' Exchange	1252	Reporting	25 00
21	Marine Exchange	1253	Reporting	25 00
21	J. Bronell	1254	Chimneys	65 00
21	J. A. Roebling's Sons Co.	1255	Wire rope	45 26
21	Guide Publishing Co.	1256	Guides	11 00
21	Eccles & Smith Co.	1257	Coil springs	162 50
21	J. R. McGuffick & Co.	1258	Oils	10 98
21	City Front Stables	1259	Keeping horses	99 25
21	Frank R. Thomas	1260	Repairs	25 00
21	U. S. Laundry Ass'n	1261	Washing	7 50
21	Cunningham, Curtiss & Welch	1262	Stationery	58 05
21	Henry Cowell Lime and Cement Co.	1263	Brick	3 15
21	Acme Lumber Co.	1264	Lumber	30 17
21	Pacific Hardware and Steel Co.	1265	Hardware	110 28
21	George F. Buswell	1266	Frictions	105 00
21	Whittier-Coburn Co.	1267	Paints	126 73
21	Valvoline Oil Co.	1268	Oil	42 13
21	George H. Tay Co.	1269	Tin	139 05
21	San Francisco Call	1270	Advertising	231 80
21	Western Repair and Supply Co.	1271	Chandlery	181 01
21	Holbrook, Merrill & Stetson	1272	Stoves	59 46

EXHIBIT B—Continued.

DISBURSEMENTS, 1905-1906—Continued.

Date.	Order.	Receipt No.	On Account of.	Amount.
1906				
May 21	Olsen-Cook Co.	1273	Repairs	\$12 50
21	Vulcan Iron Works	1274	Sheaves	29 00
21	Mutual Elec. Light Co.	1275	Lights	1,570 01
21	Gray Bros.	1276	Rock	471 75
21	J. Anderson & Son	1277	Repairs	19 40
21	Healy-Tibbitts Con. Co.	1278	Bulkhead, Vallejo Street Wharf..	1,860 81
21	Healy-Tibbitts Con. Co.	1279	Constructing Piers Nos. 42 and 44	5,000 00
23	W. N. Gabriel	1280	Service, rodman	38 50
23	R. N. Risdon	1281	Clerk	100 00
25	George Mendelson	1282	Horseshoes	9 00
25	H. R. Rood & Co.	1283	Piles, repair work	5,044 12
25	Henry R. Patterson	1284	Drayage	107 00
26	Yates & Co.	1285	Paints, etc.	273 05
28	Western Fuel Co.	1286	Coal	1,316 30
28	R. D. Chandler	1287	Coal	722 09
28	Southern Pacific Co.	1288	Repairs	939 30
28	J. A. McMahon Co.	1289	Construction	45 50
29	S. F. Towel Co.	1290	Washing	3 00
29	California Mill Co.	1291	Mill work	159 55
29	Pacific Construction Co.	1292	Repairing dolphins (D. P. 320)...	2,988 92
31	Pacific Construction Co.	1293	Wrecking tower	5,800 00
31	Henry Fautz	1294	Keys	5 25
31	Call, Chronicle and Examiner	1295	Papers	13 50
31	Thomson Bridge Co.	1296	Repairs, Greenwich Street Wharf No. 2	852 60
31	Healy, Tibbitts & Co.	1297	Constructing Piers Nos. 42 and 44	17,528 33
31	Robert Wakefield	1298	Constructing Greenwich Street Wharf No. 1 (D. P. 90)	3,221 74
31	Robert Wakefield	1299	Constructing Greenwich Street Wharf No. 2 (D. P. 117)	3,164 92
31	M. F. Vanderhoof	1300	Expense	5 40
31	O. F. Palmer	1301	Washing windows	35 00
31	F. Mundt	1302	Teaming	8 00
31	Pacific Towel and Supply Co.	1303	Washing	3 00
31	State Treasurer	1304	Remittance	71,682 36
Total, May, 1906				\$176,080 96
June 1	State Controller	1305	S. F. Depot Sinking Fund	\$4,631 00
1	State Controller	1306	S. F. Seawall Sinking Fund	2,001 57
11	Employés	1307-25	Payroll	23,424 65
11	Robert Wakefield	1326	Constructing Ferry Slip "A" (D. P. 219)	2,825 00
12	Healy, Tibbitts & Co.	1327	Slip in Central Basin (D. P. 282) ..	1,596 82
15	Crane Co.	1328	Pipe	6 38
15	Southern Pacific Co.	1329	Creosoting piles (D. P. 262)	763 87
15	Healy, Tibbitts & Co.	1330	Constructing Vallejo St. Wharf (D. P. 343)	4,591 52
22	James Mathews	1331	Washing	3 50
25	Healy, Tibbitts Con. Co.	1332	Bulkhead, Vallejo Street Wharf..	620 27
25	James A. McMahon Co.	1333	Repairs	1,023 90
25	Western Fuel Co.	1334	Cement, Vallejo Street Wharf (D. P. 337)	1,326 55
28	Thos. Crowley & Bros.	1335	Towing	118 50
29	Healy, Tibbitts & Co.	1336	Constructing Piers Nos. 42 and 44	82,418 25
29	S. F. Dry Dock Co.	1337	Constructing dry docks	1,560 30
30	State Treasurer	1338	Remittance	69,040 14
Total June, 1906				\$195,952 22
18	State of California, Act of Special Session 1906	of Spec	ial Session 1906	100,000 00
Total for year				\$295,952 22

RECAPITULATION OF DISBURSEMENTS.

1904—July	\$163,346 93	
August	138,079 08	
September	142,688 96	
October	173,724 69	
November	552,868 93	
December	151,185 89	
1905—January	185,969 01	
February	142,813 62	
March	161,201 28	
April	295,148 62	
May	241,588 36	
June	159,353 92	
		\$2,507,969 29
1905—July	\$188,206 51	
August	187,603 15	
September	212,801 35	
October	178,101 96	
November	162,743 17	
December	149,185 39	
1906—January	185,542 63	
February	245,088 46	
March	149,407 72	
April	130,165 24	
May	176,080 96	
June	295,952 22	
		2,260,878 76
Total		\$4,768,848 05

EXHIBIT C.—*Summary of Receipts and Disbursements.*

RECEIPTS.

	1904-1905.	1905-1906.	Total.
From dockage.....	\$184,724 10	\$193,502 55	\$378,226 65
From tolls.....	264,605 64	287,449 60	552,055 24
From wharfage.....	8,458 20	6,013 45	14,471 65
From rents.....	357,016 45	382,914 85	739,931 30
From Belt Railroad switching.....	79,673 75	77,787 25	157,461 00
From sale of old material.....	4,028 83	3,393 34	7,422 17
From damages, sales, etc.....	5,552 12	13,067 83	18,619 95
From electric lighting.....	4,292 60	1,861 49	6,154 09
From fire loss account.....	2,594 30	-----	2,594 30
From Piers 42 and 44 (rent 15 years paid in advance).....	371,673 00	-----	371,673 00
From legal expenses.....	1,035 81	-----	1,035 81
From fees account.....	150 00	-----	150 00
	<hr/>	<hr/>	<hr/>
	\$1,283,804 80	\$965,990 36	\$2,249,795 16
Draft returned and canceled.....	279 04	-----	279 04
Deferred payment drafts issued.....	261,188 98	99,789 67	360,978 65
S. F. Harbor Improvement Fund, drafts on State Treasurer.....	771,246 05	872,339 83	1,643,585 88
Transfer to S. F. Depot Sinking Fund.....	55,572 00	55,572 00	111,144 00
Deferred payment drafts paid by Controller.....	135,878 42	161,459 12	297,337 54
Transfer to S. F. Seawall Sinking Fund.....	-----	5,727 78	5,727 78
State of California (act of special session, 1906).....	-----	100,000 00	100,000 00
	<hr/>	<hr/>	<hr/>
	\$2,507,969 29	\$2,260,878 76	\$4,768,848 05

DISBURSEMENTS.

Salaries—Administrative and collection of revenue.....	\$84,094 85	\$84,961 20	\$169,056 05
Maintenance and repair of wharves and buildings.....	251,250 97	181,458 92	432,709 89
Construction account.....	283,894 33	515,015 31	798,909 64
Seawall construction.....	149,022 10	1,631 77	150,653 87
Tugs and dredgers.....	135,870 08	62,086 12	197,956 20
Fire account.....	5,475 97	5,661 60	11,137 57
Belt Railroad.....	71,061 93	66,823 39	137,885 32
Union Depot.....	34,058 00	25,944 78	60,002 78
Damages, sales, etc.....	417 79	1,555 23	1,973 02
Wharf and street cleaning and sprinkling.....	32,860 21	31,759 37	64,619 58
General expenses.....	47,565 14	44,607 32	92,172 46
	<hr/>	<hr/>	<hr/>
	\$1,095,571 37	\$1,021,505 01	\$2,117,076 38
Deferred payment drafts paid.....	135,878 42	161,459 12	297,337 54
Remittances to State Treasurer.....	1,220,668 46	916,614 85	2,137,283 31
Draft returned and canceled.....	279 04	-----	279 04
Transfer to S. F. Depot Sinking Fund.....	55,572 00	55,572 00	111,144 00
Transfer to S. F. Seawall Sinking Fund.....	-----	5,727 78	5,727 78
Transfer from State of California.....	-----	100,000 00	100,000 00
	<hr/>	<hr/>	<hr/>
	\$2,507,969 29	\$2,260,878 76	\$4,768,848 05

EXHIBIT D.

Comparative Statement of Receipts and Disbursements—1863—1906.

Fiscal Year	RECEIPTS.				EXPENSES.	CONSTRUCTION AND REPAIR.	Seawall.	DISBURSEMENTS.											
	From the Organization of the Commission	Revenue from All Sources	Deferred Payment Drafts	Drafts Received and Cancelled				Total	Percentage per year	Buildings, Sheds, Wharves, Bulkheads, etc., Ferry Foundations, and Keels on Bridge	Dredging.	Contract Dredging	Purchase of Scows and Dredgers	Constructing and Operating Belt Railroad	Miscellaneous, including damages paid	Transfer to S. F. Depot Sinking Fund	Transfer to S. F. Seawall Sinking Fund	Deferred Payment Drafts Paid	Balance in S. F. Harbor Improvements on Hand	Profit
1863-64		\$117,848 28			\$25,354 84	21.50	\$67,599 82					\$676 25							
1864-65		177,393 66			32,439 10	18.28	80,875 16												
1865-66		183,716 80			35,531 42	19.02	19,065 42	\$3,607 00		\$44,106 50									
1866-67		336,409 36			41,233 95	11.95	88,525 78	266 50		10,500 00		330 62							
1867-68		394,304 28			55,531 92	18.87	82,791 27	250,991 97		41,021 00		561 18							
1868-69		287,890 53			52,130 77	18.11	38,779 85	262,323 13		32,538 00									
1869-70		252,649 56			54,684 40	21.65	55,545 04	165,892 68		80,100 00									
1870-71		148,917 03			37,782 65	25.37	53,933 31			35,258 00									
1871-72		135,031 14			61,006 70	31.28	28,146 62			53,944 40									
1872-73		190,330 47			69,858 63	36.50	78,776 28			32,293 20									
1873-74		265,709 53			77,938 05	29.33	104,175 98	2,321 85		42,478 56	\$34,070 00		6,341 01						
1874-75		373,541 72			68,617 14	18.37	209,540 80	1,078 25	\$33,835 51	3,725 00		924 99							
1875-76		372,078 74			65,976 57	17.73	162,000 25		31,363 19			565 47							
1876-77		448,087 25			79,208 85	17.68	284,023 05		25,252 94		15,354 45								
1877-78		446,516 82			84,326 72	18.88	112,628 95	4,803 38	38,214 40		82,068 79		1,665 88						
1878-79		466,420 55			97,162 63	20.83	164,560 55	107,091 87	60,454 68		3,948 84		595 50						
1879-80		427,687 56			100,667 57	23.53	141,022 14	309,652 90	51,675 28		3,948 84		2,510 53						
1880-81		419,437 49			102,746 75	24.49	199,972 97	383,174 96	51,462 52		1,173 50		4,785 32						
1881-82		455,005 64			104,255 15	22.91	86,102 58	92,804 98	48,743 45				4,320 00						
1882-83		436,030 54			107,883 69	24.74	179,089 82	34,949 22	51,457 50		5,247 00		28,129 37						
1883-84		501,243 25			115,231 30	22.98	173,997 19	76,461 63	60,780 40				6,863 55						
1884-85		500,702 10			116,134 14	23.20	248,607 11	195,706 95	52,258 80				4,933 50						
1885-86		483,851 04			117,633 22	24.32	197,612 03	157,955 82	46,675 40				4,324 00						
1886-87		527,890 96			125,884 90	24.35	153,529 29	53,403 50	78,046 99				5,742 95						
1887-88		580,152 51			138,993 05	23.95	294,855 61	36,300 98	54,082 70				5,450 62						
1888-89		619,537 54			139,552 66	20.91	231,353 84	101,586 24	62,424 96				10,152 33						
1889-90		599,105 58			131,262 56	21.91	301,063 18	115,419 48	51,588 91				5,257 21						
1890-91		600,821 20			115,579 39	19.23	269,542 63	65,810 20	53,230 81			\$327 61	9,600 62						
1891-92		651,112 11			114,860 89	17.64	275,083 97	122,112 90	56,608 70			81,307 46	7,663 95						
1892-93		623,937 55			121,882 55	19.34	319,991 36	72,025 44	54,006 33	865 15	25,384 00	15,933 10	5,771 81	\$23,155 00					
1893-94		583,674 58			123,039 43	21.08	338,570 00	23,158 22	58,357 87			14,643 63	4,815 50	55,572 00					
1894-95		586,618 61			137,684 55	23.47	444,366 85	55 00	79,664 43			30,755 26	4,827 05	55,572 00					
1895-96		589,207 89			135,267 13	22.57	390,935 35		56,639 02			15,189 01	6,582 96	55,572 00					
1896-97		562,123 05			133,138 80	23.68	319,085 55	6,658 01	55,686 31			11,422 27	5,968 89	55,572 00					
1897-98		581,661 05			151,598 53	26.06	313,603 11		54,278 81			18,458 63	8,833 26	55,572 00					
1898-99		630,455 62	\$123 45		170,678 51	27.07	293,560 22		54,102 91			25,539 38	10,533 75	55,572 00					
1899-00		731,623 41		84 80	151,033 68	21.66	385,662 52		60,593 79			37,476 81	10,768 33	55,572 00					
1900-01		772,959 03		11,623 43	734,612 46	10.23	460,741 42	3,060 93		1,900 50		78,346 98	11,467 89	55,572 00					
1901-02		825,191 43			825,191 43	19.91	460,748 25		59,494 87		1,900 50	78,346 98	11,467 89	55,572 00					
1902-03		829,096 35			829,096 35	20.27	375,195 39		58,873 99		11,199 00	78,346 98	11,467 89	55,572 00					
1903-04		1,066,196 09	\$504,218 01	88 60	1,512,499 70	19.24	801,174 21	4,352 41	107,034 15		34,674 00	80,943 86	31,195 73	55,572 00					\$282,102 22
1904-05		1,225,894 80	261,188 98	279 04	1,545,272 82	15.41	535,145 50	149,022 10	135,870 08			71,061 93	6,583 66	55,572 00					135,874 42
1905-06		1,065,999 36	59,789 97		1,165,789 33	16.67	705,537 38	1,731 77	62,086 12			66,823 39	7,656 62	55,572 00					\$26,200 20
Totals	\$22,049,419 59	\$895,196 06	\$12,149 32	\$22,926,765 57	\$4,646,855 02		\$10,506,677 37	\$2,803,738 27	\$1,850,485 46	\$402,935 07	\$225,145 58	\$670,506 51	\$244,364 55	\$745,591 00	\$5,727 78	\$529,439 76	\$265,200 20	\$22,026,765 57	

a b c d e f g h i j k l. See EXHIBIT A.

* Received from State of California, Act of special session 1906—Chapter XXXVI—\$100,000.

EXHIBIT F.

Statement of the San Francisco Harbor Improvement Fund—November 4, 1863, to June 30, 1906.

Fiscal Year. From the Organization of the Commission.	Charged to S. F. Harbor Improve- ment Fund (State Treasurer, Cus- todian).	Drawn from S. F. Harbor Improve- ment Fund (State Treasurer, Cus- todian).
1863-64	\$71,897 39	\$47,680 02
1864-65	123,365 23	62,334 82
1865-66	132,023 96	47,568 50
1866-67	268,573 45	64,345 94
1867-68	217,528 06	354,121 12
1868-69	212,532 07	310,213 27
1869-70	180,623 37	272,670 93
1870-71	96,097 20	73,914 13
1871-72	105,877 82	53,944 40
1872-73	91,042 59	80,640 23
1873-74	166,150 23	168,769 62
1874-75	245,369 00	189,549 17
1875-76	249,450 44	146,716 69
1876-77	310,909 33	266,661 37
1877-78	285,521 50	162,712 80
1878-79	274,370 87	241,764 39
1879-80	240,414 91	419,429 27
1880-81	204,782 41	527,487 44
1881-82	249,919 90	131,140 42
1882-83	194,860 84	165,586 90
1883-84	254,497 78	186,588 60
1884-85	259,702 01	376,700 41
1885-86	249,431 18	289,838 61
1886-87	245,509 83	136,926 50
1887-88	294,861 66	244,452 11
1888-89	321,605 12	247,137 61
1889-90	306,148 20	311,633 96
1890-91	319,721 19	232,991 25
1891-92	360,206 68	366,205 44
1892-93	334,575 70	376,049 89
1893-94	281,417 59	315,899 66
1894-95	215,278 73	381,585 26
1895-96	285,523 58	346,501 16
1896-97	256,612 21	281,991 29
1897-98	224,702 65	245,385 94
1898-99	334,943 72	314,371 42
1899-00	669,814 33	639,360 25
1900-01	725,703 72	745,015 51
1901-02	760,506 95	758,510 69
1902-03	761,337 47	687,986 78
1903-04	898,950 73	926,958 58
1904-05	1,220,947 50	962,696 47
1905-06	916,614 85	1,095,098 73
From State of California (Act of Special Session 1906, Chapter XXXVI)	100,000 00	
Balance in Treasury June 30, 1906		295,209 20
Total	\$14,519,922 95	\$14,519,922 95

EXHIBIT G.

Statement of San Francisco Depot Sinking Fund, June 30, 1906.

		Sinking Fund.	Interest.	Total.
1904—June	To amount transferred from S. F. Harbor Improvement Fund . .	\$2,631 00	\$2,000 00	\$4,631 00
July	do -----	2,631 00	2,000 00	4,631 00
Aug.	do -----	2,631 00	2,000 00	4,631 00
Sept.	do -----	2,631 00	2,000 00	4,631 00
Oct.	do -----	2,631 00	2,000 00	4,631 00
Nov.	do -----	2,631 00	2,000 00	4,631 00
Dec.	do -----	2,631 00	2,000 00	4,631 00
1905—Jan.	do -----	2,631 00	2,000 00	4,631 00
Feb.	do -----	2,631 00	2,000 00	4,631 00
Mar.	do -----	2,631 00	2,000 00	4,631 00
Apr.	do -----	2,631 00	2,000 00	4,631 00
May	do -----	2,631 00	2,000 00	4,631 00
June	do -----	2,631 00	2,000 00	4,631 00
	Total -----	\$31,572 00	\$24,000 00	\$55,572 00
1905—July	To amount transferred from S. F. Harbor Improvement Fund . .	\$2,631 00	\$2,000 00	\$4,631 00
Aug.	do -----	2,631 00	2,000 00	4,631 00
Sept.	do -----	2,631 00	2,000 00	4,631 00
Oct.	do -----	2,631 00	2,000 00	4,631 00
Nov.	do -----	2,631 00	2,000 00	4,631 00
Dec.	do -----	2,631 00	2,000 00	4,631 00
1906—Jan.	do -----	2,631 00	2,000 00	4,631 00
Feb.	do -----	2,631 00	2,000 00	4,631 00
Mar.	do -----	2,631 00	2,000 00	4,631 00
Apr.	do -----	2,631 00	2,000 00	4,631 00
May	do -----	2,631 00	2,000 00	4,631 00
June	do -----	2,631 00	2,000 00	4,631 00
	Total -----	\$31,572 00	\$24,000 00	\$55,572 00
	Total for two fiscal years ending June 30, 1906 -----	\$63,144 00	\$48,000 00	\$111,144 00
	Transferred prior to June 30, 1904 .	360,447 00	274,000 00	634,447 00
	Total -----	\$423,591 00	\$322,000 00	\$745,591 00

Statement of San Francisco Seawall Sinking Fund, June 30, 1906.

		Sinking Fund.	Interest.	Total.
1906—Apr.	Transfer from S. F. Harbor Improvement Fund -----	\$1,169 14	\$555 50	\$1,724 64
May	do -----	1,168 22	833 35	2,001 57
June	do -----	1,168 22	833 35	2,001 57
	Total -----	\$3,505 58	\$2,222 20	\$5,727 78

EXHIBIT H.

Statement of Deferred Payment Draft Account for the Two Fiscal Years
Ending June 30, 1906.

DRAFTS ISSUED.

Date.	Draft No.	Issued to.	Date Payable.	Account of.	Amount.	Total.
1904						
July 21	229	Robert Greig -----	Oct. 21, '04	Slate roof, Union Depot -----	\$1,194 00	
	230	do -----	Jan. 21, '05	do -----	1,194 00	
	231	do -----	Apr. 21, '05	do -----	1,194 00	
	232	do -----	July 21, '05	do -----	1,194 00	
	233	do -----	Oct. 21, '05	do -----	1,194 00	
	234	do -----	Jan. 21, '06	do -----	1,194 00	
	235	do -----	Apr. 21, '06	do -----	1,194 00	
	236	(Spoiled)				
	237	Robert Greig -----	July 21, '06	do -----	1,194 00	
	238	do -----	Oct. 21, '06	do -----	1,194 00	
	239	do -----	Jan. 21, '07	do -----	1,194 00	
	240	do -----	Apr. 21, '07	do -----	1,194 00	
	241	do -----	July 21, '07	do -----	1,194 00	
	242	do -----	Oct. 21, '07	do -----	1,194 00	
	243	do -----	Jan. 21, '08	do -----	1,194 00	
	244	do -----	Apr. 21, '08	do -----	1,194 00	
	245	do -----	July 21, '08	do -----	1,194 00	
	246	do -----	Oct. 21, '08	do -----	1,194 00	
	247	do -----	Jan. 21, '09	do -----	1,194 00	
	248	do -----	Apr. 21, '09	do -----	1,194 00	
	249	do -----	July 21, '09	do -----	1,194 00	
	250	(Spoiled)				
	251	Healy, Tibbitts & Co	Oct. 21, '04	Repairing Slips 1, 3, 4, 6 and 7 -----	\$3,020 94	\$23,880 00
	252	do -----	Jan. 21, '05	do -----	3,020 94	
	253	do -----	Apr. 21, '05	do -----	3,020 94	
	254	do -----	July 21, '05	do -----	3,020 95	
	255	do -----	Oct. 21, '05	do -----	3,020 95	
	256	do -----	Jan. 21, '06	do -----	3,020 95	
Oct. 21	257	Southern Pacific Co.	Jan. 19, '05	Creosoting piles -----	\$763 87	\$18,125 67
	258	do -----	Apr. 19, '05	do -----	763 87	
	259	do -----	July 19, '05	do -----	763 87	
	260	do -----	Oct. 19, '05	do -----	763 87	
	261	do -----	Jan. 19, '06	do -----	763 87	
	262	do -----	Apr. 19, '06	do -----	763 87	
	263	do -----	July 19, '06	do -----	763 87	
	264	do -----	Oct. 19, '06	do -----	763 87	
	265	do -----	Jan. 19, '07	do -----	763 87	
	266	do -----	Apr. 19, '07	do -----	763 87	
	267	do -----	July 19, '07	do -----	763 87	
	268	do -----	Oct. 19, '07	do -----	763 87	
	269	do -----	Jan. 19, '08	do -----	763 87	
	270	do -----	Apr. 19, '08	do -----	763 87	
	271	do -----	July 19, '08	do -----	763 87	
	272	do -----	Oct. 19, '08	do -----	763 87	
	273	do -----	Jan. 19, '09	do -----	763 88	
	274	do -----	Apr. 19, '09	do -----	763 88	
	275	do -----	July 19, '09	do -----	763 88	
	276	do -----	Oct. 19, '09	do -----	763 88	
Nov. 7	277	Healy, Tibbitts & Co	Feb. 2, '05	Constructing slip, Central Basin -----	\$1,596 82	\$15,277 44
	278	do -----	May 2, '05	do -----	1,596 82	
	279	do -----	Aug. 2, '05	do -----	1,596 82	
	280	do -----	Nov. 2, '05	do -----	1,596 82	
	281	do -----	Feb. 2, '06	do -----	1,596 82	
	282	do -----	May 2, '06	do -----	1,596 82	
	283	do -----	Aug. 2, '06	do -----	1,596 82	

EXHIBIT H—Continued.

DRAFTS ISSUED.

Date.	Draft No.	Issued to.	Date Payable.	Account of.	Amount.	Total.
1904 Nov. 7	284	Healy, Tibbitts & Co	Nov. 2, '06	Constructing slip, Central Basin.....	\$1,596 82	
	285	do -----	Feb. 2, '07	do -----	1,596 82	
	286	do -----	May 2, '07	do -----	1,596 82	
	287	do -----	Aug. 2, '07	do -----	1,596 83	
	288	do -----	Nov. 2, '07	do -----	1,596 83	
	289	do -----	Feb. 2, '08	do -----	1,596 83	
	290	do -----	May 2, '08	do -----	1,596 83	
	291	do -----	Aug. 2, '08	do -----	1,596 83	
	292	do -----	Nov. 2, '08	do -----	1,596 83	
	293	do -----	Feb. 2, '09	do -----	1,596 83	
	294	do -----	May 2, '09	do -----	1,596 83	
	295	do -----	Aug. 2, '09	do -----	1,596 83	
	296	do -----	Nov. 2, '09	do -----	1,596 83	
.1905 Apr. 27	297	Gray Bros.	July 27, '05	Constructingseawall	\$5,609 54	\$31,936 50
	298	do -----	Oct. 27, '05	do -----	5,609 54	
	299	do -----	Jan. 27, '06	do -----	5,609 54	
	300	do -----	Apr. 27, '06	do -----	5,609 55	
	301	do -----	July 27, '06	do -----	5,609 55	
	302	do -----	Oct. 27, '06	do -----	5,609 55	
	303	do -----	Jan. 27, '07	do -----	5,609 55	
	304	do -----	Apr. 27, '07	do -----	5,609 55	
	305	do -----	July 27, '07	do -----	5,609 55	
	306	do -----	Oct. 27, '07	do -----	5,609 55	
	307	do -----	Jan. 27, '08	do -----	5,609 55	
	308	do -----	Apr. 27, '08	do -----	5,609 55	
	309	do -----	July 27, '08	do -----	5,609 55	
	310	do -----	Oct. 27, '08	do -----	5,509 55	
	311	do -----	Jan. 27, '09	do -----	5,609 55	
	312	do -----	Apr. 27, '09	do -----	5,609 55	
	313	do -----	July 27, '09	do -----	5,609 55	
	314	do -----	Oct. 27, '09	do -----	5,609 55	
	315	do -----	Jan. 27, '10	do -----	5,609 55	
	316	do -----	Apr. 27, '10	do -----	5,609 55	
May 25	317	Pacific Con. Co.	Aug. 25, '05	Constructing dol- phins -----	\$2,988 92	112,190 97
	318	do -----	Nov. 25, '05	do -----	2,988 92	
	319	do -----	Feb. 25, '06	do -----	2,988 92	
	320	do -----	May 25, '06	do -----	2,988 92	
	321	do -----	Aug. 25, '06	do -----	2,988 92	
	322	do -----	Nov. 25, '06	do -----	2,988 92	
	323	do -----	Feb. 25, '07	do -----	2,988 92	
	324	do -----	May 25, '07	do -----	2,988 92	
	325	do -----	Aug. 25, '07	do -----	2,988 92	
	326	do -----	Nov. 25, '07	do -----	2,988 92	
	327	do -----	Feb. 25, '08	do -----	2,988 92	
	328	do -----	May 25, '08	do -----	2,988 92	
	329	do -----	Aug. 25, '08	do -----	2,988 92	
	330	do -----	Nov. 25, '08	do -----	2,988 92	
	331	do -----	Feb. 25, '09	do -----	2,988 92	
	332	do -----	May 25, '09	do -----	2,988 92	
	333	do -----	Aug. 25, '09	do -----	2,988 92	
	334	do -----	Nov. 25, '09	do -----	2,988 92	
	335	do -----	Feb. 25, '10	do -----	2,988 92	
	336	do -----	May 25, '10	do -----	2,988 92	
1906 Feb. 10	337	Western Fuel Co.	May 8, '06	Cement -----	\$1,326 55	59,778 40
	338	do -----	Aug. 8, '06	do -----	1,326 55	
	339	do -----	Nov. 8, '06	do -----	1,326 55	
	340	do -----	Feb. 8, '07	do -----	1,326 54	
	341	do -----	May 8, '07	do -----	1,326 54	
	342	do -----	Aug. 8, '07	do -----	1,326 54	

EXHIBIT H—Continued.

DRAFTS ISSUED.

Date.	Draft No.	Issued to.	Date Payable.	Account of.	Amount.	Total.
1906						
Feb. 19	343	Healy, Tibbitts & Co.	May 15, '06	Constructing Pier No. 13	\$4,591 52	
	344	do	Aug. 15, '06	do	4,591 52	
	345	do	Nov. 15, '06	do	4,591 52	
	346	do	Feb. 15, '07	do	4,591 52	
	347	do	May 15, '07	do	4,591 52	
	348	do	Aug. 15, '07	do	4,591 52	
	349	do	Nov. 15, '07	do	4,591 52	
	350	do	Feb. 15, '08	do	4,591 52	
	351	do	May 15, '08	do	4,591 52	
	352	do	Aug. 15, '08	do	4,591 52	
	353	do	Nov. 15, '08	do	4,591 52	
	354	do	Feb. 15, '09	do	4,591 52	
	355	do	May 15, '09	do	4,591 52	
	356	do	Aug. 15, '09	do	4,591 52	
	357	do	Nov. 15, '09	do	4,591 52	
	358	do	Feb. 15, '10	do	4,591 52	
	3-9	do	May 15, '10	do	4,591 52	
	360	do	Aug. 15, '10	do	4,591 52	
	361	do	Nov. 15, '10	do	4,591 52	
	362	do	Feb. 15, '11	do	4,591 52	
						\$91 830 40
						\$360,978 65
						272,115 79
						\$633,094 44
Drafts issued						
Amount outstanding June 30, 1904						
Total						

DRAFTS MATURED AND PAID.

Date.	Draft No.	To Whom Paid.	Amount.	Total.
1904				
Aug. 9	110	Robert Wakefield	\$3,164 92	
9	127	City Street Improvement Co.	3,269 01	\$6,433 93
Sept. 12	212	Robert Wakefield	\$2,825 00	
19	226	H. R. Rood & Co.	1,340 00	
19	144	J. H. Bruce	2,662 33	
30	138	Dundon Bridge and Construction Co.	1,092 57	7,919 90
Oct. 1	194	F. H. Masow	\$3,499 17	
8	156	Hyde Construction Co.	4,188 50	
8	39	Robert Wakefield	3,089 45	
15	204	James A. McMahon	1,841 88	
16	66	Robert Wakefield	3,234 42	
21	229	Robert Greig	1,194 00	
21	251	Healy, Tibbitts & Co.	3,020 94	
24	13	Robert Wakefield	3,649 75	
24	84	Robert Wakefield	3,221 74	
24	172	S. F. Dry Dock Co.	1,560 30	28,500 15
Nov. 7	111	Robert Wakefield		3,164 92
Dec. 9	213	Robert Wakefield	\$2,825 00	
14	139	Dundon Bridge and Construction Co.	1,092 57	
19	227	H. R. Rood & Co.	1,340 00	
19	145	J. H. Bruce	2,622 34	7,919 91

EXHIBIT H—Continued.

DRAFTS MATURED AND PAID.

Date.	Draft No.	To Whom Paid.	Amount.	Total.
1905				
Jan. 5	195	F. H. Masow	\$3,499 17	
9	157	Hyde Construction Co.	4,188 50	
9	40	Robert Wakefield	3,089 45	
7	205	James A. McMahon	1,841 88	
17	200	S. D. LeClair	3,143 20	
17	67	Robert Wakefield	3,234 42	
24	230	Robert Greig	1,194 00	
25	252	Healy, Tibbitts & Co.	3,020 94	
25	14	Robert Wakefield	3,649 75	
25	85	Robert Wakefield	3,221 74	
30	257	Southern Pacific Co.	763 87	
Feb. 3	173	S. F. Dry Dock Co.	\$1,560 30	\$30,846 92
7	112	Robert Wakefield	3,164 92	
9	277	Healy, Tibbitts & Co.	1,596 82	
Mar. 9	214	Robert Wakefield	\$2,825 00	6,322 04
13	140	Dundon Bridge and Construction Co.	1,092 57	
17	228	H. R. Rood & Co.	1,340 00	
20	146	J. H. Bruce	2,662 34	
Apr. 4	196	F. H. Masow	\$3,499 16	7,919 91
10	41	Robert Wakefield	3,089 45	
10	158	Hyde Construction Co.	4,188 50	
17	206	James A. McMahon	1,841 87	
17	68	Robert Wakefield	3,234 42	
22	174	S. F. Dry Dock Co.	1,560 30	
22	231	Robert Greig	1,194 00	
24	15	Robert Wakefield	3,649 75	
24	86	Robert Wakefield	3,221 74	
25	253	Healy, Tibbitts & Co.	3,020 94	
25	258	Southern Pacific Co.	763 87	
May 4	278	Healy, Tibbitts & Co.	\$1,596 82	29,264 00
5	113	Robert Wakefield	3,164 92	
June 9	215	Robert Wakefield		4,761 74
July 1	197	F. H. Masow	\$3,499 16	2,825 00
8	42	Robert Wakefield	3,089 45	
8	159	Hyde Construction Co.	4,188 50	
14	207	James A. McMahon	1,841 87	
15	201	S. D. LeClair	3,143 20	
18	69	Robert Wakefield	3,234 42	
21	175	S. F. Dry Dock Co.	1,560 30	
21	232	Robert Greig	1,194 00	
21	254	Healy, Tibbitts & Co.	3,020 95	
24	16	Robert Wakefield	3,649 75	
24	87	Robert Wakefield	3,221 74	
26	259	Southern Pacific Co.	763 87	
28	297	Gray Bros.	5,609 54	
Aug. 2	279	Healy, Tibbitts & Co.	\$1,596 82	38,016 75
10	114	Robert Wakefield	3,164 92	
25	317	Pacific Construction Co.	2,988 92	
Sept. 13	216	Robert Wakefield		7,750 65
Oct. 9	43	Robert Wakefield	\$3,089 45	2,825 00
9	160	Hyde Construction Co.	4,188 50	
16	70	Robert Wakefield	3,234 42	
17	208	James A. McMahon	1,841 87	
18	176	S. F. Dry Dock Co.	1,560 30	
19	260	Southern Pacific Co.	763 87	
21	233	Robert Greig	1,194 00	
24	88	Robert Wakefield	3,221 74	
28	298	Gray Bros.	5,609 54	
30	255	Healy, Tibbitts & Co.	3,020 95	
				27,724 64

EXHIBIT H—Continued.

DRAFTS MATURED AND PAID.

Date.	Draft No.	To Whom Paid.	Amount.	Total.
1905				
Nov. 6	115	Robert Wakefield.....	\$3,164 92	
21	280	Healy, Tibbitts & Co.....	1,596 82	
25	318	Pacific Construction Co.....	2,988 92	
Dec. 12	217	Robert Wakefield.....		\$7,750 66
1906				2,825 00
Jan. 9	44	Robert Wakefield.....	\$3,089 45	
9	161	Hyde Construction Co.....	4,188 50	
15	209	James A. McMahon.....	1,841 87	
16	71	Robert Wakefield.....	3,234 42	
22	256	Healy, Tibbitts & Co.....	3,020 95	
23	177	S. F. Dry Dock Co.....	1,560 30	
23	234	Robert Greig.....	1,194 00	
24	89	Robert Wakefield.....	3,221 74	
30	299	Gray Bros.....	5,609 54	
30	261	Southern Pacific Co.....	763 87	
Feb. 2	281	Healy, Tibbitts & Co.....	\$1,596 82	27,724 64
5	116	Robert Wakefield.....	3,164 92	
26	319	Pacific Construction Co.....	2,988 92	
Mar. 10	218	Robert Wakefield.....		7,750 66
Apr. 8	162	Hyde Construction Co.....	\$4,188 50	2,825 00
16	72	Robert Wakefield.....	3,234 42	
28	300	Gray Bros.....	5,609 55	
May 7	235	Robert Greig.....	\$1,194 00	13,032 47
26	320	Pacific Construction Co.....	2,988 92	
29	90	Robert Wakefield.....	3,221 74	
29	117	Robert Wakefield.....	3,164 92	
June 9	219	Robert Wakefield.....	\$2,825 00	10,569 58
12	282	Healy, Tibbitts & Co.....	1,596 82	
15	262	Southern Pacific Co.....	763 87	
15	343	Healy, Tibbitts & Co.....	4,591 52	
23	337	Western Fuel Co.....	1,326 55	
29	178	S. F. Dry Dock Co.....	1,560 30	
		Total paid for two fiscal years ending June 30, 1906.....		12,664 06
		*Balance outstanding June 30, 1906.....		\$297,337 54
		Total.....		335,756 90
		Total.....		\$633,094 44

*The above outstanding deferred payment drafts are payable as follows:

Year ending June 30, 1907.....	\$116,131 68
Year ending June 30, 1908.....	80,196 50
Year ending June 30, 1909.....	66,978 78
Year ending June 30, 1910.....	58,675 38
Year ending June 30, 1911.....	13,774 56
Total.....	\$335,756 90

EXHIBIT I.

COST OF COMPLETED SEAWALL.

Section.	Length—Feet.	Cost per Lineal Foot.	Total Cost.
Section A, constructed in 1879-80-----	561	\$152 61	\$85,614 53
Section 1, constructed in 1878-79-----	1,000	165 63	165,631 40
Section 2, constructed in 1879-80-----	1,000	167 50	167,504 09
Section 3, constructed in 1879-81-----	1,000	235 50	235,049 51
Section 4, constructed in 1880-82-----	1,000	240 87	240,872 01
Section 5, constructed in 1883-84-----	1,000	169 89	169,893 57
Section 6, constructed in 1885-86-----	800	158 47	126,779 73
Section 7, constructed in 1887-89-----	1,000	109 32	109,327 99
Section 8b, constructed in 1888-90-----	450	248 50	111,629 12
Section B, constructed in 1890-93-----	1,000	114 60	114,601 18
Section 8a, constructed in 1891-93-----	392	219 41	86,008 09
Section 13, constructed in 1904-05-----	600	233 73	140,238 71
Total-----	9,803	Av., \$178 83	\$1,753,149 93

EXHIBIT J.

Belt Railroad Revenue and Expense for the Years ending June 30, 1906.

REVENUE.

Fiscal Year ending June 30—	Construction.	Sale of Old Material.	Switching Cars.	Total.
1892-----			\$4,580 75	\$4,580 75
1893-----			12,039 00	12,039 00
1894-----			10,775 25	10,775 25
1895-----			10,118 75	10,118 75
1896-----		\$5,934 25	11,730 00	17,664 25
1897-----			11,619 25	11,619 25
1898-----			13,313 50	13,313 50
1899-----			17,090 25	17,090 25
1900-----			19,402 25	19,402 25
1901-----			27,477 00	27,477 00
1902-----			38,992 53	38,992 53
1903-----	\$62 27		47,266 20	47,328 47
1904-----			71,924 12	71,924 12
1905-----		132 50	79,673 75	79,806 25
1906-----		219 69	77,787 25	78,006 94
Totals-----	\$62 27	\$6,286 44	\$453,789 85	\$460,138 56

EXHIBIT J—Continued.

EXPENSE.

Fiscal Year ending June 30—	Construction and Equipment.		Maintenance and Operating.		Total.
1891 -----		\$327 61			\$327 61
1892 -----		74,188 90		\$7,118 56	81,307 46
1893 -----		4,496 68		11,436 42	15,933 10
1894 -----		50 69		14,592 94	14,643 63
1895 -----		11,587 38		19,167 88	30,755 26
1896 -----				15,189 01	15,189 01
1897 -----				11,422 57	11,422 57
1898 -----				18,458 63	18,458 63
1899 -----				25,539 38	25,539 38
1900 -----				37,476 81	37,476 81
1901 -----		37,519 31		38,827 27	76,346 58
1902 -----		19,314 90		48,001 86	67,316 76
1903 -----		14,242 48		43,408 15	57,650 63
	Construction.	Equipment.	Maintenance.	Operating.	
1904 -----	\$402 71	\$10,652 01	\$25,695 79	\$43,593 25	80,343 76
1905 -----		300 00	24,567 23	46,194 70	71,061 93
1906 -----			23,602 17	43,221 22	66,823 39
Total -----					\$670,596 51

EXHIBIT K.

Work Under Way at Date of Last Biennial Report and Since Finished.

Slate roof on Union Depot and Ferry House. Robert Greig, contractor. Date of contract, October 31, 1903.

Contract price	\$29,850 00
Paid Mar. 21, 1904	\$995 00
Paid Apr. 30, 1904	995 00
Paid June 30, 1904	995 00
Paid June 24, 1904	995 00
Paid July 14, 1904	995 00
Paid July 22, 1904	995 00
Paid July 22, 1904—20 deferred payment drafts, each in sum of \$1,194 (see Exhibit H)	23,880 00
	<u>\$29,850 00</u>

A section of seawall and wharf along same. Gray Bros., contractors. Date of contract, December 30, 1903.

Contract price—Stone for seawall, 97 cents per ton of 2,240 pounds.	
Wharf	\$6,100 00
Rock delivered, 138,287.33 tons at 97 cents	134,138 71
	<u>\$140,238 71</u>
Cash payments—	
June 18, 1904	\$2,940 91
July 22, 1904	1,592 32
Aug. 15, 1904	2,723 93
Sept. 12, 1904	2,656 69
Oct. 6, 1904	2,412 90
Nov. 3, 1904	1,646 30
Dec. 9, 1904	2,935 50
Jan. 6, 1905	1,951 86
Feb. 2, 1905	361 74
Mar. 4, 1905	3,036 79
Apr. 14, 1905	2,483 05
Apr. 27, 1905	2,305 75
	<u>\$28,047 74</u>
Twenty D. P. drafts (see Exhibit H)	112,190 97
	<u>\$140,238 71</u>

EXHIBIT K—Continued.

Constructing Southern Pacific Company's freight slip. Healy, Tibbits & Co., contractors. Date of contract, January 6, 1904.

Contract price	\$63,873 00	
Extra piling	1,051 68	\$64,924 68
Cash payments—		
May 12, 1904	\$11,177 77	
July 14, 1904	4,790 48	
Aug. 5, 1904	7,984 13	
Sept. 30, 1904	6,387 30	
Nov. 4, 1904	1,596 82	
Nov. 4, 1904	1,051 68	
	\$32,988 18	
Twenty D. P. drafts (see Exhibit H)	31,936 50	\$64,924 68

Creosoting piles and lumber for Southern Pacific Company's freight slip. Southern Pacific Co., contractor. Date of contract, February 3, 1904 :

10,533 feet of 12-inch piling, at 25 cents per foot	\$2,633 25	
5,026 feet of 13-inch piling, at 27 cents per foot	1,357 02	
22,748 feet of 14-inch piling, at 30 cents per foot	6,824 40	
11,313 feet of 15-inch piling, at 32 cents per foot	3,620 16	
2,022 feet of 16-inch piling, at 35 cents per foot	707 70	
294 feet of 17-inch piling, at 37 cents per foot	108 78	
67 feet of 18-inch piling, at 39 cents per foot	26 13	
	\$15,277 44	
Paid October 21, 1904, by 20 D. P. Drafts (see Exhibit H)	15,277 44	

Repairing portions of spring lines and clusters of Ferry Slips 1, 3, 4, 6, and 7. Healy, Tibbits & Co., contractors. Date of contract, February 3, 1904.

April 27, 1904—454 piles, at \$16.90	\$7,672 60	
68,592 feet of lumber, at \$38 per M.	2,606 50	
June 1, 1904—203 piles, at \$16.90	3,430 70	
31,296 feet of lumber, at \$38 per M.	1,189 25	
June 22, 1904—294 piles, at \$16.90	4,968 60	
32,617 feet of lumber, at \$38 per M.	1,239 45	
July 21, 1904—120 piles, at \$16.90	2,028 00	
27,170 feet of lumber, at \$38 per M.	1,032 46	
	\$24,167 56	
Cash payments—		
April 30, 1904	\$2,569 77	
June 3, 1904	1,154 99	
June 24, 1904	1,552 01	
July 22, 1904	765 12	
Six D. P. drafts (see Exhibit H)	18,125 67	\$24,167 56

Slating roofs over upper deck landings between Ferry Slips 4-5 and 5-6. Robert Greig, contractor. Date of letter of agreement, June 29, 1904.

Contract price	\$2,145 00
Paid August 15, 1904	2,145 00

EXHIBIT L.

Work Contracted for and Completed within the years June 30, 1904, and July 1, 1906.

Slating roofs over the upper deck landings between Slips 2-3 and 3-4.
Robert Greig, contractor. Date of letter, July 20, 1904.

Contract price.....	\$2,475 00
Paid September 2, 1904.....	2,475 00

Reconstructing the dolphins between Ferry Slips 3-4, 4-5, and 5-6.
Pacific Construction Co., contractor. Date of contract, July 26, 1904.

Contract price.....	\$74,723 00
Payments—	
Dec. 23, 1904	\$4,483 38
Feb. 27, 1905	5,977 84
May 25, 1905	4,483 38
May 25, 1905—Deferred payment drafts (Nos. 317-336, inclusive, each for \$2,988.92) issued for.....	59,778 40
	<u>\$74,723 00</u>

Constructing shed in front of Slip "A." Frank Gallagher, contractor.
Date of contract, September 7, 1904.

Contract price.....	\$2,887 00
Extra work.....	60 11
	<u>\$2,947 11</u>
Payments—	
Nov. 29, 1904	\$2,165 25
Jan. 6, 1905	721 75
Jan. 6, 1905	60 11
	<u>\$2,947 11</u>

Repairing and repiling Pier No. 14 (Folsom Street Wharf No. 2).
Dundon Bridge and Construction Co., contractor. Date of contract, September 28, 1904.

Contract price—	
Furnish, drive and fasten new piles, at \$21.15 each (115).....	\$2,432 25
Furnish, fit, and fasten caps, etc., at \$28 per M. ft. B. M. (61,238 ft.)	1,714 66
Furnish, fit, and fasten planking, at \$18 per M. ft. B. M. (98,751 ft.)	1,777 52
Relay old stringers and planking, at \$5 per M. ft. B. M. (42,709 ft.)	213 55
Pulling and bolting 25 piles, at \$1.50.....	37 50
Spliced 6 old caps, labor on same	53 96
	<u>\$6,229 44</u>
Payments—	
Jan. 5, 1905	\$2,030 96
Mar. 4, 1905	1,252 64
Mar. 30, 1905	1,388 48
May 13, 1905	1,557 36
	<u>\$6,229 44</u>

For constructing wharf along retaining wall at foot of Second street.
Healy, Tibbitts & Co., contractors. Date of contract, October 19, 1904.

Contract price.....	\$6,997 00
Payments—	
Dec. 23, 1904	\$4,198 20
Mar. 30, 1905	1,049 55
May 13, 1905	1,749 25
	<u>\$6,997 00</u>

EXHIBIT L—Continued.

Cement for constructing dolphins between Ferry Slips 3-4, 4-5, and 5-6. The Holmes Lime Co., contractors. Date of contract, October 19, 1904.

Contract price, \$10.12 per ton of 2,000 lbs. (in sacks). 431.81 tons, at \$10.12		\$4,369 92
Payments—		
Dec. 9, 1904	\$749 36	
Feb. 2, 1905	839 72	
May 25, 1905	1,688 36	
July 14, 1905	1,092 48	
		\$4,369 92

Constructing Piers Nos. 42 and 44. Healy, Tibbitts & Co., contractors. Date of contract, December 8, 1904.

Contract price—		
Pier No. 42	\$129,673 00	
Pier No. 44	128,000 00	
Shed on Pier No. 42	26,000 00	
Shed on Pier No. 44	46,000 00	
	\$329,673 00	
Extra	500 00	
Extra	500 00	
	\$330,673 00	
Less deductions	279 50	
		\$330,393 50
Payments—		
May 13, 1905	\$37,088 21	
June 16, 1905	24,725 48	
July 21, 1905	24,725 47	
Aug. 17, 1905	49,450 95	
Sept. 23, 1905	37,088 21	
Oct. 21, 1905	12,362 74	
Nov. 23, 1905	12,362 74	
Nov. 24, 1905	500 00	
Jan. 4, 1906	19,780 38	
Mar. 15, 1906	12,362 74	
May 31, 1906	17,528 33	
June 29, 1906	82,418 25	
		\$330,393 50

Cement for Piers Nos. 42 and 44. The Holmes Lime Co., contractor. Date of contract, December 8, 1904.

Contract price, \$10.50 per ton of 2,000 lbs. net. 3,632.634 tons, at \$10.50		\$38,142 66
Payments—		
July 21, 1905	\$5,929 26	
Aug. 17, 1905	6,442 63	
Sept. 15, 1905	8,111 88	
Oct. 21, 1905	5,344 92	
Nov. 11, 1905	2,778 31	
Dec. 15, 1905	9,535 66	
		\$38,142 66

EXHIBIT L—Continued.

Paving Montgomery street, between Chestnut and Francisco streets.
Flinn & Treacy, contractors. Date of contract, December 8, 1904.

Contract price—		
\$0.23½ per square foot basalt block paving.		
\$1.40 per lineal foot for 20-inch granite curb.		
\$0.37 per square foot basalt gutter, grouted and laid in cement.		
4,240 square feet basalt blocks, at 23½ cents.....	\$996 40	
550 feet gutter, at 37 cents.....	203 50	
275 feet curb, at \$1.40.....	385 00	
	<hr/>	\$1,584 90
Payment—		
March 20, 1905.....		\$1,584 90

Filling in and repaving roadway between Vallejo and Green, Front and Davis streets. Flinn & Treacy, contractors. Date of contract, December 8, 1904.

Contract price—		
6 cents per square foot for basalt block paving, including filling.		
\$6.50 per cubic yard for concrete bulkhead.		
15,829 square feet basalt blocks, at 6 cents.....	\$949 74	
55 cubic yards concrete, at \$6.50.....	357 50	
64 feet 12-inch culvert, at \$1.50.....	96 00	
1 catch basin.....	25 00	
	<hr/>	\$1,428 24
Paid February 23, 1905.....		\$1,428 24

Addition to Pier No. 5. Healy, Tibbitts & Co., contractors. Date of contract, December 29, 1904.

Contract price.....	\$9,898 00	
Extra work and material.....	70 32	
	<hr/>	\$9,968 32
Payments—		
Mar. 28, 1905.....	\$3,711 75	
April 14, 1905.....	3,711 75	
April 21, 1905.....	70 32	
May 23, 1905.....	2,474 50	
	<hr/>	\$9,968 32

Addition to Pier No. 6 (Howard Street Wharf No. 1). Healy, Tibbitts & Co., contractors. Date of contract, December 29, 1904.

Contract price.....	\$9,160 00	
Payments—		
Feb. 27, 1905.....	\$5,152 50	
Mar. 20, 1905.....	1,717 50	
Apr. 21, 1905.....	2,290 00	
	<hr/>	\$9,160 00

Removing and replacing marble in stairway in Nave. Western Iron Works, contractor. Date of contract, January 26, 1905.

Contract price—Original, May 4, 1904.....	\$2,987 00	
Additional, January 26, 1905.....	1,920 00	
	<hr/>	\$4,907 00
Payments—		
May 13, 1905.....	\$3,680 25	
June 16, 1905.....	1,226 75	
	<hr/>	\$4,907 00

EXHIBIT L—Continued.

Creosoting piles for Piers Nos. 5 and 6. H. R. Rood & Co., contractors. Date of contract, January 26, 1905.

Contract price, 40 cents for each lineal foot of space covered.	
Howard Street Wharf, Pier No. 6, 14,425 feet, at 40 cents	\$5,770 00
Jackson Street Wharf, Pier No. 5, 10,976 feet, at 40 cents	4,390 40
	\$10,160 40
Payments—	
Mar. 20, 1905.....	\$7,620 30
Apr. 21, 1905.....	2,540 10
	\$10,160 40

Creosoting piles. San Francisco Timber Preserving Co., contractor. Date of contract, February 2, 1905.

Contract price—	
11-inch piles, 26 cents— 123 feet.....	\$31 98
12-inch piles, 27 cents—2,855 feet.....	770 85
13-inch piles, 28 cents—1,919 feet.....	537 32
14-inch piles, 29 cents—2,132 feet.....	618 28
15-inch piles, 32 cents—1,020 feet.....	326 40
16-inch piles, 36 cents— 578 feet.....	208 08
	\$2,492 91
Paid-February 27, 1905	\$2,492 91

Repairing and extending south arm of slip in Central Basin. Thomson Bridge Co., contractor. Date of Contract, February 2, 1905.

Contract price.....	\$5,950 00
Payments—	
Mar. 10, 1905.....	\$1,487 50
Apr. 14, 1905.....	1,487 50
May 12, 1905.....	1,487 50
June 19, 1905.....	1,487 50
	\$5,950 00

Constructing Pier No. 13 (Vallejo Street Wharf). Healy, Tibbitts & Co., contractors. Date of contract, February 9, 1905.

Contract price.....	\$114,788 00
Payments—	
June 12, 1905	\$2,295 76
Aug. 3, 1905	4,591 52
Sept. 15, 1905	4,591 52
Nov. 11, 1905	5,739 40
Jan. 8, 1906	2,295 76
Feb. 8, 1906	2,295 76
Feb. 16, 1906	1,147 88
	\$22,957 60
20 deferred payment drafts, each \$4,591.52.....	91,830 40
	\$114,788 00

Construction of scow pile-driver. Healy, Tibbitts & Co., contractors. Date of contract, February 23, 1905.

Contract price.....	\$2,693 00
Payments—	
Apr. 21, 1905	\$1,514 81
May 13, 1905	504 94
June 16, 1905	673 25
	\$2,693 00

EXHIBIT L—Continued.

Shed on bulkhead between Piers Nos. 25 and 27. Frank Gallagher, contractor. Date of contract, March 16, 1905.

Contract price.....		\$1,370 00
Payments—		
Apr. 27, 1905	\$1,027 50	
June 12, 1905	342 50	
	<hr/>	\$1,370 00

Cement for Vallejo Street Wharf. Western Fuel Co., contractor. Date of contract, March 16, 1905.

Contract price, \$10.98 per ton of 2,000 lbs. net. 906 tons at \$10.98..		\$9,949 09
Payments—		
Feb. 8, 1906	\$1,989 82	
May 8, 1906	1,326 55	
Aug. 8, 1906	1,326 55	
Nov. 8, 1906	1,326 55	
Feb. 8, 1906	1,326 54	
May 8, 1906	1,326 54	
Aug. 8, 1906	1,326 54	
	<hr/>	\$9,949 09

Repairing building on bulkhead between Piers Nos. 9 and 11. Fred Miller, contractor. Date of contract, March 30, 1905.

Contract price.....		\$2,185 00
Payments—		
May 23, 1905.....	\$1,638 75	
July 7, 1905.....	546 25	
	<hr/>	\$2,185 00

Constructing addition to shed on Pier No. 5 (Jackson Street Wharf). Hannah Bros., contractors. Date of contract, May 4, 1905.

Contract price.....		\$4,473 00
Payments—		
May 25, 1905	\$1,341 90	
June 16, 1905	1,174 16	
June 23, 1905	838 69	
July 28, 1905	1,118 25	
	<hr/>	\$4,473 00

Widening and constructing shed on Greenwich Street Wharf No. 2 (Pier No. 25). Robert Wakefield, contractor. Date of contract, September 14, 1905.

Contract price		\$23,877 00
Payments—		
Nov. 24, 1905	\$5,372 32	
Dec. 28, 1905	5,372 33	
Jan. 25, 1906	7,163 10	
Mar. 6, 1906	5,969 25	
	<hr/>	\$23,877 00

EXHIBIT L—*Continued.*

Cement for widening Greenwich Street Wharf No. 2 (Pier No. 25).
Holmes Lime Co., contractor. Date of contract, September 21, 1905.

Contract price, \$12.50 per ton. 192.31 tons, at \$12.50.....	\$2,403 88
Payments—	
Dec. 28, 1905	\$1,802 91
Jan. 25, 1906	600 97
	—————
	\$2,403 88

EXHIBIT M.

Work Contracted for Since June 30, 1904, but Not Yet Completed.

Erecting shed over Pier No. 13 (Vallejo Street Wharf). Robert Greig, contractor. Date of contract, December 1, 1905.

Contract price.....	\$10,169 00
Paid April 6, 1906	1,372 81

Constructing Pier No. 27 and removing present pier and shed. Healy-Tibbitts Construction Co., contractors. Date of contract, May 17, 1906.

Contract price.....	\$129,800 00
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Constructing Section No. 12, Seawall. Gray Bros., contractors. Date of contract, May 17, 1906.

Contract price, 69 cents per ton of 2,240 pounds each.

Constructing freight platform on Seawall Lot No. 11. Frank Gallagher, contractor. Date of contract, June 14, 1906.

Contract price.....	\$2,850 00
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EXHIBIT N.
Statement of Cost of Dredging, by years, commencing June 30, 1875.

Fiscal Year Ending—	Salaries of Employees.	Repairs.	Coal.	Ship Chandlery, Water, Etc., etc.	Miscellaneous, including Docking Dredgers, Tugs, 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	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³ / ₄	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ³ / ₄	9.01
June 30, 1878	17,188 80	7,372 48	7,372 86	2,666 37	3,032 55	35,214 40	423,654	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
June 30, 1880	27,202 59	8,824 19	11,115 11	4,184 65	318 75	60,464 29	749,011	4,323	6.89
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 ¹ / ₄	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ³ / ₄	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ³ / ₄	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 ¹ / ₄	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ¹ / ₄	7.68
June 30, 1886	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹ / ₄	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ³ / ₄	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 ³ / ₄	7.52
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
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,208	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206 ¹ / ₄	9.35
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,931 46	3,039 10	471 00	58,357 67	677,200	3,743 ³ / ₄	8.75
June 30, 1895	28,516 20	30,226 19	7,959 10	3,683 94	279 00	79,664 43	557,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	637,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.084
June 30, 1901	27,720 40	8,332 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521 ³ / ₄	5.808
June 30, 1902	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	856,900	3,804	6.341
June 30, 1903	34,260 50	12,359 60	8,816 91	3,359 58	77 40	58,873 99	810,400	4,367	7.87
June 30, 1904	38,727 10	51,683 10	10,473 26	6,078 04	62 85	107,034 35	1,046,240	4,722	10.23
June 30, 1905	40,043 65	79,291 18	9,134 75	5,113 00	2,287 50	135,870 08	1,139,250	4,963	11.72
June 30, 1906	38,015 70	12,574 12	7,004 74	4,401 56	90 00	62,086 12	924,900	4,389	6.71

EXHIBIT O.

**REPORT OF W. H. DAVIS, ATTORNEY FOR THE BOARD OF
STATE HARBOR COMMISSIONERS.**

SAN FRANCISCO, CAL., October 29, 1906.

*To the Honorable the Board of State Harbor Commissioners,
Ferry Building, San Francisco:*

GENTLEMEN: I beg leave to submit herewith my report as Attorney for the Board for the period beginning July 1, 1904, and ending June 30, 1906.

In order to keep actively in touch with the conduct of affairs of the Water Front I have made it a point, during the period of time I have been the Board's attorney, to attend all of the meetings of the Board, and have thus been able to give immediate attention to and to determine many legal questions arising at said meetings and save the time which a written reference of such questions would occasion had I not been present.

Upon the more important legal questions which have arisen, I have given the Board my conclusions in writing.

In advising the Board, it has been my constant aim to avoid litigation. The effectiveness of the Board's administration of the affairs under its charge would, in most cases, be interfered with and hampered if action were delayed pending adjustment of controversies in the courts.

The magnitude of the business transacted by the Board, the extent of territory under its control, and its financial importance, necessarily bring before it questions of great legal variety, and it is impossible to give an accurate and detailed statement of every matter upon which the opinion of the Attorney is asked.

In a general way, the questions involved were the interpretation of contracts, matters connected with advertising for bids, the rights and duties of the Board and its officers and employes with respect to the property under its control, the interpretation of the laws governing the Board, the formulation of amendments to existing laws, the settlement of controversies between the Board and its tenants, contractors, and others, the removal and sale of obstructions, and matters connected with the Belt Railroad. Some of the more important matters connected with this department are referred to hereinafter at greater length.

Patent Litigation.—Since the submission of my last report the litigation between the Board and Messrs. Howard C. Holmes and Carl Uhlig, respecting the right of the Board to use certain patented methods of wharf construction, has been settled. Owing to the fact that the efforts of both parties to secure an adjudication as to the question whether or not the devices of said patentees were patentable did not meet with the success anticipated; and further, on account of the great expense of said litigation, the Board deemed it to be good business policy to settle said litigation by compromise. This conclusion of the Board was concurred in by your Attorney, and after much negotiation and consultation terms of compromise were agreed upon, whereby the Board is now permitted to use the very valuable method of wharf construction known as “Cylinder Pier Construction.”

The Woodward Law.—Since the termination of the litigation concerning this law, enumerated in the last report of your Attorney, no further trouble has arisen concerning the sale of perishable products on the wharves and other State property, and the “Woodward Law,” to all appearances, has worked smoothly and to the satisfaction of not only purchasers and consumers, but also dealers in perishable products.

Seawall Bond Issue.—At the election in November, 1904, the “San Francisco Seawall Act,” providing for the issuance of bonds to the amount of \$2,000,000 for the purpose of constructing the seawall and appurtenances, was submitted to the people and the same was approved by a large vote. In order that the bonds provided for might have a ready sale, the question of the validity of the different proceedings leading up to said issue was submitted to the Supreme Court of this State in an action brought by the Board against the State Treasurer. The Supreme Court decided that the issue was a valid one, and since then a portion of said bonds has been sold at a large premium.

Insurance.—At the request of the Board, I attended the last regular session of the Legislature with the object partially in view of obtaining an amendment to the Act permitting the Board to insure the property of the State on the water front of the City and County of San Francisco. The Legislature of 1901 passed an Act permitting the Board to insure said property to the extent of \$550,000. As the result of my efforts the Legislature amended said Act, permitting the Board to increase said insurance to \$700,000. The recent conflagration in this city has demonstrated the wisdom of the Legislature in permitting this insurance.

It now transpires that some fire insurance companies have canceled the policies issued upon the State's property, and that other companies have raised the premium which by the law the Board is authorized to pay, to wit: two per cent for a policy written for a three years' term. I

have advised the Board that it can not pay a higher rate than set forth in the law authorizing the Board to insure the State's property. I recommend that your Attorney be authorized to secure legislation in that regard, if possible, which will properly meet the existing situation.

East Street.—Several owners of property fronting on East street have, during the past two years, sought to obtain from the Board an addition to their holdings, some claiming that the widening of East street and its extension eastward gave them a proportionate addition to their respective properties, others claiming that the line of East street, as established by the Legislature, overlapped their properties and deprived them of a portion thereof, according to their respective deeds. These questions are still unsettled, but it is sufficient to say that thus far the State is still in possession of all the property it has claimed title to. No actions have been commenced to determine these questions, but owing to the great value of these properties it seems hardly possible that a definite settlement thereof can be had without an appeal to the courts.

Legislation.—By direction of the Board your Attorney attended the regular session of the Legislature of 1905 for the purpose of endeavoring to secure certain needed legislation in respect to the water front of the City and County of San Francisco, and also to keep the Board acquainted with various proposed matters of legislation which might affect the water front.

At the request of the Board also, your Attorney attended the extra session of the Legislature of 1906. The presence of your Attorney was deemed advisable in order to secure needed legislation to enable the Board to properly conduct the affairs of the water front by reason of damage to the State's property through the fire and earthquake. The laws at this session of the Legislature were amended so as to permit the expenditure of a greater sum monthly for urgent repairs, and the Legislature appropriated the sum of \$100,000 from the general fund for the purpose of enabling the Board to partially reconstruct and repair the damaged property of the State on the water front.

Belt Railroad.—During the past two years there have been a number of accidents on the Belt Railroad to persons as well as to property. Upon investigation, these accidents have all been shown to have been unavoidable on the part of the State's employés, and in all instances they have been exonerated. A number of cases of death by accident have resulted in the arrest of members of the train crew, and in these instances your Attorney has defended such employés. All such prosecutions have resulted in acquittals.

Conflict between City and State Authority.—The only instance where there has been danger of a conflict arising between the authorities of the

city and State employés of the Board was upon the proposition as to whether or not it was the duty of the State to repair the sewers underneath the surface of East street. After a careful examination of the subject, your Attorney rendered his opinion to the effect that such repair should be done by the city at its own expense and that the duty of the State ceased in regard thereto when the sewers were constructed and paid for by it at the time they were extended from the western boundary of East street beyond the seawall. This opinion has subsequently been concurred in by the attorney for the Board of Public Works of the city and county.

Fisherman's Cove.—The shoaling of the waters of Fisherman's Cove was recently brought to the attention of the Board, and the cause was discovered to be dumping of débris upon the water lots immediately south of same. The question as to whether or not the dumping of débris upon private property could be stopped by the State, if it were shown that such dumping forced the mud out into the waters of the bay and caused navigation thereof to be impeded, was submitted to me, and I transmitted my opinion to the effect that property owners who permitted such dumping could be prevented from so doing by legal proceedings. Upon notification to the owners of said property, the practice of dumping in that locality has been discontinued, except in localities designated by the Chief Engineer, and no further trouble has arisen.

Litigation.—The policy of the Board has been responsible for the fact that there has been very little actual litigation in the courts during the past two years,

Albert C. Carroll et al. *vs.* Southern Pacific Company, Board of State Harbor Commissioners, Oregon Coal and Navigation Company, et al. In November, 1904, the above action was commenced in the Superior Court of the City and County of San Francisco. The plaintiffs in said action were the minor children of a former employé of the Board, who met his death while engaged in switching cars on the Belt Railroad. The action was brought to recover damages against defendants in the sum of \$50,341.50. The original complaint and the first amended complaint in said action were both demurred to by your Attorney, and both demurrers have been sustained. The above action is still pending.

Howard C. Holmes et al. *vs.* Board of State Harbor Commissioners. In October, 1904, the above action was commenced in the Superior Court of the City and County of San Francisco to recover the sum of \$27,685 claimed to be due from the Board as royalty for the use of the patents of plaintiffs. Upon the compromise of the various patent matters between the plaintiffs and defendants, this action was dismissed.

Charles H. Spear et al. *vs.* Truman Reeves. Petition for peremptory writ of mandate filed in the Supreme Court of the State of California to

compel the defendant, as State Treasurer, to advertise for sale of seawall bonds. Writ ordered to issue.

M. M. Regensburger *vs.* Board of State Harbor Commissioners. Action begun in the Justices' Court of the City and County of San Francisco in November, 1905. Plaintiff was a money broker and sought to recover from the Board the amount of salary demand claimed to have been assigned to him by an employé of the Board. This action arose from the fact that said employé had twice assigned his salary. The matter was settled without cost to the Board.

Respectfully submitted.

W. H. DAVIS,
Attorney for the Board.

EXHIBIT P.

REPORT OF EXPERT ACCOUNTANT.

SAN FRANCISCO, September 20, 1906.

To the Honorable the Board of State Harbor Commissioners,
San Francisco, Cal.:

GENTLEMEN: The books and accounts of the Board of State Harbor Commissioners have been examined by me for the two years ending June 30, 1906, as per my quarterly reports, and I have now to report the general condition of accounts on that date.

CASH ACCOUNT.

On the evening of June 30, 1906, I balanced the cash, and found as follows:

Cash receipts.....	\$57,265 80
Less disbursements.....	3,605 38
Balance.....	\$53,660 42
Add unpaid items on payrolls.....	573 15
	<u>\$54,233 57</u>

Accounted for as follows:

Balance at Bank of California.....	\$36,683 58
Balance at San Francisco National Bank.....	12,977 18
Payrolls, part payment.....	400 00
Credit tolls not collected.....	128 11
Sundry bills paid not entered.....	517 50
Coin and checks found in safe.....	3,527 20
	<u>\$54,233 57</u>

The bank officers certified as to the correctness of the above balances.

As the cash due for the June business was not all collected, I balanced the cash again on July 13, and found everything correct.

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

1904, July 1—Balance in the fund.....	\$115,442 05
1906, June 30—Monthly balances remitted to State Treasurer, 24 months to date.....	2,137,283 31
Amount voted by State Legislature, Special Session 1906.....	100,000 00
Draft returned and canceled.....	279 04
	<u>\$2,353,004 40</u>

Total sight drafts drawn on fund for two years.....	\$1,643 585 88
Deferred payment drafts paid during two years.....	297,337 54
Monthly transfers of \$4,631 to S. F. Depot Sinking Fund, 24 months.....	111,144 00
Transfers to S. F. Seawall Sinking Fund.....	5,727 78
	<u>\$2,057,795 20</u>
Balance in fund June 30, 1906.....	\$295,209 20

State Controller E. P. Colgan has favored me with a statement giving the balance of the above fund, as under:

June 30, 1906—State Controller's balance.....	\$310,889 94
Add balance of June receipts remitted in July.....	69,040 14
	<u>\$379,930 08</u>
Less long-standing difference	04
	<u>\$379,930 04</u>

Deduct Drafts Outstanding.

No. 1288.....	\$23 40	No. 85.....	\$36 67
1299.....	19 50	86.....	8 80
1490.....	16 00	109.....	300 00
1814.....	87 87	117.....	36 40
1009.....	5 40	129.....	7 50
1074.....	5 00	131.....	3 15
128.....	25 00	136.....	42 13
141.....	12 50	142.....	29 00
156.....	620 27	157.....	1,023 90
158.....	82,418 25		
			<u>84,720 74</u>
			\$295,209 30

Difference, 10 cents.

From the data furnished me by the State Controller, I am unable to discover where this little difference of 10 cents comes in, but at the same time I can vouch for the correctness of the local accounting.

SAN FRANCISCO DEPOT SINKING FUND.

By the courtesy of State Treasurer Truman Reeves, I am furnished with a statement of the bond account, of which the following is a synopsis:

Cr.

July 1, 1904—Cash balance on hand.....	\$17,002 37
June 30, 1905—Monthly transfers from S. F. Improvement Fund under Act of Legislature, 24 months at \$4,631.00	111,144 00
June 30, 1905—Interest on \$335,000 U. S. 4% bonds, 2 years	26,800 00
	<u>\$154,945 37</u>

Dr.

June 30—Interest on bonds \$600,000, 2 years at 4%	48,000 00
June 30—Cash balance on hand	\$106,946 37
Add other assets:	
Par value of U. S. 4% bonds of 1907.....	70,000 00
Par value of U. S. 4% bonds of 1925.....	265,000 00
Value of fund June 30, 1906.....	<u>\$441,946 37</u>
Total bond issue, \$600,000. Time of redemption, January 1, 1912.	

Assuming that the U. S. bonds of 1925 will sell at a proportionate premium January 1, 1912, and adding that to the monthly transfers and interest collectible during the interim, the fund will probably have a surplus of over \$100,000.

Excepting the monthly transfers, this bond account finds no place in the Harbor Commissioners' books, being entirely in the hands of the State Treasurer.

The financial statements contained in your biennial report have all been carefully checked by me, and I find them correct and in strict accordance with the books and accounts of the Department.

The Commissioners can, however, feel gratified at the results of the two years' business, as the following comparative statement will show:

Total net receipts remitted to State Treasurer—	
For two years ending June 30, 1906	\$2,137,283 31
For two years ending June 30, 1904	1,660,199 60
	<u>\$477,083 71</u>
Less rent of Piers 42 and 44 for fifteen years, paid in advance..	371,673 00
Increase	<u>\$105,410 71</u>

I am, gentlemen, yours faithfully,

JULIAN B. HARRIES,
Certified Public Accountant.

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

ERRATA

PAGE 24

Total valuation of Sea Wall Lots should read \$3,616,000, instead of \$33, 616,000.

PAGE 81

"Steel protected from the elements" should read "steel unprotected from the elements."

COMMISSIONERS:

W. V. STAFFORD, President,

HENRY J. CROCKER,

WALTER E. DENNISON.



SACRAMENTO:

W. W. SHANNON, : : : SUPERINTENDENT OF STATE PRINTING.

1908.

Excepting the monthly transfers, this bond account finds no place in the Harbor Commissioners' books, being entirely in the hands of the State Treasurer.

The financial statements contained in your biennial report have all been carefully checked by me, and I find them correct and in strict accordance with the books and accounts of the Department.

The Commissioners can, however, feel gratified at the results of the two years' business, as the following comparative statement will show:

Total net receipts remitted to State Treasurer—	
For two years ending June 30, 1906	\$2,137,283 31
For two years	

Less rent of Pie

Increase....

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

FISCAL YEARS COMMENCING JULY 1, 1906, AND ENDING
JUNE 30, 1908.

COMMISSIONERS:

W. V. STAFFORD, President,

HENRY J. CROCKER,

WALTER E. DENNISON.



SACRAMENTO:

W. W. SHANNON, : : : SUPERINTENDENT OF STATE PRINTING.
1908.

BOARD OF STATE HARBOR COMMISSIONERS.

W. V. STAFFORD, *President*, - - - - - Commissioner.
HENRY J. CROCKER, - - - - - Commissioner.
WALTER E. DENNISON, - - - - - Commissioner.

WALTER B. THORPE, - - - - - Secretary.
JAMES BYRNE, JR., - - - - - Assistant Secretary.
RALPH BARKER, - - - - - Assistant State Engineer.
WILLIAM H. DAVIS - - - - - Attorney.

OFFICE:

UNION DEPOT AND FERRY HOUSE, SAN FRANCISCO, CAL.

BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CALIFORNIA, October 31, 1908.

To His Excellency, The Honorable JAMES N. GILLET,
Governor of the State of California, Sacramento, California.

SIR: As required by law, the Board of State Harbor Commissioners for the harbor and port of San Francisco herewith respectfully submits its biennial report for the fiscal years commencing July 1, 1906, and ending June 30, 1908, embracing in detail all financial transactions of this department and work accomplished during the period named.

Respectfully yours,

WALTER V. STAFFORD, President,
WALTER E. DENNISON,
HENRY J. CROCKER,

Board of State Harbor Commissioners.

INTRODUCTION.

In presenting this report, the Board of State Harbor Commissioners desire to express their appreciation of the hearty coöperation of the civic bodies of the City of San Francisco—the good feeling shown by the Mayor and other officials of the city government in all matters where the State and municipal properties adjoin—and the high character of the service rendered by the employees of the Harbor Commission. For much of the information contained in the historical and descriptive portion of this report, the Harbor Commissioners are under deep obligation to Mr. Luther Wagoner and Col. W. H. Heuer, U. S. A., engineers of the Federated Harbor Improvement Associations.

In addition to the regular business statistics of the harbor, attention is called to the tables showing shipping arrivals; every vessel of the merchant marine entering the Port of San Francisco during the two years ending June 30, 1908, is accredited with one arrival, showing class, nationality and tonnage, with a summary showing the relative percentage of United States and foreign vessels both by numbers and tonnage.

The table of United States Navy vessel arrivals shows the importance of the Port of San Francisco as a port of call for war vessels.

The table of segregated building materials arriving during the term of this report is submitted as an evidence of probably the most stupendous building activity the world has ever witnessed.

PART I

HISTORICAL AND DESCRIPTIVE.

HISTORY, DESCRIPTION, AND EXISTING CONDITIONS OF SAN FRANCISCO HARBOR.

Historical.

A portion of the City and County of San Francisco lying east of Montgomery Street was originally tide land over which the tide ebbed and flowed.

The Legislature of the State in 1851 (see Statutes of California 1851, page 307) disposed of a large portion of this overflowed land, which was designated as "San Francisco Beach and Water Lots," by granting the use and occupation of such lots to the City of San Francisco for the term of ninety-nine years, but provided that the boundary line described in section 1 of said act should be and remain a permanent water front of the city, and authorized the authorities of the city to keep the same free and clear of all obstructions to the distance of five hundred feet therefrom.

The same legislature (see Statutes 1851, page 311) authorized the City of San Francisco to construct wharves at the ends of all streets terminating at the bay, said wharves to be made by the extension of the streets into the bay in their present direction, not exceeding two hundred yards beyond the present outline of the beach and water lots described in the act first cited; and the city was also authorized to prescribe rates of wharfage to be collected on said wharves. The act also provided that the space between wharves as extended should be free from obstruction and used as public slips for the accommodation and benefit of the general commerce of the State and city.

At the time of the passage by the Legislature of the acts referred to, that portion of the city north of the intersection of East, Sacramento, and Market Streets, and east of Drumm Street, was an open portion of the bay, and no street, or lot, or wharf, or other improvement had been made thereon.

The case of the *People vs. Kruger* (19 Cal. 411) gives some history of this portion of the City of San Francisco, and refers to the fact that in the year 1853 a street was built and erected from Clay Street to Jackson Street adjoining and outside of the water front line as established by the act of March 26, 1851; that it was built by different wharf companies under contract made with the city, by which contract said street was to be free for the public use in part consideration for the franchise received from the State; that said street lying easterly of the water

front boundary is generally called East Street, and has been kept open as a street since the year 1853. It is related that in the year 1853 this street was partially built upon and occupied with stores, and that since the year 1855 the entire front has been built up and occupied by merchants.

In accordance with the authority given by the two acts of 1851, wharves were constructed as outlined therein, and the water front remained under the jurisdiction of the city authorities.

By act approved March 24, 1853, the Legislature provided that there should be a board of three commissioners, to be known as the Board of State Harbor Commissioners, one of whom shall be elected by the qualified electors of the State, one by the Senate and Assembly in joint convention, and one by the qualified electors of the City and County of San Francisco.

This act embodied a comprehensive scheme for the improvement and management of the water front, and made the first provision for a seawall; and provided that the said structure or seawall shall be commenced at some point between Harrison Street and Chestnut Street upon said water front.

The act also provided that upon the accumulation of the sum of \$25,000 in the Harbor Protection Fund, the Commissioners shall cause a survey and estimate to be made for the construction of a seawall. At a subsequent date the Legislature provided for the appointment of the entire Board of Harbor Commissioners by the Governor of the State. With these we see the beginning of what has developed into the present system of seawall, thoroughfare, wharves, and docks.

It is also well to bear in mind that while the State has loaned its credit in the development of the water front, it never actually appropriated any money from its treasury for the support, improvement, or maintenance of the same until it was made necessary by reason of the destruction wrought by the disaster of earthquake and fire in 1906, when the sum of \$100,000 was appropriated for the purpose of reconstructing and repairing the damaged property of the State on the water front.

The map of the city front and water-lot property of the City of San Francisco, dated 1864, shows the improvements existing at that time. A wharf at Third and King Streets, and another just east of King Street, were all of the improvements south of Bryant Street. From Bryant Street, at irregular intervals, wharves and slips were provided to Montgomery and Lombard Streets, beyond which point the only accommodation existing was at Meiggs Wharf, which was built from a base resting on private property on Bay Street. All of these improvements were on wood piling, and up to this time no seawall had been built. The water front map of 1866 shows an additional wharf at

Howard Street, but also shows the removal of what was then known as the Oakland Ferry or La Rue's Wharf. Other wharves existing at this time were at Mission Street, Market Street, Commercial Street, Clay Street, Washington Street, Jackson Street, Broadway, and Vallejo Street.

A map of a portion of the water front of the City of San Francisco, dated 1873, shows material change in the construction, and gives the first record of permanent bulkhead or seawall, commencing 52.6 feet from the north line of Howard Street to the south line of Howard Street parallel with the then established water front line; also between the north line of Vallejo Street and the north line of Union Street, the length of the former being 2,602 feet and the latter being 650 feet.

The Legislature of 1878 conformed the change in the alignment of the water front line from the east line of Taylor Street to the southern boundary of the city and county, entirely changing the bulkhead line and creating a thoroughfare of a minimum width of two hundred feet parallel with the same, and as a consequence placing all of the seawall bulkhead above described inside the present water front line, or what is now about the middle of East Street.

In August, 1878, plans were completed and advertised for the construction of the first section of the existing seawall, commencing at the intersection of the easterly line of Kearny Street with the water front line and running one thousand feet westerly. This section was followed in November of the same year by a contract for an additional one thousand feet, known as section 2, adjoining the first section, and running southeasterly.

The completion of these contracts may be considered as marking the commencement of the permanent harbor of San Francisco. Other sections followed as necessities and funds allowed, resulting in an aggregate length of seawall at the present time of 10,800.5 feet, constructed at a cost of nearly \$2,000,000. Reference is hereby made to another part of this report which covers the cost of the completed seawall of San Francisco harbor, and likewise gives the length of each section.

Abutting on this seawall projecting piers or docks have been constructed from time to time as the necessities of the port dictated. It was the custom in earlier years to use green or untreated piles under these docks, but the ravages of marine worms, known as the *Teredo navalis* and *Limnoria terebrans*, allowed such construction only a short period of life. In more recent years creosoted piles have been substituted, it having been demonstrated that the properly preserved pile has a life extending from twenty to twenty-five years, under favorable conditions. Experience goes to show, however, that the many vicissitudes to which the pile is subjected, especially where exposed to collision from vessels, where careless employés find it necessary to bore holes and

neglect to properly protect them, and where the work of creosoting, while being good as an average, is somewhat irregularly performed, the teredo has managed to reduce the theoretical twenty-five years of life to an actual twelve years, or thereabouts.

In July, 1895, the first steel cylinder pier was placed under Pier No. 7 at the foot of Pacific Street as the most up-to-date and modern substitute for the pile construction of the past. Other piers followed as rapidly as possible, so thoroughly had the new pile demonstrated its permanent value. Up to the present time there are twelve piers of this class of construction, eight of which have wooden caps, joists, and flooring, and four are supplemented with heavy steel caps over the cylinders. In addition to the twelve piers of more modern construction, there are sixteen docks built on preserved piles with wooden caps, joists, and flooring. The estimated lives of these latter piers are from seven to eight years only before the time that extensive repairs become necessary. Additional docking facilities are provided at the bulkhead wharves, of which there are 6,629 lineal feet, which, together with the aggregate length of the piers and docks now in use with 18,600 feet of frontage, gives a total of 25,229 lineal feet of dock room for shipping.

It will be the policy of the Board to increase rather than diminish the strength of future pier construction. Cylinder piles of reinforced concrete will still be used to support piers of steel frames completely imbedded in concrete, accomplishing a monolithic structure throughout. With the wharf sheds composed of either metal or reinforced concrete, the new type of construction will present an absolutely fireproof structure. The high first cost of permanent construction of this type will be more than offset by the lesser cost of maintenance.

Description.

The entrance of the Bay of San Francisco is nearly a mile in width, and has an average depth of five and one half fathoms, with a commodious channel having a minimum depth of nine fathoms. The waters of the entire bay cover an area of over 250 square miles, 24 square miles of which are in the immediate vicinity of San Francisco, and are now used as anchorage ground, exclusive of fairways, which occupy 7 square miles. In addition there are available for anchorage in San Francisco Bay proper over 40 square miles, while in the adjoining extensions, known as San Pablo and Suisun bays, there are over 20 square miles of additional anchorage ground, making a total of some 100 square miles, with a depth ranging from 18 to 60 feet at low tide, all of which affords excellent anchorage ground.

The Golden Gate is the entrance which connects the Bay of San Francisco and its rivers with the Pacific Ocean. It is about three miles in length, and, as above stated, nearly a mile wide at its narrowest part,

and has a maximum depth of 360 feet. Its shores are high, bold, and rocky. Outside the entrance, and about 6 miles distant, is the 'bar,' on which there is a depth of at least 33 feet at low tide. There is also another channel of approach to the entrance to the harbor, known as the North or Bonita Channel, which is one third of a mile in width and which has a depth of 54 feet. No matter how great the draft of the ship of the future it will always be able to enter this port in safety.

At San Francisco nature has supplied a deep, safe, commodious waterway open to the commerce of the world. San Francisco, with San Pablo Bay its northern extension, covers an area of 420 square miles. The shore line of San Francisco Bay alone, leaving out of consideration for the time its numerous navigable inlets, measures 100 miles in length. From the southern portal of the Golden Gate at Fort Point, along the bay shore of San Francisco and San Mateo counties to Dumbarton Point, thence across the Narrows and along the shores of Alameda. Contra Costa, and Marin counties to Lime Point, every mile is suitable and available for commercial and industrial use. The City of San Francisco, situated on the peninsula on the south side of the entrance of the bay, has within its city and county limits a water frontage on the bay from the Presidio to the boundary line of San Mateo County, about 10 miles in length. If the measurements be made along the shore line to include the channels and basins, viz., South Basin, India Basin, Islais Creek, Central Basin, and Channel Street, the water front has an aggregate length of 13 miles.

The natural advantages of San Francisco harbor are obvious. We do not require expensive masonry basins or docks in which a fixed level of water is maintained by means of machinery and gates, and which only permit of ingress and egress at about the time of high water. Such inland docks are generally necessary at most of the large commercial ports of Europe, either because of excessive range of tides there, in some cases amounting to thirty or more feet, or by reason of a situation on comparatively narrow rivers, or from both causes. The following table gives the tidal range and width of rivers at various European ports compared with San Francisco where the average height of the tide is but 4.3 feet and a bay 4 miles in width:

London	Width of Thames, 1,400 feet; tidal range, 24 feet.
Liverpool.....	Width of Mersey, 5,000 feet; tidal range, 33 feet.
Antwerp.....	Width of Scheldt, 1,500 feet; tidal range, 25 feet.
Hamburg.....	Width of Elbe, 1,000 feet; tidal range, 17 feet.
Bremerhaven.....	Width of Weser, 2,300 feet; tidal range, 10 feet.
Bremen.....	Width of Weser, 400 feet; tidal range, 23 feet.
Rotterdam.....	Width of Meuse, 1,000 feet; tidal range, — feet.
Havre.....	Width of Seine, — feet; tidal range, 25 feet.
San Francisco....	Width of San Francisco Bay, 4 miles; tidal range, 4.3 feet.

All of the above European ports now possess excellent accommodations for ships, but it has only been accomplished by the expenditure of vast sums of money, which at Liverpool has reached about \$200,000 per acre of enclosed basin, and all of the ports are still engaged in extension of their improvements. Cessation of this work would mean loss of trade or perhaps commercial death.

The improvements made by the United States Government to the Bay of San Francisco, in the interests of navigation and commerce, consisted in the removal from the harbor of obstructions known as Blossom Rock, Shag Rock, Arch Rock, and Rincon Rock, and the establishment of light and fox signals at the entrance of and inside the harbor. The entrance to the harbor is thoroughly protected by fortifications of the most improved modern type. Surveys for estimating the cost of removal of two rocks, known as Centissima and Sears Rocks, on the east side of Bonita Channel, and also of two small rocks inside the harbor near Mission Rock, and known as Mission Bay Rock and Sonoma Rock, respectively, are in progress.

San Pablo Bay, which is a continuation of this harbor to the north, is 14 miles in length by about 12 miles in width. It is connected by Carquinez Straits with Suisun Bay, which is 10 miles long and from 5 to 6 miles wide. Into the head of this bay empty the two largest rivers in the State, the Sacramento and the San Joaquin.

Through San Pablo Bay there is a navigable channel which is kept at an approximate depth of 30 feet for its entire length to Carquinez Straits. Through the straits at Carquinez the channel is more than half a mile in its least width, and has a depth of from 8 to 10 fathoms. In Suisun Bay the channel has a least navigable depth of 13 feet at low tide.

The Sacramento River is navigable throughout the year for 262 miles of its length to Red Bluff. The San Joaquin is always navigable to Stockton about 40 miles above its mouth, and occasionally to Firebaughs, more than one hundred miles farther up the river. These two rivers drain the great central valley of the State and carry annually a commerce exceeding a million tons. While the population of these valleys is small, the lands are as fertile and as productive as any in the world and capable of furnishing homes for several million people.

Emptying into each of the bays above referred to are smaller navigable rivers, sloughs and creeks, which together float the commerce of very nearly another million tons a year. On or near the shores of San Francisco Bay, besides Oakland, Berkeley, and Alameda, are the flourishing towns of South San Francisco, San Mateo, Redwood City, Palo Alto, Newark, Alvarado, Hayward, San Lorenzo, San Leandro, Fruit-

vale, Piedmont, Richmond, San Rafael, Tiburon, Belvedere, and Sausalito. On or near San Pablo Bay are San Pablo, Giant, Sobrante, Pinole, Rodeo, Vallejo, and Mare Island Navy Yard; while on the straits of Carquinez are Crockett, Eckley, Port Costa, Martinez, and Benicia.

The area in which wharves may be built on the San Francisco water front is limited in length by that of the shore line on the bay in the county (about ten miles), and in width by the distance between the established harbor lines, known respectively as the bulkhead or seawall line and the pierhead line. These lines were recommended by state boards or commissions, and received final approval by the Secretary of War.

The bulkhead line is one to which solid filling from the shore is permitted, and on which about two miles of seawall has been constructed, and along which future extensions of the same may be built. Its general location is in water from 10 to 24 feet in depth. Between the bulkhead line and high water or shore line there was originally about 2,500 acres (four square miles) of submerged land, all of which was divided into city blocks and streets, and sold more than thirty years ago by the State of California through its Commissioners for the Sale of Salt Marsh, Tide, and Submerged Land. Approximately 900 acres of this submerged area, generally north of the Union Iron Works, has been reclaimed (filled in), and is now some of the most valuable real estate in the city. The other 1,600 acres, most of which lies south of the sugar refinery, in the vicinity of Islais Creek, India Basin, Hunter's Point and South Basin, little or no reclamation work has as yet been attempted. This submerged area might have been very useful for building wharves in enclosed basins, but having been disposed of by the State is now held at such a high valuation as to make it almost prohibitive for the State to acquire for harbor purposes. The pierhead line, or that which limits the length to which wharves may be built, is reasonably parallel to and from 200 to 800 feet outside the bulkhead line.

The water front of San Francisco is self-sustaining; that is, it produces a revenue which pays the expenses, and no tribute in the way of public taxation has ever yet been levied or required from city or State.

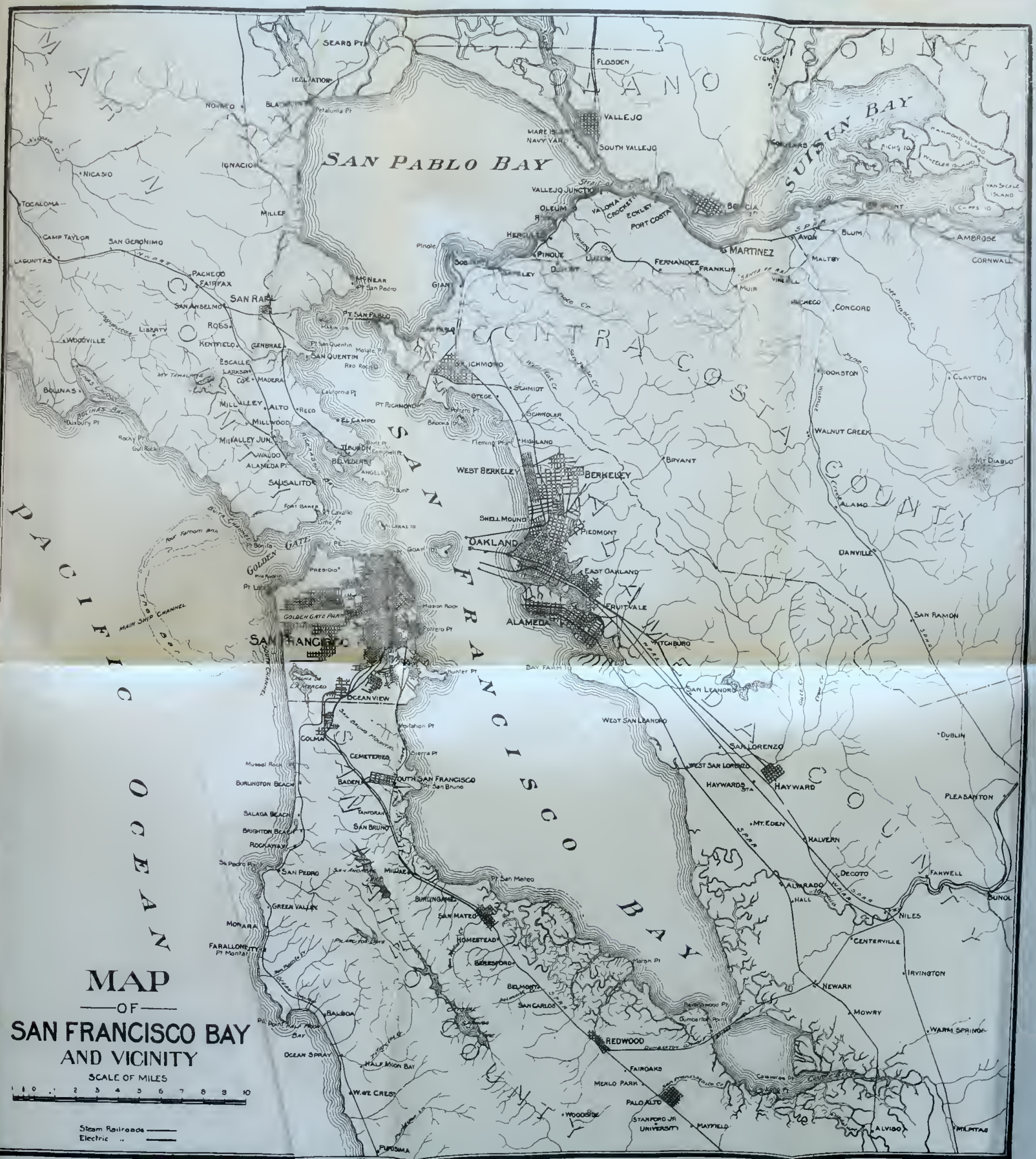
Since 1863, when the State Harbor Commissioners took charge of the harbor, the total receipts or revenue from all sources up to June 30, 1908, amounted to \$25,520,194.10. The disbursements have been substantially the same. Port charges for dockage, tolls, and wharfage in the last ten years have varied from 11.2 cents to 15.7 cents per ton; amounts which compare favorably for the same service at other ports. The port revenue in seventeen European ports in 1906 was 40.6 cents per long ton of cargo.

The rapidity with which a vessel loads and discharges her cargo is one of the factors which determine the profit of the voyage for the ship-owner. This is especially true where the charge for dockage is on a per diem rate. Its advantage to the dockowner is also considerable, as a greater number of vessels can be accommodated within a given time and a greater revenue derived from toll charges on merchandise reckoned by the ton. Efficiency of the labor employed in stevedoring and the convenient arrangement of the dock determine the rapidity with which cargo may be handled. Records have recently been established at San Francisco which compare favorably with those of European ports. The China steamers have recently discharged six thousand and loaded ten thousand tons in ten days, or at a rate of sixteen hundred tons a day of eight working hours; that is, two hundred tons per hour. The report of the Royal Commission of the Port of London, 1902, contains a record of observation of fifty-eight vessels discharging a total of 244,764 tons in 3,908 working hours, or 62.6 tons per working hour; and the report states that the minimum and maximum rates were respectively 50 and 176 tons. At Montreal eight of the same vessels discharged at a rate of 52.2 tons per hour; while eight discharged at New Orleans at a rate of 44.7 tons per hour.

The average rate of discharging cargo at San Francisco was not obtainable, but from recent records of single steamships it would seem to be greater than in foreign ports. The "Korea," which arrived at San Francisco on February 14, 1908, commenced discharging 6,319 tons of cargo at 12:30 p. m. on that date, and completed on the 18th at 1 p. m., within twenty-eight working hours or at a rate of 225.7 tons per working hour.

Wharf charges and tolls, including stevedoring and pilotage, at San Francisco harbor average about 58.4 cents per ton. The actual tolls for dockage are considerably less than at foreign ports, but the higher wages paid to stevedores bring the average of all port charges somewhat above that of foreign ports, which may be taken as approximately 53 cents per ton.

The following tables are compiled from the report of the London Commission in 1902, and the comparison is made with the charges at San Francisco for similar cargoes of approximately five parts grain, three of general merchandise, and two of lumber:



MAP
— OF —
SAN FRANCISCO BAY
AND VICINITY

SCALE OF MILES



Steam Railroads ———
Electric - - - - -

PORT CHARGES AT SAN FRANCISCO COMPARED WITH SIX EUROPEAN PORTS.

Compiled from the report of the Royal Commission, London, 1902. For a cargo steamer of 3,388 tons gross, 2,202 tons net, laden with 2,000 tons grain, 1,500 tons general merchandise and 666 M lumber (1,000 tons); discharging.

PORT CHARGES.

	Liverpool, 3 Days.	Hamburg, 7 Days.	Rotterdam, 5 Days.	Antwerp, 6 Days.	Bremer- haven, 4 Days.	London, 6 Days.
Harbor and river dues.....			\$146 10			\$38 25
Dock and quay dues.....	\$713 59	\$893 75		\$267 85	\$530 83	612 85
Pilotage.....	55 73	78 55	146 10	175 32	82 82	111 52
Tug hire.....	41 41	53 57	24 35	24 35	43 83	48 75
Boatmen.....	29 23	9 74	4 87	17 05	9 74	19 48
Totals.....	\$839 96	\$1,035 61	\$321 42	\$484 57	\$667 22	\$830 85
Stevedoring.....	\$669 92	\$686 82	\$487 00	\$558 04	\$643 00	\$937 00
Overtime.....	204 54	116 98	73 10	24 35	87 75	167 12
Tallying.....		95 50	170 45	102 38	146 25	230 25
Crane hire.....				97 50		121 41
Totals.....	\$874 46	\$899 30	\$730 55	\$782 27	\$877 00	\$1,455 78
Average port charges per net ton.....	\$0 381	\$0 47	\$0 146	\$0 22	\$0 303	\$0 38
Average cost stevedoring per actual ton.....	195	20	16	174	195	323
Average total charges	\$0 576	\$0 67	\$0 306	\$0 394	\$0 498	\$0 703

SAN FRANCISCO.

Dockage, 10 days at \$19.....	\$190 00
Tolls, 3,500 tons merchandise and grain.....	175 00
Tolls, 666 M lumber.....	66 60
	\$431 60
Average per ton.....	\$0 196
Add for pilotage.....	047
	\$0 243
Stevedoring 3,500 tons at 45c.....	\$1,575 00
Stevedoring 666 M lumber at 30c.....	139 80
	\$1,714 80
Average per ton.....	\$0 3944
Stevedoring 2,000 tons grain at 35c.....	\$700 00
Stevedoring 1,500 tons merchandise at 40c.....	600 00
Stevedoring 666 M lumber at 50c.....	333 00 = .243c.
4,500 tons.	\$1,633 00
	0.334c. per ton.
	57.7 cents.

COMPARISON OF PORT CHARGES.

	Port Dues.	Stevedoring.	All Charges.
Average six European ports.....	\$.3167	\$.2078	\$.5245
Average at San Francisco.....	.2430	.3944	.6374

PORT CHARGES AT SAN FRANCISCO COMPARED WITH SIX EUROPEAN PORTS.

Compiled from the report of the Royal Commission, London, 1902. For a cargo steamer of 9,040 tons gross, 5,146 tons net, laden with 5,000 tons grain, 3,000 tons general merchandise and 1,333 M lumber (2,000 tons); discharging.

PORT CHARGES.

	Liverpool, 3 Days.	Hamburg, 14 Days.	Rotterdam, 14 Days.	Antwerp, 14 Days.	Bremer- haven, 14 Days.	London, 14 Days.
Harbor and river dues			\$389 60			\$78 34
Dock and quay dues	\$1,674 66	\$1,799 76		\$730 80	\$1,509 70	1,253 56
Pilotage	120 60	117 30	219 15	277 59	83 94	147 54
Tug hire	116 90	76 43	43 83	77 92	78 39	290 00
Boatmen	53 57	9 47	7 30	24 35	16 56	24 35
Totals	\$1,965 73	\$2,002 96	\$659 88	\$1,110 66	\$1,688 59	\$1,793 79
Stevedoring	\$1,908 12	\$1,695 27	\$1,071 40	\$1,187 55	\$1,339 80	\$1,826 50
Overtime	633 10	243 50	146 10	243 50	243 50	641 78
Tallying		214 28	292 20	292 20	292 20	275 00
Crane hire				243 50		145 50
Totals	\$2,541 22	\$2,153 05	\$1,509 70	\$1,966 75	\$1,875 50	\$2,888 78
Average port charges per net ton	\$0 38	\$0 389	\$0 127	\$0 215	\$0 327	\$0 348
Average cost stevedor- ing per actual ton	28	238	167	217	209	318
Average total charges	\$0 66	\$0 626	\$0 294	\$0 432	\$0 536	\$0 667

SAN FRANCISCO.

16 days at \$41.19	\$659 04
Tolls, 8,000 tons merchandise and grain	400 00
Tolls, 1,333 M lumber	133 30
Total	\$1,192 34
Average per ton	\$0 231
Stevedoring 8,000 tons at 45c.	\$3,200 00
Stevedoring 1,333 M lumber at 45c.	599 85
Pilotage (if foreign)	132 00
Total	\$3,931 85
Average per ton	\$0 393
5,000 tons grain at 35c.	\$1,750 00
3,000 tons merchandise at 40c.	1,200 00
1,333 M lumber at 50c.	666 66
Total	\$3,616 66
10,000 tons	= 36.17c per ton
Port charges	23.1
Total	\$ 0.592

COMPARISON OF PORT CHARGES.

	Port Dues.	Stevedoring.	All Charges.
Average six European ports	\$.297	\$.239	\$.536
Average at San Francisco	.231	.393	.624

The following extracts are from "Harbor Rules, Regulations and Rates, adopted by the Board of State Harbor Commissioners, 1906":

RATES OF DOCKAGE.

Each rate is for a day of twenty-four (24) hours, or any part thereof, including Sundays, holidays and rainy days.

61. For all ocean vessels, steam or sail, and all sail vessels, steamboats, and barges navigating the bay of San Francisco and the rivers and other waters flowing into it, of two hundred net registered tons or under, 2 cents per ton; for all such vessels of over two hundred net registered tons, \$4 for the first two hundred tons, and three-quarters of a cent for each additional ton.

Full rates shall be charged as follows:

62. (1) Vessels with cargo on board docking at a wharf while discharging cargo.
- (2) Vessels with cargo on board docking at a wharf while discharging or taking on passengers and baggage.
- (3) Vessels with no cargo on board docking at a wharf while discharging passengers and baggage.
- (4) Vessels with cargo on board docking at a wharf while taking on stores, supplies or fuel oil for fuel for such vessel.
- (5) Vessels with cargo on board docking at a wharf while lying idle.
- (6) Vessels that are engaged in towing.
- (7) Vessels that are not engaged in carrying freight and passengers.

Half rates shall be charged as follows:

63. (1) Vessels with no cargo on board docking at a wharf while loading cargo.
- (2) Vessels with no cargo on board docking at a wharf while receiving passengers or receiving stores, supplies or fuel oil for fuel of such vessel.
- (3) Vessels with cargo on board docking at a wharf while taking on a reasonable amount of cargo, exclusive of stores, supplies or fuel oil for fuel of such vessel.
- (4) Vessels with no cargo on board while lying idle at a wharf.
- (5) Vessels while receiving or discharging ballast or receiving stiffening.
- (6) Vessels either discharging, loading or lying idle while occupying outside berths.
- (7) Vessels while moored in docks, slips, basins or canals.
- (8) Vessels engaged in towing and vessels not engaged in carrying freight and passengers not entitled to half rates.

64. When the per diem dockage of a vessel, as above described, is not a multiple of five it must be reduced or increased, as the case may be, to the nearest such multiple; *provided*, that if it be equally near to two such multiples, it must be increased to the first such multiple above.

65. All bills for dockage must be paid when due, whether approved by the master or not. Failure to pay said bills on presentation will subject the vessels to be placed on the delinquent list, and to the penalties provided by law. Errors, if any, will be rectified by the Board.

66. When a vessel of any kind is charged or has paid dockage at a wharf for any day, she may use the same or any other wharf during that day without further charge, no matter how often she may leave and return; *provided*, a receipt for payment or transfer card from the Wharfinger at the first wharf be produced; and on application of the master the Wharfinger is required to issue such transfer card.

Rates of Dockage on Lighters.

66a. A lighter is understood to be a vessel which has neither power nor steering equipment.

67. A dockage rate of 1 cent per ton net tonnage per day will be charged on all lighters in the following cases:

- (1) When discharging or loading at a wharf.

(2) When discharging into or loading from a vessel lying at a wharf, or when lying at a wharf or in a slip with or without cargo on board.

(3) When transporting from a wharf to a vessel, or from a vessel to a wharf, but one dockage charge will be made per day.

Rates of Tolls.

Both a discharging and a loading toll shall be imposed on all merchandise (including vessels' stores and supplies and fuel oil for such vessel) except where otherwise specified, and must be paid by the vessel discharging or loading same.

68. A ton is by weight 2,000 pounds, unless otherwise specified; by measurement, 40 cubic feet.

69. Merchandise, for the purpose of tolls or wharfage, must be computed by weight or measurement, as the one mode or the other will give the greater number of tons.

70. Of the following articles 2,240 pounds constitute a ton: coal, railroad iron, pig iron, gypsum, asphaltum, ores, crude or boiled sulphur, paving stones, sand, and ballast.

Tolls Per Ton.

71. On merchandise (except where otherwise specified) including vessels' stores and supplies and coal and fuel oil for such vessel, per ton, 5 cents.

On flour, grain and millstuffs, 5 cents.

On 400 pounds or less, 1 cent.

On 800 pounds or less and more than 400 pounds, 2 cents.

On 1,200 pounds or less and more than 800 pounds, 3 cents.

On 1,600 pounds or less and more than 1,200 pounds, 4 cents.

On 2,000 pounds or less and more than 1,600 pounds, 5 cents.

Tolls on merchandise, when measured or charged a higher rate, to be collected according to the foregoing subdivisions.

Tolls Charged Otherwise Than by the Ton.

72. On the following articles tolls must be paid as follows: On fir, redwood, spruce, and all soft-wood lumber, per 1,000 feet, board measure, 10 cents.

On oak, hickory, ash, and all hard-wood lumber, per 1,000 feet, board measure, 20 cents.

On lumber or timber discharged in the water in any slip, dock, basin, or canal, the same as if discharged on a wharf.

On piles discharged in any slip, dock, basin, or canal, per pile, 6 cents.

On fence posts, per 100, 10 cents.

On railroad ties, per 1,000 feet of lumber, board measure, contained therein (32 or 24 feet to a tie, according to size), 10 cents.

On shingles, per 40 bundles, 10 cents.

On laths, per 60 bundles, 10 cents.

On shakes, per 100 bundles, 10 cents.

On empty barrels (merchandise) each, $\frac{1}{4}$ cent.

On empty sugar barrels, each, $\frac{1}{4}$ cent.

On cord wood, per cord, 5 cents.

On tan bark and stave bolts, per cord, 5 cents.

On fire bricks, per 1,000, 15 cents.

On bricks (other than fire bricks) discharged on, or loaded from, any wharf, per 1,000, 10 cents.

On bricks (other than fire bricks) discharged from any vessel lying at any wharf, or in any slip, dock, or basin, into another vessel, or received into any such vessel from any lighter or other vessel, per 1,000, 5 cents.

On wool or cotton in sacks, per sack, 1 cent.

On wool or cotton in bales, strapped, per bale, $1\frac{1}{2}$ cents.

On hops in bales, per bale, 1 cent.

On hides of cattle (green or dry), per hide, $\frac{1}{4}$ cent.

- On skins, per skin, 1-16 cent.
- On cattle, horses, and mules, per head, 5 cents.
- On colts and calves, under a year old, per head, 2½ cents.
- On sheep and hogs, per head, 1 cent.
- On hay, per ton, 5 cents.
- On crushed rock (long ton), 5 cents.
- On reapers, mowers, horse rakes, hay presses, gang plows, cultivators, and wheeled vehicles, set up, each, 10 cents.
- On headers and separators, set up, each, 20 cents.
- On charcoal, per 35 sacks (of 55 pounds each), 5 cents.
- On cement, 5 barrels to the ton, 5 cents.
- On lime, 8 barrels to the ton, 5 cents.
- On beef, pork, or fish, 6 barrels to the ton, 5 cents.
- On sugar or syrup, 6 barrels to the ton, 5 cents.
- On wine or liquor, per barrel, 1¼ cents.
- On wine or liquor, per pipe, 5 cents.
- On cocoanuts, per 1,000, unhusked, 15 cents.
- On cocoanuts, per 1,000, husked, 10 cents.
- On bananas, per bunch, ¼ cent.
- On salmon, per ton of 2,000 pounds, 5 cents.
- Crude oil (whether in barrels or bulk), per ton of 2,000 pounds (7¾ pounds to gallon), 5 cents.
- Crude oil, naphtha, gasoline, etc., conveyed either inward or outward, over or through any wharf, bulkhead or other State structure, or loaded or discharged in any slip, basin or channel, per ton of 2,000 pounds (7¾ pounds to gallon), 5 cents.

73. (The weight of crude oil contained in tanks or vessels or conveyed to or from shipping, to be computed on the basis of 7¾ pounds per gallon, *if actual weight is not obtainable.*)

74. On empty packages, being returned to the owner, who uses them to send commodities to market, no tolls will be charged.

75. Grain, flour, millstuffs, beans and seeds will be subject at all wharves, to the same rules and rates of tolls and wharfage as are imposed on other merchandise.

Exception to Rule 75.

Grain, flour, millstuffs, beans, and seeds may remain on the wharves at Sections No. 1 and No. 2 of the seawall until 5 o'clock p. m. on the third day after discharge free of wharfage charge; for the next ten days, or any part thereof, there shall be a wharfage charge of 5 cents per ton; for each additional day thereafter the wharfage charge shall be 5 cents per ton; *provided*, that where any owner or consignee fails or refuses to pay, on demand, bills rendered for wharfage, or refuses to comply with other rules and regulations of the Board of State Harbor Commissioners, the provisions of Rule 82 shall apply and become immediately effective as to such owner or consignee. [Effective October 15, 1908.]

76. The term "grain" is intended to and does include wheat, barley, oats, corn, and rye; the term "flour" includes only the flour of wheat, and "millstuffs" includes only bran, middlings, shorts, and ground feed.

78. No tolls will be charged on donkey engines or stevedores' tools when taken on the wharf for the purpose of loading or discharging a vessel; nor on milk, butcher, baker, ice, or laundry supplies furnished daily to vessels.

79. Merchandise landed on a wharf and not removed therefrom, may be reshipped from the same wharf, without the payment of further toll, but the wharfage, if any due thereon, must be paid.

80. Merchandise, except bricks (other than fire bricks), discharged from a vessel lying at any wharf or within any slip, into lighters or other vessels, is subject to the same rates of toll as if discharged on or loaded from a wharf.

81. When the tolls have been paid on merchandise, on its being discharged from a vessel it may be landed thence on a wharf, or discharged into another vessel, without the payment of further tolls; except bricks (other than fire bricks), which shall be charged as follows: On bricks, 5 cents per one thousand.

Wharfage.

82. Merchandise must be removed from the wharf before 5 o'clock p. m. on the day following the one on which it was placed thereon; but Wharfingers are hereby authorized, when the owners or consignees of merchandise desire it, and it can be done without interfering with the business of the wharf, to allow merchandise to remain on the wharf after the prescribed time, at a wharfage charge equal to an additional toll for every forty-eight hours or part thereof. If merchandise be not removed within twenty-four hours after notice by the Wharfinger, it shall be liable to the penalties of section 2524 of the Political Code.

Exception to Rule 82.

Lumber discharged from vessels carrying 500,000 feet board measure, or over, and from vessels of no lesser capacity, may remain on wharf until 5 o'clock p. m. of the third day following its discharge. Then and thereafter all provisions of Rule 82 shall be effective and must be enforced.

This exception to Rule 82 to become effective July 31, 1907, and to continue in force until further notice.

Sea Wall Lots.

The Board having found that the rentals received from the State's property, known as seawall lots, which have been created at great cost by the building of East Street, were totally inadequate as in any sense being a reasonable return for the State's investment, decided to obtain an appraisal of the properties. Thomas Magee & Sons were directed to make this appraisal, for the sum of \$1,000. Their report is as follows:

December 30, 1907.

Board of State Harbor Commissioners,

Union Depot and Ferry House, San Francisco, Cal.

GENTLEMEN: In response to your request, we herewith submit to you valuations of the various parcels of real estate owned by the Board of State Harbor Commissioners, together with rental values, as per map handed us. We have prepared and herewith enclose two maps with this report, on which are shown sales and leases of property situated in the immediate vicinity of the various properties named. It must be remembered, however, that in but few of the sales and leases shown are the properties so well located or so valuable as the properties owned by the State. Your land with frontage on East Street and the seawall, or on blocks or gores cornering on the water front, are much more valuable than land immediately in the rear of them. All of your properties are perfectly level, practically all have the great advantage of railroad tracks, and with the exception of those parcels lying west of Stockton Street, all front on streets which are paved.

VALUATION BASIS.

We understand that you want, and we have given you, the reasonable value of these properties, for commercial use, and have disregarded the special value many of these pieces would have if used for the purposes of saloons, restaurants, lodging houses, and such retail lines of business as thrive on the water front. We herewith cite examples of just what we mean by this.

The rental of \$2,250 per month, which will be obtained by Mr. George Whittel, when he completes his improvements on his block bounded by East, Battery, Filbert, and Greenwich streets, shows forcibly what rents can be obtained from numerous

tenants, where the owner erects his own improvements and sublets in small parcels for the retail purposes indicated.

In our opinion the Whittell property is worth, on a commercial basis, say, \$350,000, and a rental of 4 per cent net for commercial purposes would be in the neighborhood of \$1,400 per month. The ground rental which will be obtained by Mr. Whittell when his improvements are completed, however, shows that an income of 5 per cent net will be obtained on about \$450,000. The fact that the State does not rent for saloons, restaurants, lodging houses, etc., makes surrounding properties more valuable for these purposes, as it limits that character of retail business along the water front where most of your properties are located.

Many other illustrations like this could be cited. For instance, the fifty-vara lot at the southwest corner of Vallejo and Davis streets, which we would say is not worth over \$125,000 for commercial purposes, justifies a valuation for the lot of \$175,000 on a fifteen-year lease on a 5 per cent net basis, which has been offered the owner, if he will erect a building, for which the tenant offers to pay in addition 7 per cent net on its cost.

The value of the large tract at Central Basin is determined by its permanent water frontage. We are informed that the Drydock Company now occupying the space immediately in front of this land has a lease from your Board, which will expire in a few months, and that in all likelihood the drydock will soon be removed. This property *without* its entire frontage on permanent water front would be worth 25 per cent less than the figures we have named. It would then be worth only what similarly located land with railroad facilities, but without water frontage, is worth.

Illustrative of what land away from the water front is worth in this neighborhood with track privileges, we cite the block bounded by Santa Clara, Mariposa, Kentucky, and Tennessee streets, 400 feet front on Kentucky and Tennessee by 200 feet front on Santa Clara and Mariposa streets. This ground has been leased by Moses Hopkins to the Christenson Lumber Company for ten years at \$600 per month. This is 6 per cent gross, or 5 per cent net, on a valuation of \$120,000 (1 per cent being practically sufficient to cover taxes).

In our opinion, your tract of land being on the permanent water front, is worth 25 per cent more. We have, therefore, placed it at \$350,000, which would practically be equivalent to \$140,000 for each block 200 by 400, which it contains. The only sale of a large property in recent years in this vicinity was made in January, 1903, when the Arctic Oil Company sold to the Union Oil Company the two blocks, each 200 by 410, immediately south of your large holding for \$250,000. This sale included a building worth about \$25,000, and was at the rate of \$112,500 a block of 200 by 410. In our opinion, this Union Oil Company property is worth at least \$300,000 to-day. We have taken no account of the several subdivisions of your very large holdings here, and have valued the property as a whole only. The westerly portion of this large tract, if cut off from use of the water front, would be of less value by itself, but the property as a whole is not too large to be considered as one property with water frontage.

In our opinion, all of your properties, if owned by private individuals, could, under ordinary financial conditions, be sold for prices considerably in advance of the figures we have placed on them.

RENTAL VALUES.

Ground leases should return about 4 per cent net on the reasonable value of the land on a five-year lease and an increase of 10 per cent in the rental for each further five-year period.

Fifteen years, we are informed, is the longest lease you are authorized to make. As you have no taxes to pay, your ground rent returns would be higher, or you would be justified in accepting lower rentals than the private owner similarly located who rents for similar purposes. In other words, as it takes approximately 1 per cent to cover taxes (say, 1.86 per cent on a 60 per cent valuation) you would have that much advantage over the private owner.

If you erect brick or concrete improvements, you should receive a rental of 4 to 5 per cent on the value of the land and 7 to 8 per cent on the cost of improvements.

The higher rate on improvements is customary, in order to allow for the deterioration in the value of the building and to cover repairs and fire insurance. The life of such a building, if well constructed, should be fifty years. The increase in the value of your lands should offset the deterioration in the value of buildings of this kind erected thereon.

All improvements erected by tenants should revert to the State at the expiration of lease, except in substantial structures above two stories in height, in which case special arrangements can be made for the State to buy the building at a percentage of appraised value at the end of the lease.

We herewith append table showing our valuations and the ground rental on a 4 per cent net basis :

Property. (Seawall Lots.)	Area.	Valuation.	Ground Rental Value on 4 Per Cent Net Basis.
A -----	561 square feet	No practical value	-----
B -----	29,518 square feet	\$67,500 00	\$2,700 00 a year
1 -----	72,781 square feet	200,000 00	8,000 00 a year
2 -----	8,677 square feet	25,000 00	1,000 00 a year
3 -----	38,849 square feet	120,000 00	4,800 00 a year
4 -----	31,178 square feet	110,000 00	4,400 00 a year
5 -----	41,195 square feet	150,000 00	6,000 00 a year
6 -----	13,130 square feet	50,000 00	2,000 00 a year
7 -----	87,067 square feet	325,000 00	13,000 00 a year
8 -----	30,394 square feet	145,000 00	5,800 00 a year
9 -----	4,727 square feet	25,000 00	1,000 00 a year
10 -----	4,326 square feet	28,500 00	1,140 00 a year
11 -----	45,372 square feet	262,500 00	10,500 00 a year
12 -----	75,524 square feet	440,000 00	17,600 00 a year
13 -----	3,103 square feet	20,000 00	800 00 a year
14 -----	42,630 square feet	300,000 00	12,000 00 a year
15 -----	75,447 square feet	505,000 00	20,200 00 a year
16 -----	2,746 square feet	25,000 00	1,000 00 a year
24 -----	78,285 square feet	400,000 00	16,000 00 a year
25 -----	10,860 square feet	67,500 00	2,700 00 a year
Central Basin -----	206,909 square feet	350,000 00	15,000 00 a year
Total -----	-----	\$33,616,000 00	-----

It is possible that the properties close to the ferry slips at the foot of Lombard and Chestnut streets are more valuable by reason of their nearness to these slips. We have, however, disregarded this in our valuation.

In relation to Plot No. 25, it has been impossible for us to get the exact dimensions of this property, except as your map shows us that its area is 10,860 square feet, although the dimensions given on the map we have prepared would indicate a larger area. We have, however, valued it as if it contained 10,860 square feet.

Any further information or explanation of the detail of our figures we shall be glad to furnish you at any time.

Yours very truly,

(Signed)

THOMAS MAGEE & SONS.

Immediately after the reception of this report, the rentals on all of the seawall lots were raised to 4 per cent of the appraised valuation, and the State to-day is enjoying said rentals.

In almost every case the rentals are paid for tenures from month to month; although under the law lots can be leased for a period of not to exceed twenty-five years. Lots "A" and "B" and Lots 1 to 16, inclusive, are within the provisions of this law, while lots that have been or are now being created by the construction of new seawall and

the building of East Street do not come under said provisions. It is plain that the Legislature should extend the law to cover the lots in question, so that the Board may deal with the realty of the State in a uniform manner. It is the purpose of the Board of State Harbor Commissioners to declare by resolution the creation of such new lots as may be available through the continued construction of seawall, and to request the Legislature to give the necessary authority for leasing of the same for similar purposes as those already provided for.

Belt Railroad.

As an adjunct to the docks and piers, the State owns and operates what is known as the Belt Railroad, with four miles of main line and two miles of private spurs, serving the industries around the bay. This road handles cars from transbay railroads and delivers them to the various docks, factories, packing-houses, and warehouses around the water front. The road was constructed in 1891, under an act of the Legislature, and has been operated continuously by the State.

Believing this State railroad to be of inestimable value to the commercial interests, it will be the policy of the Board of State Harbor Commissioners to extend its operations to the territory south of Market Street as soon as the completion of the roadway behind the seawall recently constructed is sufficiently advanced, and by this means giving railroad car service between all of the docks now in course of construction and those contemplated and the main trunk railroad lines, and such adjacent properties as may be able to make rail connections.

The following table gives the number of carloads handled for the period of this report:

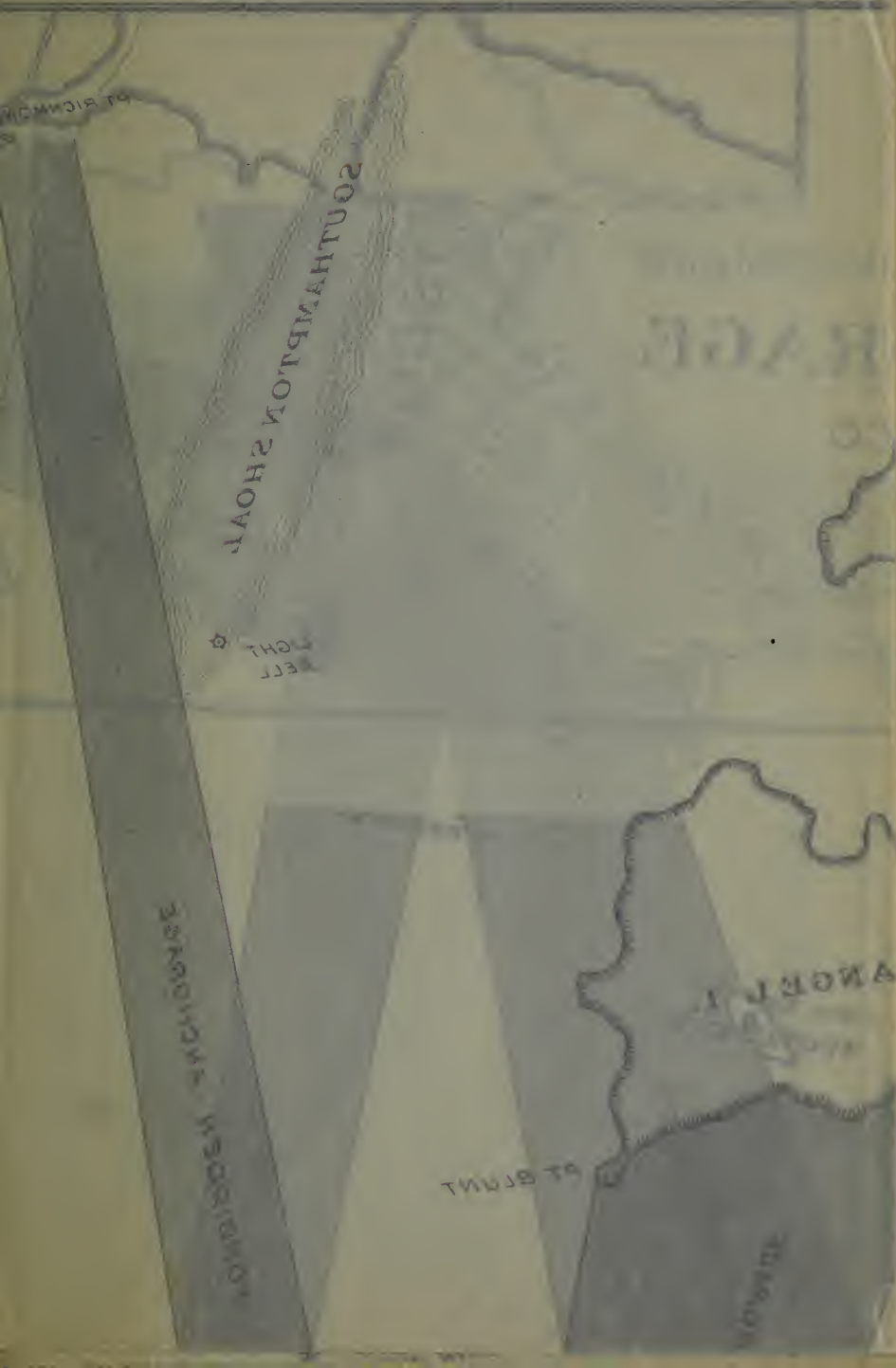
Year and Month.	Number.	Yearly Total.
1906—July	3,595	
August	4,607	
September	4,627	
October	5,113	
November	4,394	
December	3,903	
1907—January	3,925	
February	3,812	
March	4,097	
April	4,663	
May	4,891	
June	5,064	
		52,691
July	4,856	
August	5,698	
September	5,749	
October	6,384	
November	5,171	
December	3,990	
1908—January	3,620	
February	3,376	
March	3,646	
April	3,854	
May	3,690	
June	3,859	
		53,893
Total		106,584

Free Market.

The Board has endeavored to carry out the desire expressed through the legislative enactment of March, 1897, authorizing the Board to establish and maintain a free public market on the water front. Lack of available space rendered it impossible to construct a market with a sufficient space to transact business in the wholesale manner outlined in the act. The only available property in the neighborhood prescribed by law being a small seawall lot at the intersection of Drumm and East streets, known as Seawall Lot 16. Upon this space a market containing stalls, together with the necessary conveniences, has been erected, and has been in continual operation since April of this year, 1908.

A number of producers' organizations have placed their local representatives in the market, and have offered for sale a continuing stream of varied fruits and vegetables, eggs, poultry, and other agricultural products. Probably the greatest value obtained therefrom has been the object lesson which seems to have stirred the city government of San Francisco to action along similar lines upon a more extensive plan, in more promising neighborhoods, and therefore promising better results.

Time alone can determine the value of this experiment.



FLORIDA CURRENT

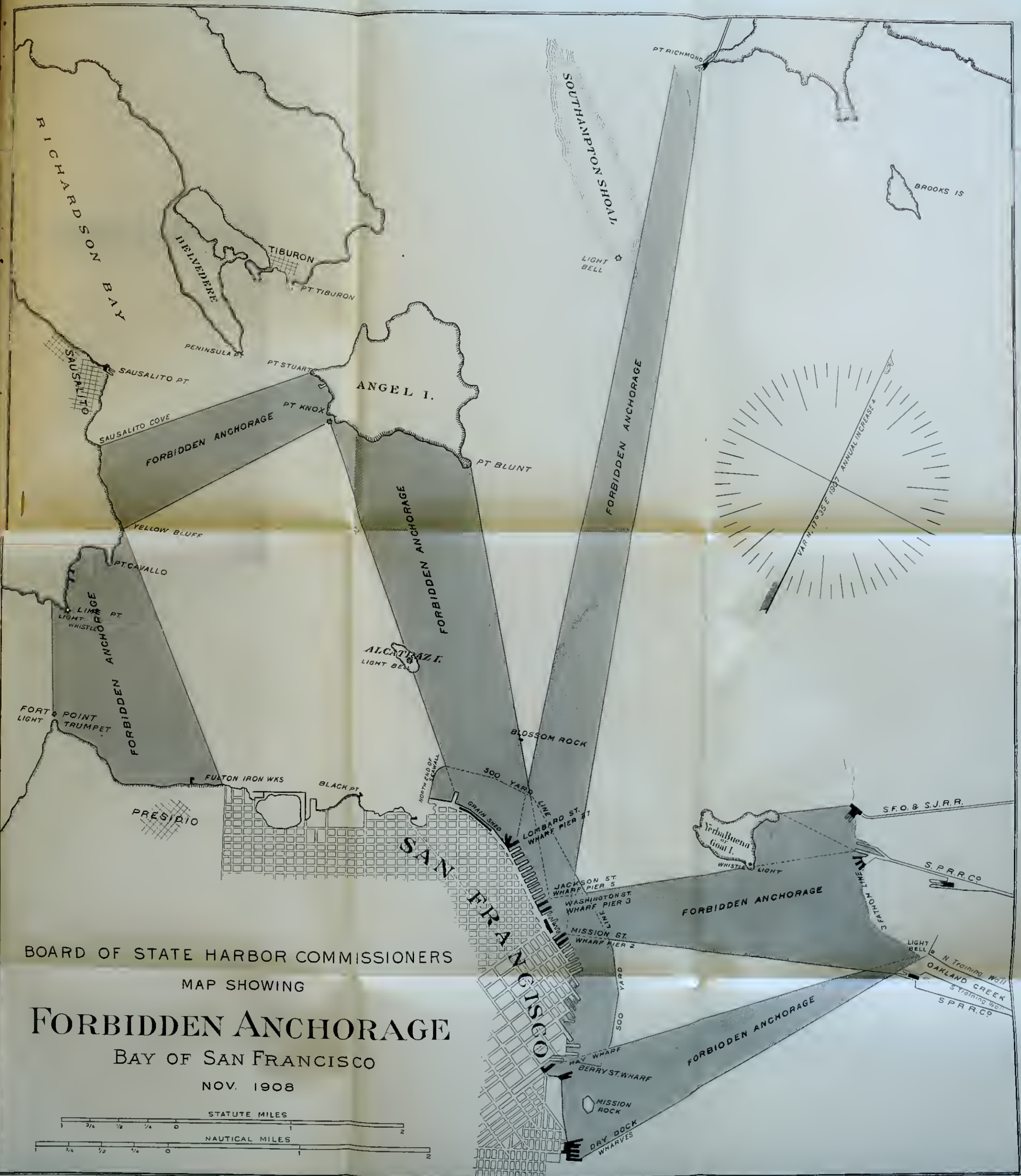
FLORIDA KEYS

ST. BLUNT

ANGEL I.

SARGASSO SEA

GULF STREAM



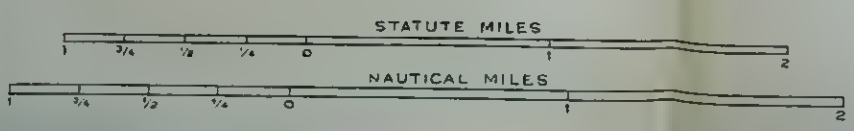
BOARD OF STATE HARBOR COMMISSIONERS

MAP SHOWING

FORBIDDEN ANCHORAGE

BAY OF SAN FRANCISCO

NOV. 1908



PART II

FINANCIAL AND STATISTICAL.

Recapitulation of Receipts for the Fiscal Year Beginning July 1, 1906, and Ending June 30, 1907.

	Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
Fisherman Wharf				\$624 00		\$4,102 25
Sections "A," "B," "C" Seawall and Powell Street Wharf	\$15,023 45	\$10,641 17	\$3,478 25	570 00		26,292 12
Section 2, Seawall Wharf			57 50	105 00		105 00
Section 3, Seawall Wharf and Lombard Street Wharf (Pier 27)	7,033 15	5,995 43	356 15	1,537 50		14,922 23
Lombard Street Car Ferry Slips		30,294 38		29,900 00		60,194 38
Greenwich Street Wharf No. 2 (Pier 25)	5,562 70	2,864 84	43 85	5,400 00		18,288 16
Greenwich Street Wharf No. 1 (Pier 23)	7,569 70	5,568 46		5,100 00		24,126 90
Filbert Street Wharf (Pier 21)	17,429 40	5,465 00	130 00	1,102 50		17,286 76
Union Street Wharf No. 2 (Pier 19)	5,222 55	3,259 21	5 00	4,800 00		17,438 47
Union Street Wharf No. 1 (Pier 17)	13,162 70	3,823 17	128 60	324 00		17,347 47
Green Street Wharf (Pier 15)	3,252 00	2,862 73	68 85	7,680 00		13,863 58
Vallejo Street Wharf (Pier 13)	6,287 15	5,227 85	44 50	7,115 00		18,674 50
Broadway Wharf No. 2 (Pier 11)	8,361 60	6,202 33		5,880 00		20,443 93
Broadway Wharf No. 1 (Pier 9)	7,594 60	14,056 41	13 45	7,680 00		29,344 46
Pacific Street Wharf (Pier 7)	5,052 50	5,698 45		7,680 00		18,430 95
Jackson Street Wharf (Pier 5)	9,347 55	9,827 88	32 25	5,940 00		25,147 68
Washington Street Wharf (Pier 3)	6,899 40	5,008 46	1 10	2,662 00		14,570 96
Clay Street Wharf (Pier 1)	2,128 90	170 95		1,335 00		3,634 85
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, Tolls and P. O. Building		12,781 72		129,334 00		142,115 72
Mission Street Wharf No. 1 (Pier 2)	8,572 00	7,837 61	126 25	6,890 50		23,126 36
Mission Street Wharf No. 2 (Pier 4)	5,547 45	5,451 36	22 00	8,910 00		19,930 81
Howard Street Wharf No. 1 (Pier 6)	17,915 40	6,826 46	67 00	765 00		25,573 89
Howard Street Wharf No. 2 (Pier 8)	3,990 90	6,094 21	293 00	4,601 00		14,979 11
Howard Street Wharf No. 3 (Pier 10)	4,600 00	4,224 33	100 25	3,615 00		12,539 58
Folsom Street Wharf No. 1 (Pier 12)				18,000 00		18,000 00
Folsom Street Wharf No. 2 (Pier 14)				7,741 00		28,370 93
Harrison Street Wharf (Pier 16)	9,753 75	10,680 73	195 45	2,125 00		9,934 82
Stewart Street Wharf (Pier 20)	4,576 50	3,233 32		4,185 00		23,295 53
Spear Street Wharf (Pier 24)	8,889 20	10,221 33		3,000 00		24,245 02
Main Street Car Ferry Slip and Tolls	5,417 00	5,553 89		14,400 00		14,533 97
Main Street Wharf (Pier 28)	9,401 70	4,382 27	300 00	450 00		21,919 37
Beale Street Wharf (Pier 32)	10,536 55	8,350 32	21 50	3,011 00		14,093 44
Fremont Street Wharf (Pier 34)	9,328 65	4,750 79	14 00			3,009 50
Pier 38	2,552 40	407 10		50 00		26,658 70
Pacific Mail Wharf (Pier 40)	552 95	105 75		26,000 00		36,148 64
Pacific Mail Wharf (Piers 42 and 44)	17,333 50	17,047 14	255 50	1,512 50		11,813 45
Third Street Wharf	6,525 70	3,532 75	155 00	1,600 00		31,643 23
Berry Street Wharf	13,065 84	10,537 39		8,040 00		12,893 75
Channel Street Wharf	6,873 50	3,967 24	102 00			23,836 44

	9,997 44	9,997 49
Santa Fe Car Ferry Slip		
China Basin		24,930 00
China Basin Wharf		85,711 81
Southern Pacific Car Ferry Slip and Tolls	70,511 81	17,391 04
Center Street Wharf	6,832 89	47,364 80
Central Basin		19,300 00
Revenue from seawall lots		3,601 31
Sale of old material		89,971 00
Belt Railroad revenue		10 00
Belt Railroad, sale of old material		1,768 90
Tugs and dredgers, sale of old material		10,896 78
Wharfage, damages, sales, etc.		3,540 00
U. S. Customs Department (rent and dockage)		
Postoffice Station "D" and Ferry Slip No. 8 (lighting)		1,083 56
Unclaimed wages		174 95
Insurance account, premiums returned		263 85
Fire loss account		48,861 50
Totals	\$271,883 69	\$1,241,294 96

Recapitulation of Receipts for the Fiscal Year Beginning July 1, 1907, and Ending June 30, 1908.

	Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
Fisherman Wharf.				\$961 00		\$6,304 20
Sections "A," "B," "C" Seawall and Powell Street Wharf.	\$8,410 70	\$12,387 05	\$5,343 20	4,810 75		25,829 00
Section 2 Seawall Wharf	2,299 55	1,329 45	220 50	180 00		4,762 75
Section 3 Seawall Wharf and Lombard Street Wharf (Pier 27)	3,265 95	3,129 61	953 75	3,062 50		9,486 76
Lombard Street Car Ferry Slips.		34,054 03	28 70	27,000 00		61,054 03
Greenwich Street Wharf No. 2 (Pier 25)	8,151 25	3,590 41	58 00	5,400 00		17,199 66
Greenwich Street Wharf No. 1 (Pier 23)	4,263 70	3,280 81		5,100 00		12,644 51
Filbert Street Wharf (Pier 21)	8,396 85	3,110 91	107 60	486 00		12,101 36
Union Street Wharf No. 2 (Pier 19)	7,688 50	4,096 31		4,900 00		16,684 81
Union Street Wharf No. 1 (Pier 17)	4,616 20	1,654 49		30 25		6,321 44
Green Street Wharf (Pier 15)	2,527 50	3,974 58	20 50	7,680 00		14,182 08
Vallejo Street Wharf (Pier 13)	5,315 50	5,064 81		9,005 00		19,385 31
Broadway Wharf No. 2 (Pier 11)	8,173 40	5,268 96		5,880 00		19,322 36
Broadway Wharf No. 1 (Pier 9)	7,447 45	14,096 12		7,680 00		29,223 57
Pacific Street Wharf (Pier 7)	4,518 75	4,598 54	67 50	7,905 00		17,089 79
Jackson Street Wharf (Pier 5)	7,401 25	6,396 73		5,986 25		19,784 23
Washington Street Wharf (Pier 3)	6,848 50	6,008 10		2,637 00		15,493 60
Clay Street Wharf (Pier 1)	2,751 95	771 03		1,202 50		4,725 48
Union Depot and Ferry House, Ferry Slips 1, 2, 3, 4, 5, 6, 7, 8, Tolls, and P. O. Building		9,042 19		129,062 40		138,104 59

Recapitulation of Receipts for the Fiscal Year Beginning July 1, 1907, and Ending June 30, 1908—Continued.

	Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
Mission Street Wharf No. 1 (Pier 2)	\$6,894 80	\$6,029 27	\$4 50	\$6,282 00	-----	\$19,210 57
Mission Street Wharf No. 2 (Pier 4)	10,900 95	7,815 86	11 80	7,196 05	-----	25,924 66
Howard Street Wharf No. 1 (Pier 6)	14,867 05	4,453 84	823 95	424 00	-----	20,568 84
Howard Street Wharf No. 2 (Pier 8)	4,988 80	6,437 97	-----	4,763 50	-----	16,190 27
Howard Street Wharf No. 3 (Pier 10)	4,381 10	4,749 97	6 80	3,724 50	-----	12,862 37
Folsom Street Wharf No. 1 (Pier 12)	-----	-----	-----	18,360 00	-----	18,360 00
Folsom Street Wharf No. 2 (Pier 14)	10,119 30	10,042 40	57 50	4,680 00	-----	24,899 20
Harrison Street Wharf (Pier 16)	3,733 45	2,575 69	22 00	2,968 75	-----	9,299 89
Stewart Street Wharf (Pier 20)	7,136 55	7,581 56	-----	3,870 00	-----	18,588 11
Spear Street Wharf (Pier 24)	5,171 20	5,454 40	204 00	3,000 00	-----	13,829 60
Main Street Car Ferry Slip, and Tolls	-----	3,800 55	-----	14,400 00	-----	18,200 55
Main Street Wharf (Pier 28)	5,519 20	3,806 33	1,567 50	902 00	-----	11,795 03
Beale Street Wharf (Pier 32)	10,793 09	9,004 62	636 10	3,457 90	-----	23,891 71
Fremont Street Wharf (Pier 34)	4 40	44 95	-----	-----	-----	49 35
Pier 38	576 30	21 15	-----	-----	-----	597 45
Pacific Mail Wharf (Pier 40)	71 60	-----	-----	10,000 00	-----	10,071 60
Pacific Mail Wharf (Piers 42 and 44)	24,743 59	21,229 24	-----	2,850 00	-----	48,822 83
Third Street Wharf	5,175 45	3,125 41	357 40	2,515 00	-----	11,173 26
Berry Street Wharf	5,858 65	4,804 86	-----	7,885 15	-----	18,548 66
Channel Street Wharf	3,106 45	4,162 33	-----	15,330 00	-----	22,598 78
Santa Fe Car Ferry Slip	-----	16,717 99	-----	-----	-----	16,717 99
China Basin	-----	-----	-----	1,000 00	-----	1,000 00
Southern Pacific Car Ferry Slip and Tolls	-----	68,809 66	-----	14,400 00	-----	83,209 66
Center Street Wharf	10,393 75	10,904 17	80 25	3,025 00	-----	24,403 17
Central Basin	-----	-----	-----	12,265 65	-----	12,265 65
Revenue from seawall lots	-----	-----	-----	28,475 00	-----	28,475 00
Sale of old material	-----	-----	-----	-----	\$5,420 63	5,420 63
Belt Railroad revenue	-----	-----	-----	-----	113,565 00	113,565 00
Belt Railroad, sale of old material	-----	-----	-----	-----	616 50	616 50
Dredger No. 1	-----	-----	-----	-----	690 00	690 00
Tugs and dredgers, sale of old material	-----	-----	-----	-----	150 00	150 00
Wharfage, damages, sales, etc.	-----	-----	-----	-----	8,263 28	8,263 28
U. S. Customs Department (rent and dockage)	-----	-----	-----	3,540 00	-----	3,540 00
Postoffice Station "D," and Ferry Slip No. 8 (lighting)	-----	-----	-----	-----	840 45	840 45
Unclaimed wages	-----	-----	-----	-----	91 85	91 85
Fire loss account	-----	-----	-----	-----	7,511 23	7,511 23
Sidewalk area account	-----	-----	-----	7 00	-----	7 00
Totals	\$226,512 68	\$323,426 35	\$10,571 55	\$404,290 15	\$137,148 94	\$1,101,949 67

SUMMARY OF RECEIPTS FROM JULY 1, 1906, TO JUNE 30, 1908.

	1906-1907.	1907-1908.	Total.
From dockage.....	\$271,883 69	\$226,512 68	\$498,396 37
From tolls.....	340,139 62	323,426 35	663,565 97
From wharfage.....	6,671 25	10,571 55	17,242 80
From rents.....	465,968 55	404,290 15	870,258 70
From Belt Railroad revenue.....	89,971 00	113,565 00	203,536 00
From Belt Railroad, sale of old material.....	10 00	616 50	626 50
From sale of old material.....	3,601 31	5,420 63	9,021 94
From wharfage, damages, sales, etc.....	10,896 78	8,263 28	19,160 06
From fire loss account.....	48,861 50	7,511 23	56,372 73
From insurance account, premiums returned.....	263 85	-----	263 85
From electric lighting.....	1,083 56	840 45	1,924 01
From Dredger No. 1.....	-----	690 00	690 00
From tugs and dredgers, sale of old material.....	1,768 90	150 00	1,918 90
From unclaimed wages.....	174 95	91 85	266 80
Totals.....	\$1,241,294 96	\$1,101,949 67	\$2,343,244 63

DISBURSEMENTS FROM JULY 1, 1906, TO JUNE 30, 1908.

<i>Administration Account—</i>			
Salaries of Commissioners.....	<i>a</i> \$9,600 00	<i>b</i> \$9,600 00	\$19,200 00
Salaries of Chief Engineer and Assistants.....	<i>a</i> 10,052 50	<i>b</i> 2,633 35	12,685 85
Salaries of Chief Wharfinger and Assistants.....	<i>a</i> 7,728 00	<i>b</i> 8,296 00	16,024 00
Salary of attorney.....	<i>a</i> 2,400 00	<i>b</i> 2,400 00	4,800 00
Salaries of watchmen.....	<i>a</i> 3,996 30	<i>b</i> 8,311 85	12,308 15
<i>Collection of Revenue—</i>			
Salaries of secretaries and clerks.....	<i>a</i> 12,500 00	<i>b</i> 15,597 10	28,097 10
Salaries of wharfingers.....	<i>a</i> 24,000 00	<i>b</i> 23,975 80	47,975 80
Salaries of collectors.....	<i>a</i> 15,711 05	<i>b</i> 15,822 60	31,533 65
Expense account.....	<i>a</i> 13,293 19	<i>b</i> 21,438 01	34,731 20
Urgent repair.....	<i>c</i> 70,152 28	<i>d</i> 28,020 93	98,173 21
Repairs (contract).....	<i>c</i> 243,333 22	<i>d</i> 97,746 86	341,080 08
Pile driving.....	<i>c</i> 42,087 88	<i>d</i> 5,518 20	47,606 08
Cleaning wharves, bulkheads, and streets.....	<i>a</i> 25,964 93	<i>b</i> 35,306 65	61,271 58
Wharf offices and furniture.....	<i>g</i> 30 00	<i>h</i> 5,190 63	5,220 63
Legal expense.....	<i>a</i> 173 85	<i>b</i> 173 45	347 30
Fire account.....	<i>g</i> 5,690 03	<i>h</i> 5,773 98	11,464 01
Dredger No. 1.....	<i>i</i> 13,559 03	<i>j</i> 12,131 93	25,690 96
Dredger No. 2.....	<i>i</i> 13,047 31	<i>j</i> 25,734 33	38,781 64
Dredger No. 3.....	<i>i</i> 17,409 58	<i>j</i> 18,189 29	35,598 87
Tug "Governor Markham".....	<i>i</i> 13,503 35	<i>j</i> 12,229 15	25,732 50
Tug "Governor Irwin".....	<i>i</i> 12,372 15	<i>j</i> 13,241 29	25,613 44
Construction account.....	<i>c</i> 112,772 33	<i>d</i> 298,161 90	410,934 23
Seawall account.....	-----	<i>d</i> 9,546 00	*9,546 00
Dockage refunded.....	<i>g</i> 461 40	<i>h</i> 248 40	709 80
Tolls refunded.....	<i>g</i> 656 55	<i>h</i> 822 23	1,478 78
Wharfage refunded.....	<i>g</i> 58 95	<i>h</i> 74 25	133 20
Rent refunded.....	<i>g</i> 1,870 00	<i>h</i> 911 25	2,781 25
Switching refunded.....	-----	<i>h</i> 2 50	2 50
Wharfage, damages, sales, etc.....	<i>g</i> 2,335 88	<i>h</i> 1,607 06	3,942 94
Belt Railroad equipment.....	-----	<i>f</i> 12,873 00	12,873 00
Belt Railroad maintenance.....	<i>e</i> 35,871 89	<i>f</i> 75,880 20	111,752 09
Belt Railroad operating.....	<i>e</i> 45,456 72	<i>f</i> 51,183 87	96,640 59
Electric lighting and supplies.....	<i>a</i> 23,954 05	<i>b</i> 24,602 12	48,556 17
Union Depot and Ferry House.....	<i>a</i> 32,222 12	<i>b</i> 37,040 72	69,262 84
Earthquake and fire account.....	<i>c</i> 335,100 10	-----	335,100 10
Insurance account—premium paid.....	<i>a</i> 14,000 00	-----	14,000 00
Special repair.....	-----	<i>d</i> 367,510 47	367,510 47
Launch "James N. Gillett, Jr.".....	-----	<i>j</i> 1,279 30	1,279 30
	\$1,161,364 64	\$1,249,074 67	\$2,410,439 31
Transfer to San Francisco Depot Sinking Fund from S. F. Harbor Improvement Fund.....	55,572 00	55,572 00	111,144 00
Transfer to San Francisco Seawall Sinking Fund from S. F. Harbor Improvement Fund.....	24,018 69	24,018 64	48,037 33
Deferred payment drafts paid.....	116,131 68	80,196 50	196,328 18
Part payment of principal and interest on \$250,000 loan.....	-----	60,000 00	60,000 00
Totals.....	\$1,357,087 01	\$1,468,861 81	\$2,825,948 82
Balance in treasury, June 30, 1908.....	-----	-----	62,688 91
			\$2,888,637 73

* Posted through error to seawall account. Should have been charged to repairs (contract).
a, b, c, d, e, f, g, h, i, j. See comparative statement of Receipts and Disbursements, page 32.

Summary of Receipts and Disbursements, by Months, for the Two Fiscal Years Ending June 30, 1908.

Receipts.			Disbursements.		
Months.	From Dockage, Tolls, Wharfrage, Rents, Belt Railroad, Etc.	Total.	Months.	From Dockage, Tolls, Wharfrage, Rents, Belt Railroad, Etc.	Total.
1906—July	\$81,504 97	\$81,504 97	1906—July	\$86,027 80	\$86,027 80
August	95,690 17	95,690 17	August	67,757 35	67,757 35
September	123,067 33	123,067 33	September	55,808 74	55,808 74
October	107,230 51	107,230 51	October	85,060 33	85,060 33
November	95,457 80	95,457 80	November	115,009 08	115,009 08
December	99,001 62	99,001 62	December	77,987 42	77,987 42
1907—January	100,850 55	100,850 55	1907—January	108,606 27	108,606 27
February	85,380 29	85,380 29	February	119,508 64	119,508 64
March	97,436 35	97,436 35	March	105,318 07	105,318 07
April	102,865 44	102,865 44	April	100,795 44	100,795 44
May	104,395 90	104,395 90	May	115,909 21	115,909 21
June	139,805 03	139,805 03	June	128,581 29	128,581 29
Total, 1906-1907	\$1,241,294 96	\$1,241,294 96	Total, 1906-1907	\$1,161,364 64	\$1,161,364 64
1907—July	\$89,237 40	\$89,237 40	1907—July	\$101,223 56	\$101,223 56
August	95,942 27	95,942 27	August	89,080 24	89,080 24
September	92,033 20	92,033 20	September	95,439 64	95,439 64
October	82,492 56	82,492 56	October	107,899 43	107,899 43
November	97,866 57	97,866 57	November	119,793 08	119,793 08
December	104,223 48	104,223 48	December	154,062 80	154,062 80
1908—January	91,879 73	91,879 73	1908—January	111,922 76	111,922 76
February	85,640 52	85,640 52	February	96,749 21	96,749 21
March	84,475 48	84,475 48	March	109,966 99	109,966 99
April	91,459 47	91,459 47	April	116,273 30	116,273 30
May	94,264 94	94,264 94	May	83,412 20	83,412 20
June	92,434 05	92,434 05	June	63,380 56	63,380 56
Total, 1907-1908	\$1,101,949 67	\$1,102,133 57	Total, 1907-1908	\$1,249,074 67	\$1,249,074 67
Total, 1906-1908	\$2,343,244 63	\$2,343,428 53	Total, 1906-1908	\$2,410,439 31	\$2,410,439 31
State of California, General Fund Loan.		250,000 00	Transfer to San Francisco Depot Sinking Fund		111,144 00
			Transfer to San Francisco Seawall Sinking Fund		48,027 33
			Deferred payment drafts paid		196,328 18
			Part payment on loan		60,000 00
Balance June 30, 1906		\$2,593,428 53	Balance June 30, 1908		\$2,825,948 82
		295,209 20			62,688 91
Total		\$2,888,637 73	Total		\$2,888,637 73

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS—1863-1908.

Fiscal Year	RECEIPTS.			DISBURSEMENTS.														
	From the Organization of the Commission	Revenue From All Sources	Total	Expenses.	Construction and Repair.	Seawall.	Dredging.	Transfer to San Francisco Depot Sinking Fund	Miscellaneous, including Damages Paid	Transfer to San Francisco Sewer Sinking Fund	Deferred Payment Drafts Paid	Balance in San Francisco Harbor Improvement Fund June 30, 1908	Part Payment of Principal and Interest on Loan from State of California of \$200,000 At March 15, 1899, 5 per Cent.					
				Salaries Law Fees Fuel, Rent Printing Stationery, etc.	Buildings Sheds Wharves Bulkheads, etc. Ferry Boats, etc. Piers on San Francisco Bay and Mills.	Percentage Per Year	Contract Dredging	Purchase of Scows and Dredges	Labor, Fuel, Oil, Water, Repairs, Ship Chandlery, etc.	Contract Dredging	Transfer to San Francisco Sewer Sinking Fund	Deferred Payment Drafts Paid	Balance in San Francisco Harbor Improvement Fund June 30, 1908	Part Payment of Principal and Interest on Loan from State of California of \$200,000 At March 15, 1899, 5 per Cent.				
1863-64	\$117,848 28		\$117,848 28	\$25,354 84	\$67,569 82													
1864-65	177,393 66		177,393 66	32,439 10	80,875 15													
1865-66	183,716 80		183,716 80	35,531 42	19,055 42				\$3,607 00	\$44,106 50								
1866-67	336,409 36		336,409 36	41,233 95	88,525 78				266 50	10,300 00								
1867-68	294,304 28		294,304 28	55,531 92	82,791 27				250,961 97	41,021 00								
1868-69	287,890 53		287,890 53	62,130 77	35,779 83				32,323 13	32,338 00								
1869-70	252,649 56		252,649 56	54,684 40	21,655				35,545 04	165,892 68								
1870-71	148,917 03		148,917 03	37,782 65	53,693 31					35,258 00								
1871-72	195,031 14		195,031 14	61,006 70	28,146 62					53,944 40								
1872-73	190,330 47		190,330 47	69,858 63	76,776 28					32,293 20								
1873-74	265,709 66		265,709 66	77,938 03	104,175 36				2,321 85	42,478 56								
1874-75	373,541 72		373,541 72	68,617 14	209,540 80				1,078 25	\$34,070 00								
1875-76	372,078 74		372,078 74	65,976 57	162,000 25				91,363 19	3,725 00								
1876-77	448,087 25		448,087 25	79,208 85	284,023 05				9,439 51	25,252 94								
1877-78	446,516 82		446,516 82	84,326 72	112,628 95				4,803 38	38,214 40								
1878-79	466,420 55		466,420 55	97,162 63	164,560 55				107,091 87	60,454 68								
1879-80	427,687 56		427,687 56	100,067 57	141,022 14				369,652 90	3,948 84								
1880-81	419,437 49		419,437 49	102,746 75	169,972 97				383,174 96	51,462 52								
1881-82	455,005 64		455,005 64	104,255 15	86,102 58				92,804 98	48,743 45								
1882-83	436,030 54		436,030 54	107,883 69	24,774				34,949 22	51,457 50								
1883-84	501,243 25		501,243 25	115,251 30	28,888				173,967 19	60,780 40								
1884-85	500,702 10		500,702 10	116,194 14	28,230				245,607 11	52,258 80								
1885-86	483,851 04		483,851 04	117,693 22	24,32				157,612 03	157,953 82								
1886-87	527,890 96		527,890 96	128,584 90	24,35				153,529 29	53,403 50								
1887-88	589,152 51		589,152 51	138,993 05	29,95				294,855 61	36,390 98								
1888-89	619,537 54		619,537 54	139,552 06	29,61				331,333 84	101,546 24								
1889-90	594,105 88		594,105 88	131,292 44	21,91				301,063 29	62,424 96								
1890-91	600,821 20		600,821 20	115,739 39	19,23				260,542 63	115,419 48								
1891-92	651,112 11		651,112 11	114,890 89	17,61				122,112 90	56,081 70								
1892-93	629,957 55		629,957 55	121,882 55	19,34				319,991 36	54,006 33								
1893-94	583,674 58		583,674 58	123,039 43	21,08				338,570 00	23,158 22								
1894-95	596,618 61		596,618 61	127,684 55	23,47				444,306 85	55 00								
1895-96	599,207 89		599,207 89	135,297 13	22,57				390,955 35									
1896-97	562,123 05		562,123 05	133,138 80	23,68				319,085 55	56,639 02								
1897-98	581,691 05		581,691 05	151,508 53	26,06				313,603 11	54,278 81								
1898-99	659,455 72	\$125 45	659,581 17	170,678 51	27,07				293,560 22	65,810 29								
1899-00	731,033 41	31 80	731,065 21	159,533 68	21,66				385,662 52	54,102 91								
1900-01	772,989 03	11,623 43	784,612 46	118,639 59	19,23				460,741 42	60,593 79								
1901-02	825,191 43		825,191 43	144,294 43	19,91			3,060 93	460,741 42	46,166 24								
1902-03	824,066 25		824,066 25	168,661 41	20,27				375,195 39	7,691 25								
1903-04	1,066,193 19	\$594,218 01	1,660,411 20	194,068 77	19,24				801,174 21	1,900 50								
1904-05	1,283,894 98	291,188 98	1,575,083 96	1,545,272 82	15,41				58,873 69	7,691 25								
1905-06	1,065,690 36	99,789 67	1,165,480 03	1,165,760 36	16,67				119,022 10	135,870 08								
1906-07	1,241,294 96		1,241,294 96	195,595 99	15,76				803,445 81	1,031 77								
1907-08	1,351,949 67	189 90	1,352,139 57	205,197 65	15,18				694,891 42	81,328 61								
Totals	\$24,642,664 22	\$895,196 66	\$25,520,194 10	\$5,047,648 66	\$12,116,627 54		\$2,803,738 27	\$2,003,182 17	\$402,165 07	\$225,145 58	\$801,862 19	\$270,607 66	\$856,735 00	\$53,765 11	\$725,767 94	\$62,688 91	\$60,000 00	\$25,820,194 10

a. b. c. d. e. f. g. h. See Summary of Disbursements, July 1, 1906, to June 30, 1908, page 31.

Summary of Receipts and Disbursements.

Receipts.	1906-1907.	1907-1908.	Total.	Expenditures.	1906-1907.	1907-1908.	Total.
From dockage	\$271,883 69	\$226,512 68	\$498,396 37	Salaries—administrative and collection of revenue	\$85,987 85	\$86,636 70	\$172,624 55
From tolls	340,139 62	323,426 35	663,565 97	Maintenance and repair of wharves and buildings	355,573 38	498,796 46	854,369 84
From wharfage	6,671 25	10,571 55	17,242 80	Construction account	112,772 33	498,161 90	410,934 23
From rents	465,968 55	404,290 15	870,258 70	Seawall account	9,546 00	9,546 00	*9,546 00
From Belt Railroad revenue	89,971 00	113,565 00	203,536 00	Tugs and dredgers	69,891 42	82,805 29	152,696 71
From sale of old material	10 00	616 50	626 50	Fire account	5,690 03	5,773 98	11,464 01
From sale of old material, sale of old material	3,601 31	5,420 63	9,021 94	Belt Railroad	81,328 61	139,937 07	221,265 68
From wharfage, damages, sales, etc.	10,896 78	8,263 28	19,160 06	Union Depot	2,322 12	87,040 72	69,262 81
From fire loss account	48,861 50	7,511 23	56,372 73	Wharfage, damages, sales, etc.	2,335 88	1,607 06	3,942 94
From insurance account, premiums returned	263 85	---	263 85	Wharf and street cleaning and sprinkling	25,964 93	35,396 65	61,271 58
From electric lighting	1,083 56	840 45	1,924 01	General expense	40,497 99	53,462 84	93,960 83
From Dredger No. 1	---	690 00	690 00	Earthquake and fire account	335,100 10	---	335,100 10
From tugs and dredgers, sale of old material	1,768 90	150 00	1,918 90	Insurance account—premium paid	14,000 00	---	14,000 00
From unclaimed wages	174 95	91 85	266 80	Totals	\$1,161,364 64	\$1,219,074 67	\$2,410,439 31
Totals	\$1,241,294 96	\$1,101,949 67	\$2,343,244 63	Transfer to San Francisco Depot Sinking Fund from San Francisco Harbor Improvement Fund	55,572 00	55,572 00	111,144 00
Drafts returned and canceled	---	183 90	183 90	Transfer to San Francisco Seawall Sinking Fund from San Francisco Harbor Improvement Fund	24,018 69	24,018 61	48,037 33
State of California, General Fund	---	250,000 00	250,000 00	Deferred payment drafts paid	116,131 68	80,196 50	196,328 18
Balance in treasury, June 30, 1906	\$1,241,294 96	\$1,352,133 57	\$2,593,428 53	Part payment of principal and interest on \$250,000 loan	---	60,000 00	60,000 00
	---	---	295,209 20	Totals	\$1,357,087 01	\$1,468,861 81	\$2,825,948 82
	---	---	---	Balance in treasury, June 30, 1908	---	---	62,688 91
	---	---	\$2,888,637 73				\$2,888,637 73

* Posted through error to Seawall account. Should have been charged to repairs (contract)—maintenance and repairs of wharves and buildings.

Note.—Itemized vouchers for all disbursements are on file in the office of the Secretary of the Board of State Harbor Commissioners.

**Disbursements of the San Francisco Seawall Fund for Two Fiscal Years ending
June 30, 1908.**

Account of—	Date.	Receipt No.	Amount.	Total.
Advertising -----	June 25, 1907	1	\$551 00	
Advertising -----	June 25, 1907	2	240 95	
				\$591 95
Construction Section 12, seawall -----	Sept. 13, 1907	3	\$8,042 47	
do -----	Oct. 5, 1907	5	7,330 26	
do -----	Nov. 1, 1907	6	8,515 67	
do -----	Dec. 7, 1907	10	13,653 17	
do -----	Jan. 10, 1908	13	12,085 87	
do -----	Feb. 7, 1908	14	9,674 23	
do -----	Mar. 7, 1908	17	3,857 28	
do -----	Apr. 11, 1908	24	5,211 59	
do -----	May 12, 1908	29	1,667 21	
do -----	June 4, 1908	32	2,899 66	
				72,937 46
Pay roll -----	Oct. 5, 1907	4	\$590 00	
do -----	Nov. 11, 1907	7	25 00	
do -----	Nov. 11, 1907	8	610 00	
do -----	Dec. 3, 1907	9	610 00	
do -----	Jan. 10, 1908	11	18 75	
do -----	Jan. 10, 1908	12	465 00	
do -----	Feb. 7, 1908	15	472 50	
do -----	Mar. 10, 1908	18	365 00	
do -----	Mar. 10, 1908	19	13 75	
do -----	Apr. 10, 1908	22	21 25	
do -----	Apr. 10, 1908	23	295 50	
do -----	May 11, 1908	28	300 00	
do -----	June 10, 1908	33	147 50	
				3,934 25
Creosoted piling -----	Feb. 14, 1908	16	\$14,012 92	
do -----	Mar. 19, 1908	20	4,670 97	
				18,683 89
Driving piles -----	Apr. 17, 1908	25	\$103 60	
				103 60
Lumber -----	Apr. 22, 1908	26	\$860 32	
do -----	Apr. 24, 1908	27	497 35	
do -----	May 22, 1908	31	1,471 72	
				2,829 39
Construction of wharf on Section 12 -----	Apr. 2, 1908	21	\$1,200 00	
do -----	May 13, 1908	30	400 00	
do -----	June 29, 1908	34	636 75	
				2,236 75
				\$101,317 29

Statement of the San Francisco Harbor Improvement Fund—November 4, 1863, to
June 30, 1908.

Fiscal Year. From the Organization of the Commission.	Remittances to the Credit of San Francisco Harbor Improvement Fund (State Treas- urer, Custodian).	Drafts on San Francisco Harbor Improvement Fund (State Treas- urer, Custodian).
1863-64	\$71,897 39	\$47,680 02
1864-65	123,365 23	62,334 82
1865-66	132,023 96	47,568 50
1866-67	268,573 45	64,345 94
1867-68	217,528 06	354,121 12
1868-69	212,532 07	310,213 27
1869-70	180,623 37	272,670 93
1870-71	96,097 20	73,914 13
1871-72	105,877 82	53,944 40
1872-73	91,042 59	80,640 23
1873-74	166,150 23	168,769 62
1874-75	245,369 00	189,549 17
1875-76	249,450 44	146,716 69
1876-77	310,909 33	266,661 37
1877-78	285,521 50	162,712 80
1878-79	274,370 87	241,764 39
1879-80	240,414 91	419,429 27
1880-81	204,782 41	527,487 44
1881-82	249,919 90	131,140 42
1882-83	194,860 84	165,586 90
1883-84	254,497 78	186,588 60
1884-85	259,702 01	376,700 41
1885-86	249,431 18	289,838 61
1886-87	245,509 83	136,926 50
1887-88	294,861 66	244,452 11
1888-89	321,605 12	247,137 61
1889-90	306,148 20	311,633 96
1890-91	319,721 19	232,991 25
1891-92	360,206 68	366,205 44
1892-93	334,575 70	376,049 89
1893-94	281,417 59	315,899 66
1894-95	215,278 73	381,585 26
1895-96	285,523 57	346,501 16
1896-97	256,612 21	281,991 29
1897-98	224,702 65	245,385 94
1898-99	334,943 72	314,371 42
1899-00	669,814 33	639,360 25
1900-01	725,703 72	745,015 51
1901-02	760,506 95	758,510 69
1902-03	761,337 47	687,986 78
1903-04	898,950 73	926,958 58
1904-05	1,220,947 50	962,696 47
1905-06	916,614 85	1,095,098 73
From State of California (act of Special Session 1906, Chapter XXXVI)	100,000 00	
1906-07	1,171,142 68	1,286,934 73
1807-08	1,074,112 64	1,440,840 88
From State of California (act of Special Session 1907, Chapter 202, act of March 13, 1907)	250,000 00	
Balance in treasury, June 30, 1908		62,688 91
Totals	\$17,015,178 27	\$17,015,178 27

Statement of San Francisco Depot Sinking Fund June 30, 1908.

		Sinking Fund.	Interest.	Total.
1906—July	To amount transferred from S. F. Harbor Improvement Fund ---	\$2,631 00	\$2,000 00	\$4,631 00
Aug.	do -----	2,631 00	2,000 00	4,631 00
Sept.	do -----	2,631 00	2,000 00	4,631 00
Oct.	do -----	2,631 00	2,000 00	4,631 00
Nov.	do -----	2,631 00	2,000 00	4,631 00
Dec.	do -----	2,631 00	2,000 00	4,631 00
1907—Jan.	do -----	2,631 00	2,000 00	4,631 00
Feb.	do -----	2,631 00	2,000 00	4,631 00
Mar.	do -----	2,631 00	2,000 00	4,631 00
Apr.	do -----	2,631 00	2,000 00	4,631 00
May	do -----	2,631 00	2,000 00	4,631 00
June	do -----	2,631 00	2,000 00	4,631 00
	Totals -----	\$31,572 00	\$24,000 00	\$55,572 00
July	To amount transferred from S. F. Harbor Improvement Fund ---	\$2,631 00	\$2,000 00	\$4,631 00
Aug.	do -----	2,631 00	2,000 00	4,631 00
Sept.	do -----	2,631 00	2,000 00	4,631 00
Oct.	do -----	2,631 00	2,000 00	4,631 00
Nov.	do -----	2,631 00	2,000 00	4,631 00
Dec.	do -----	2,631 00	2,000 00	4,631 00
1908—Jan.	do -----	2,631 00	2,000 00	4,631 00
Feb.	do -----	2,631 00	2,000 00	4,631 00
Mar.	do -----	2,631 00	2,000 00	4,631 00
Apr.	do -----	2,631 00	2,000 00	4,631 00
May	do -----	2,631 00	2,000 00	4,631 00
June	do -----	2,631 00	2,000 00	4,631 00
	Totals -----	\$31,572 00	\$24,000 00	\$55,572 00
	Totals for two fiscal years ending June 30, 1908 -----	\$63,144 00	\$48,000 00	\$111,144 00
	Transferred prior to June 30, 1906 -----	423,591 00	322,000 00	745,591 00
	Totals -----	\$486,735 00	\$370,000 00	\$856,735 00

NOTE.—Bonds were issued in 1893 for the construction of San Francisco Depot and Ferry House, to the amount of \$600,000. The bonds will expire in 1912, and amounts have been paid upon them as shown in the table above.

Statement of San Francisco Seawall Sinking Fund June 30, 1908.

		Sinking Fund.	Interest.	Total.
1906—July	Transfers from S. F. Harbor Improvement Fund -----	\$1,168 22	\$833 30	\$2,001 52
Aug.	do -----	1,168 22	833 35	2,001 57
Sept.	do -----	1,168 22	833 35	2,001 57
Oct.	do -----	1,168 22	833 35	2,001 57
Nov.	do -----	1,168 22	833 35	2,001 57
Dec.	do -----	1,168 22	833 35	2,001 57
1907—Jan.	do -----	1,168 22	833 25	2,001 47
Feb.	do -----	1,168 22	833 35	2,001 57
Mar.	do -----	1,168 22	833 35	2,001 57
Apr.	do -----	1,168 22	833 35	2,001 57
May	do -----	1,168 22	833 35	2,001 57
June	do -----	1,168 22	833 35	2,001 57
	Totals -----	\$14,018 64	\$10,000 05	\$24,018 69
July	To amount transferred from S. F. Harbor Improvement Fund ---	\$1,168 22	\$833 25	\$2,001 47
Aug.	do -----	1,168 22	833 35	2,001 57
Sept.	do -----	1,168 22	833 35	2,001 57
Oct.	do -----	1,168 22	833 35	2,001 57
Nov.	do -----	1,168 22	833 35	2,001 57
Dec.	do -----	1,168 22	833 35	2,001 57
1908—Jan.	do -----	1,168 22	833 25	2,001 47
Feb.	do -----	1,168 22	833 35	2,001 57
Mar.	do -----	1,168 22	833 35	2,001 57
Apr.	do -----	1,168 22	833 35	2,001 57
May	do -----	1,168 22	833 35	2,006 57
June	do -----	1,168 22	833 35	2,001 57
	Totals -----	\$14,018 64	\$10,000 00	\$24,018 64
	Totals for two fiscal years ending June 30, 1908 -----	\$28,037 28	\$20,000 05	\$48,037 33
	Transferred prior to June 30, 1906 -----	3,505 58	2,222 20	5,727 79
	Totals -----	\$31,542 86	\$22,222 25	\$53,765 11

Statement of Deferred Payment Draft Account for the Two Fiscal Years ending
June 30, 1908.

DRAFTS MATURED AND PAID.

Date of Payment.	Draft No.	To Whom Paid.	Amount.	Total.
1906				
July	8	163 Hyde Construction Company -----	\$4,188 50	
	18	179 San Francisco Drydock Company -----	1,560 30	
	19	263 Southern Pacific Company -----	763 87	
	21	237 Robert Grieg -----	1,194 00	
	24	91 Robert Wakefield -----	3,221 74	
	27	301 Gray Bros. -----	5,609 55	
Aug.	2	283 Healy, Tibbitts & Company -----	\$1,596 82	\$16,537 96
	5	118 Robert Wakefield -----	3,164 92	
	8	338 Western Fuel Company -----	1,326 55	
	15	344 Healy, Tibbitts & Company -----	4,591 52	
	25	351 Pacific Construction Company -----	2,988 92	
Sept.	9	220 Robert Wakefield -----	\$2,825 00	13,668 73
Oct.	8	164 Hyde Construction Company -----	\$4,188 50	2,825 00
	18	180 San Francisco Drydock Company -----	1,560 30	
	19	264 Southern Pacific Company -----	763 87	
	21	238 Robert Grieg -----	1,194 00	
	27	302 Gray Bros. -----	5,609 55	
Nov.	2	284 Healy, Tibbitts & Company -----	\$1,596 82	13,316 22
	5	119 Robert Wakefield -----	3,164 92	
	8	339 Western Fuel Company -----	1,326 55	
	15	345 Healy, Tibbitts & Company -----	4,591 52	
	25	322 Pacific Construction Company -----	2,988 92	
Dec.	9	221 Robert Wakefield -----	\$2,825 00	13,668 73
1907				
Jan.	8	165 Hyde Construction Company -----	\$4,188 50	2,825 00
	18	181 San Francisco Drydock Company -----	1,560 30	
	19	265 Southern Pacific Company -----	763 87	
	21	239 Robert Grieg -----	1,194 00	
	27	303 Gray Bros. -----	5,609 55	
Feb.	2	285 Healy, Tibbitts & Company -----	\$1,596 82	13,316 22
	8	340 Western Fuel Company -----	1,326 54	
	15	346 Healy, Tibbitts & Company -----	4,591 52	
	25	323 Pacific Construction Company -----	2,988 92	
March	9	222 Robert Wakefield -----	\$2,825 00	10,503 80
April	8	166 Hyde Construction Company -----	\$4,188 50	2,825 00
	18	182 San Francisco Drydock Company -----	1,560 30	
	19	266 Southern Pacific Company -----	763 87	
	21	240 Robert Grieg -----	1,194 00	
	27	304 Gray Bros. -----	5,609 55	
May	2	286 Healy, Tibbitts & Company -----	\$1,596 82	13,316 22
	8	341 Western Fuel Company -----	1,326 54	
	15	347 Healy, Tibbitts & Company -----	4,591 52	
	25	324 Pacific Construction Company -----	2,988 92	
June	9	223 Robert Wakefield -----	\$2,825 00	10,503 80
July	18	183 San Francisco Drydock Company -----	\$1,560 30	2,825 00
	19	267 Southern Pacific Company -----	763 87	
	21	241 Robert Grieg -----	1,194 00	
	27	305 Gray Bros. -----	5,609 55	
1907				
Aug.	2	287 Healy, Tibbitts & Company -----	\$1,596 83	9,127 72
	8	342 Western Fuel Company -----	1,326 54	
	15	348 Healy, Tibbitts & Company -----	4,591 52	
	25	325 Pacific Construction Company -----	2,988 92	
Sept.	9	224 Robert Wakefield -----	\$2,825 00	\$10,503 81
Oct.	18	184 San Francisco Drydock Company -----	\$1,560 30	2,825 00
	19	268 Southern Pacific Company -----	763 87	
	21	242 Robert Grieg -----	1,194 00	
	27	306 Gray Bros. -----	5,609 55	
				9,127 72

Statement of the Deferred Payment Draft Account for the Two Fiscal Years—Continued.

DRAFTS MATURED AND PAID.

Date of Payment.	Draft No.	To Whom Paid.	Amount.	Total.	
1907					
Nov. 2	288	Healy, Tibbitts & Company	\$1,596 83		
15	349	Healy, Tibbitts & Company	4,591 52		
25	326	Pacific Construction Company	2,988 92		
Dec. 9	225	Robert Wakefield	\$2,825 00	\$9,177 27	
1908					
Jan. 18	185	San Francisco Drydock Company	\$1,560 30		
19	269	Southern Pacific Company	763 87		
21	243	Robert Grieg	1,194 00		
27	307	Gray Bros.	5,609 55		
Feb. 2	289	Healy, Tibbitts & Company	\$1,596 83	9,127 72	
15	350	Healy, Tibbitts & Company	4,591 52		
25	327	Pacific Construction Company	2,988 92		
April 18	186	San Francisco Drydock Company	\$1,560 30		9,177 27
19	270	Southern Pacific Company	763 87		
21	244	Robert Grieg	1,194 00		
27	308	Gray Bros.	5,609 55		
May 2	290	Healy, Tibbitts & Company	\$1,596 83		9,127 72
15	351	Healy, Tibbitts & Company	4,591 52		
25	328	Pacific Construction Company	2,988 92		
				9,177 27	
				\$196,328 18	
Balance outstanding June 30, 1906					335,756 90
Balance outstanding June 30, 1908					\$139,428 72

DRAFTS OUTSTANDING JUNE 30, 1908.

Date Issued.	Draft No.	Issued to.	Date Payable.	Account of.	Amount.	Total.	
1904							
July 21	245	Robert Grieg	July 21, '08	Slate roof, Union Depot	\$1,194 00		
	246	do	Oct. 21, '08	do	1,194 00		
	247	do	Jan. 21, '09	do	1,194 00		
	248	do	Apr. 21, '09	do	1,194 00		
	249	do	July 21, '09	do	1,194 00		
	250	(Spoiled)					
Oct. 21	271	Southern Pacific Co.	July 19, '08	Creosoting piles	\$763 87		
	272	do	Oct. 19, '08	do	763 87		
	273	do	Jan. 19, '09	do	763 88		
	274	do	Apr. 19, '09	do	763 88		
	275	do	July 19, '09	do	763 88		
	276	do	Oct. 19, '09	do	763 88		
Nov. 7	291	Healy, Tibbitts & Co.	Aug. 2, '08	Constructing slip, Central Basin	\$1,596 83	4,583 26	
	292	do	Nov. 2, '08	do	1,596 83		
	293	do	Feb. 2, '09	do	1,596 83		
	294	do	May 2, '09	do	1,596 83		
	295	do	Aug. 2, '09	do	1,596 83		
	296	do	Nov. 2, '09	do	1,596 83		
1905							
Apr. 27	309	Gray Bros.	July 27, '08	Constructing sea-wall	\$5,609 55	9,580 98	
	310	do	Oct. 27, '08	do	5,609 55		
	311	do	Jan. 27, '09	do	5,609 55		
	312	do	Apr. 27, '09	do	5,609 55		
	313	do	July 27, '09	do	5,609 55		
	314	do	Oct. 27, '09	do	5,609 55		
	315	do	Jan. 27, '10	do	5,609 55		
	316	do	Apr. 27, '10	do	5,609 55		
							44,876 40

Statement of the Deferred Payment Draft Account for the Two Fiscal Years—Continued.

DRAFTS OUTSTANDING JUNE 30, 1908.

Date Issued.	Draft No.	Issued to.	Date Payable.	Account of.	Amount.	Total.
1905 May 25	329	Pacific Con. Co.	Aug. 25, '08	Constructing dol-		
				phins	\$2,988 92	
	330	do -----	Nov. 25, '08	do -----	2,988 92	
	331	do -----	Feb. 25, '09	do -----	2,988 92	
	332	do -----	May 25, '09	do -----	2,988 92	
	333	do -----	Aug. 25, '09	do -----	2,988 92	
	334	do -----	Nov. 25, '09	do -----	2,988 92	
	335	do -----	Feb. 25, '10	do -----	2,988 92	
	336	do -----	May 25, '10	do -----	2,988 92	
1906 Feb. 19	352	Healy, Tibbitts & Co.	Aug. 15, '08	Constructing Pier		\$23,911 36
				No. 13 -----	\$4,591 52	
	353	do -----	Nov. 15, '08	do -----	4,591 52	
	354	do -----	Feb. 15, '09	do -----	4,591 52	
	355	do -----	May 15, '09	do -----	4,591 52	
	356	do -----	Aug. 15, '09	do -----	4,591 52	
	357	do -----	Nov. 15, '09	do -----	4,591 52	
	358	do -----	Feb. 15, '10	do -----	4,591 52	
	359	do -----	May 15, '10	do -----	4,591 42	
	360	do -----	Aug. 15, '10	do -----	4,591 52	
	361	do -----	Nov. 15, '10	do -----	4,491 52	
	362	do -----	Feb. 15, '11	do -----	4,591 52	
						50,506 72
RÉSUMÉ.						
Amount of deferred payment drafts outstanding June 30, 1906.....						\$335,756 90
Amount of deferred payment drafts matured and paid from July 1, 1906, to June 30, 1908.....						196,328 18
Amount of deferred payment drafts still due and payable.....						\$139,428 72

\$139,428 72
\$335,756 90
196,328 18
\$139,428 72

The above outstanding deferred payment drafts are payable as follows:

Fiscal year ending June 30, 1909	\$66,978 78
Fiscal year ending June 30, 1910	58,675 38
Fiscal year ending June 30, 1911	13,774 56
Total	\$139,428 72

Cost of Completed Seawall.

Section.	Length in Feet.	Cost per Lineal Foot.	Total Cost.
Section B, constructed in 1890-93.....	1,000	\$114 60	\$114,601 18
Section A, constructed in 1879-80.....	561	152 61	85,614 53
Section 1, constructed in 1878-79.....	1,000	165 63	165,631 40
Section 2, constructed in 1879-80.....	1,000	167 50	167,504 00
Section 3, constructed in 1879-81.....	1,000	235 50	235,049 51
Section 4, constructed in 1880-82.....	1,000	240 87	240,872 01
Section 5, constructed in 1883-84.....	1,000	169 89	169,893 57
Section 6, constructed in 1885-86.....	800	158 47	126,779 73
Section 7, constructed in 1887-89.....	1,000	109 32	109,327 99
Section 8b, constructed in 1888-90.....	450	248 50	111,629 12
Section 8a, constructed in 1891-93.....	389.5	220 82	86,008 09
Section 12, constructed in 1907-08.....	1,000	97 25	97,249 95
Section 13, constructed in 1904-05.....	600	233 73	140,238 71
Totals	10,800.5	Av., \$171 33	\$1,850,399 88

In addition to the above amount of seawall constructed, there is approximately 800 feet of seawall breakwater at Fisherman's Wharf. These breakwaters were constructed in 1900-01 at a cost as follows:

800	\$19 58	\$15,665 54
-----	---------	-------------

Financial Statement of the Belt Railroad from 1891 to June 30, 1908.

Fiscal Year Ending June 30.	Disbursements.			Total.	Revenue.			Total.
	Construction and Equipment.	Maintenance and Operation.			Construction.	Sale of Old Material.	Switching Cars.	
1891	\$327 61	---	\$327 61	---	---	---	---	---
1892	74,188 90	\$7,118 86	81,307 46	---	---	---	---	\$4,580 75
1893	4,496 68	11,436 42	15,933 10	---	---	---	---	12,039 00
1894	50 69	14,592 94	14,643 63	---	---	---	---	10,775 25
1895	11,587 38	19,167 88	30,755 26	---	---	---	---	10,118 75
1896	---	15,189 01	15,189 01	---	---	---	---	11,730 00
1897	---	11,422 57	11,422 57	---	---	---	---	11,619 25
1898	---	18,458 63	18,458 63	---	---	---	---	13,313 50
1899	---	25,539 38	25,539 38	---	---	---	---	17,090 25
1900	---	37,476 81	37,476 81	---	---	---	---	19,402 25
1901	37,519 31	38,827 27	76,346 58	---	---	---	---	27,477 00
1902	19,314 90	48,001 86	67,316 76	---	---	---	---	38,992 53
1903	14,242 48	43,408 15	57,650 63	---	---	---	---	47,328 47
1904	11,054 72	69,289 04	80,343 76	---	---	---	---	71,924 12
1905	300 00	70,761 98	71,061 98	---	---	---	---	79,673 75
1906	---	66,823 39	66,823 39	---	---	---	---	77,787 25
1907	---	\$35,871 89	81,328 61	---	---	---	---	89,971 00
1908	---	75,880 20	142,437 07	---	---	---	---	113,565 00
Totals	---	---	\$894,362 19	---	---	---	---	\$657,325 85

NOTE.—The item of \$3,116.50 under the heading "Sale of Old Material" includes a \$2,500 credit on the purchase of a new locomotive from the Baldwin Locomotive Works (see Contract No. 30, Table of Contracts). The balance was from the sale of old rail.
 To maintenance charge for the year 1908 includes new rail, plates, bolts, frogs and crossings for replacing a portion of the main line of the Belt Railroad.
 The amount thus expended was \$20,468.66.

Work Under Way at Date of Last Biennial Report and Since Finished.

No.	Description.	Contractors.	Contract Price.	Date of Contract.	Date of Payments.	Amount.	Total.	Date of Completion
15	Erecting shed over Pier No. 13 (Vallejo street wharf).	Robert Grieg.....	\$10,169 00 Less whitewashing 350 00 \$9,819 00	Dec. 1, '05 Aug. 14, '06	April 6, '06 Aug. 14, '06 Nov. 2, '06 Jan. 11, '07 Feb. 13, '07	\$1,372 81 2,440 56 1,906 69 1,644 19 2,464 75	\$9,819 00	Jan. 3, '07
36 (16)	Construction of Pier No. 27 (Lombard street) and removing present pier and shed.	Healy, Tibbitts Construction Co. (assigned to the Pacific Construction Co. November 23, 1906.)	\$129,000 00 Plus 19,750 00 Plus 1,175 20 Plus 1,135 76	May 17, '06 Nov. 23, '06	Feb. 23, '07 May 10, '07 June 13, '07 July 12, '07 Aug. 9, '07 Aug. 9, '07 Sept. 5, '07 Oct. 5, '07 Nov. 8, '07 Nov. 15, '07 Nov. 15, '07 Dec. 20, '07	\$24,337 50 17,523 00 12,655 50 7,788 00 19,470 00 881 40 7,956 00 16,824 37 339 00 5,608 13 290 56 37,387 50	151,060 96	General.
17	Construction of Section 12 of the seawall.....	Gray Bros.	Contract invalidated by decision rendered by the	June 14, '06	July 7, '06 Aug. 14, '06	\$2,137 50 712 50	\$2,850 00	
18	Construction of freight platform on seawall lot No. 11.	Frank Gallagher.....					\$163,729 96	

Work Contracted for and Completed Within the Years June 30, 1906, and July 1, 1908.

No.	Description.	Contractors.	Contract Price.	Date of Contract.	Date of Payments.	Amount.	Total.	Date of Completion
19	Construction of 200 feet of wharf along Section 1 of the seawall.	Hyde, Harjes & Co.	\$2,890 00	July 6, '06	Aug. 25, '06 Oct. 2, '06	\$2,167 50 722 50	\$2,890 00	Aug. 23, '06
20	Construction of 200 feet of wharf along Section 1 of the seawall.	Healy, Tibbitts Construction Co.	2,872 00	July 6, '06	Sept. 25, '06 Oct. 25, '06	\$2,154 00 718 00	2,872 00	Sept. 13, '06
21	Construction of platform and office building on seawall lot No. 5.	Frank Gallagher	4,120 00	July 19, '06	Aug. 25, '06 Oct. 25, '06	\$3,090 00 1,030 00	4,120 00	Aug. 23, '06
22	Construction of freight shed on seawall lot No. 12.	Fred Miller	9,000 00	Aug. 9, '06	Dec. 10, '06 Dec. 27, '06 Jan. 26, '07	\$4,050 00 2,700 00 2,250 00	9,000 00	Dec. 20, '06
23	Repairs to tower and Union Depot and Ferry House.	Pacific Construction Co.	48,397 00 9,000 00 Plus \$52,397 00	Aug. 15, '06 Sept. 15, '06	Oct. 25, '06 Nov. 2, '06 Dec. 28, '06 Apr. 20, '07 May 24, '07	\$13,754 21 17,683 99 3,929 77 3,929 78 13,099 25	52,397 00	April 18, '07
24	Rebuilding shed on Pier No. 19 (Union Street Wharf No. 2.)	Empire State Construction and Engineering Co.	25,766 00	Aug. 15, '06	Oct. 13, '06 Nov. 12, '06 Mar. 6, '07 Mar. 25, '07 Apr. 29, '07	\$4,831 12 6,763 58 6,763 57 966 23 6,441 50	25,766 00	Mar. 21, '07
25	Construction of 200 feet of wharf along Section 1 of the seawall.	Hyde, Harjes & Co.	2,890 00	Aug. 22, '06	Sept. 14, '06 Oct. 25, '06	\$2,167 50 722 50	2,890 00	Sept. 13, '06
26	Construction of shed on Pier No. 5 (Jackson Street Wharf).	Jas. A. McMahon Co.	14,585 00	Aug. 30, '06	Nov. 2, '06 Dec. 10, '06 Jan. 11, '07 Feb. 13, '07	\$5,469 37 3,281 63 2,187 75 3,646 25	14,585 00	Jan. 3, '07
27	Construction of shed on Pier No. 11 (Broadway Wharf No. 2).	Standard Building Co., Incorporated.	9,972 00	Sept. 13, '06	Nov. 2, '06 Dec. 10, '06 Jan. 11, '07	\$3,739 50 3,739 50 2,493 00	9,972 00	Dec. 6, '06
28	Construction of 200 feet of wharf along Section 1 of the seawall.	Hyde, Harjes & Co.	2,890 00	Sept. 20, '06	Nov. 2, '06 Dec. 10, '06	\$2,167 50 722 50	2,890 00	Nov. 1, '06
29	Construction of shed on approach to Ferry Slip No. 1.	Frank Gallagher	3,690 00	Sept. 25, '06	Apr. 20, '07 May 24, '07	\$2,767 50 922 50	3,690 00	April 30, '07
30	Additional to contract No. 23	Pacific Construction Co. ..	9,000 00	Sept. 13, '06	Payments	under Contract No. 23.	3,690 00	April 30, '07

31	Construction of shed on Pier No. 3 (Washington Street Wharf).	Frank Gallagher.....	2,565 00	Oct. 4, '06	Nov. 26, '06 Jan. 11, '07	\$1,923 75 641 25	2,565 00	Nov. 15, '06
32	Construction of wharf along water front south of China Basin, Atchison, Topeka and Santa Fe lease.	Thomson Bridge Co.	24,930 00	Oct. 4, '06	Feb. 4, '07 Mar. 16, '07 Apr. 20, '07	\$7,479 00 11,218 50 6,232 50	24,930 00	Mar. 14, '07
33	Repiiling wharves on Section 13 of the seawall.	Pacific Construction Co.	Aggregate est. 5,935 00	Oct. 11, '06	Feb. 14, '07 July 27, '07 Aug. 30, '07	\$2,374 03 3,514 59 1,962 88	7,851 50	July 19, '07
34	Construction of 200 feet of wharf along Section 1 of the seawall.	Hyde, Harjes & Co.	2,890 00	Oct. 22, '06	Dec. 27, '07	\$2,167 50 722 50	2,890 00	Nov. 15, '07
35	Construction of 200 feet of wharf along Section 2 of the seawall.	Hyde, Harjes & Co.	2,890 00	Dec. 3, '06	Jan. 11, '07 Feb. 13, '07	\$2,167 50 722 50	2,890 00	Jan. 13, '07
36	Construction of Pier No. 27 (Lombard Street Wharf) and removing present pier and shed.	Pacific Construction Co. (Assigned to Pacific Construction Co., by and with the consent of the Board of State Harbor Commissioners, Nov. 23, 1906.)	129,000 00 19,750 00 Plus 1,179 20 Plus 1,156 76	Nov. 23, '06	See payments under Contract No. 16.		2,890 00	
37	Repairs to Union Depot and Ferry House	Pacific Construction Co.	60,637 00	Dec. 13, '06	Jan. 19, '07 Feb. 15, '07 Apr. 20, '07 Sept. 26, '07 Nov. 1, '07	\$20,481 46 13,654 58 6,827 28 4,481 78 15,148 50	60,594 00	Sept. 26, '07
38	Construction of shed and cesspool on Sections 1 and 2 of the seawall.	American Construction Co.	Less amount for resetting marble 93 00 \$60,594 00	Dec. 13, '06	June 21, '07 July 27, '07 Oct. 11, '07 Nov. 15, '07	\$5,143 50 3,429 00 2,857 50 3,810 00	15,240 00	
39	Contract to furnish lumber for six consecutive months.	Hickman & Masterson.....	4 x 12 in.—22, 24 26, 28, and 32 ft., Douglas fir at \$33.00 per M ft. (B. M.); 12 x 12 in.—22 and 32 ft. Douglas fir at \$34.00 per M ft. (B. M.); 10 x 12 in.—22 and 32 ft. Douglas fir at \$34.00 per M ft. (B. M.); 8 x 12 in.—12 to 32 ft. Douglas fir at \$34.00 per M ft. (B. M.); 8 x 10 in.—10 to 20 ft. Douglas fir at \$34.00 per M ft. (B. M.); cartage \$1.25 per M ft. (B. M.) additional.	Dec. 21, '06	Jan. 19, '07 Mar. 13, '07 Mar. 29, '07 Apr. 20, '07 May 17, '07 June 21, '07 July 27, '07	\$2,022 99 11,402 64 11,589 22 10,510 76 9,691 86 10,669 33 4,856 30	60,753 10	

Work Contracted for and Completed Within the Years June 30, 1906, and July 1, 1908—Continued.

No.	Description.	Contractors.	Contract Price.	Date of Contract.	Date of Payments.	Amount.	Total.	Date of Completion
40	Construction of 200 feet of wharf along Section 2 of the seawall.	Hyde, Harjes & Co.	\$2,880 00	Dec. 27, '06	Feb. 4, '07 Mar. 13, '07	\$2,167 50 722 50	\$2,890 00	Jan. 31, '07
1	Assignment of contract for constructing Section 12 of the seawall.	Gray Bros. assign to Gray Bros. Crushed Rock Co. (See contract No. 17 for original.)	Contract invalidated by decision rendered by Attorney General.					
2	Furnishing, delivering and placing rock for raising a sunken portion of the seawall.	Gray Bros. Crushed Rock Co.	Contract invalidated by decision rendered by Attorney General.					
3	Raising and repairing sunken portion of East street, between Howard and Folsom streets.*	Pacific Construction Co.	(Estimated) \$4,334 50	Jan. 17, '07	Mar. 25, '07 Apr. 15, '07 Apr. 29, '07	\$2,047 74 1,346 96 682 58	4,077 28	Apr. 11, '07
4	Furnishing creosoted piling to aggregate 100,000 feet in length, and to be delivered ships tackle, San Francisco.	H. R. Rood & Co.	12 in. butt, 54c. per lin. ft. 13 in. butt, 55c. per lin. ft. 14 in. butt, 57c. per lin. ft. 15 in. butt, 58c. per lin. ft. 16 in. butt, 60c. per lin. ft.	Jan. 31, '07	June 12, '07 Feb. 14, '08 Mar. 21, '08 Mar. 21, '08	\$27,766 32 14,012 92 9,255 44 4,670 97		
5	Construction of 200 feet of wharf along Section 2 of the seawall.	Hyde, Harjes & Co.	\$2,890 00	Feb. 21, '07	Apr. 8, '07 May 10, '07	\$2,167 50 722 50	55,705 65	Feb. 13, '08
6	Furnishing cement for construction of Pier 27 (Lombard Street Wharf.)	Pacific Construction Co.	\$13.90 per ton of 2,000 lbs.	Feb. 21, '07	June 13, '07 July 12, '07 Aug. 9, '07 Sept. 5, '07 Oct. 5, '07 Nov. 8, '07 Dec. 13, '07	\$2,877 97 2,321 55 2,172 60 3,910 87 938 66 2,312 81 4,864 82	2,890 00	Apr. 4, '07
7	Reconstruction of wharf along Sections 2, 1, A and B of the seawall.	Mercer-Fraser Co.	\$25,406 00 Plus 2,388 75 Plus 503 58	Mar. 14, '07	June 21, '07 July 19, '07 Aug. 17, '07 Aug. 16, '07 Sept. 5, '07 Sept. 23, '07 Oct. 26, '07	\$5,716 35 8,574 52 1,791 56 2,858 18 587 19 2,283 13 6,477 40	19,459 28	Nov. 7, '07
8	Paving and repaving East street, between Francisco and Kearny streets.	W. F. Hanrahan	(Estimated) 7,267 64	Apr. 11, '07	July 12, '07 Aug. 16, '07	\$6,274 89 2,091 63	28,298 33	Sept. 19, '07
							8,366 52	July 11, '07

9	Furnishing and placing rock for sunken portion of seawall.	Healy, Tibbitts Construction Co.	\$1.48 per ton of 2,000 lbs.	Apr. 18, '07	July 12, '07 Aug. 9, '07 Sept. 5, '07 Oct. 7, '07 Dec. 14, '07 Mar. 21, '08	\$5,550 00 3,996 00 1,666 69 1,859 08 965 70 4,712 49	18,849 96 5,065 01	Feb. 27, '08 April 18, '08
10	Purchasing old lumber from the Board of State Harbor Commissioners.	G. A. Love	\$4.10 per M ft. B. M.	Mar. 18, '07	Mondays	-----		
11	Repairing and reconstructing Fisherman's Wharf.	Flinn & Trency	\$0.145 per sq. ft. \$0.1575 per sq. ft. for market house floor, including drains and foundation.	June 1, '07	July 12, '07 Aug. 27, '07	\$1,118 81 372 94	1,491 75	July 11, '07
12	Construction of two wharves in Central Basin.	Atlantic, Gulf & Pacific Co.	\$44,760 00	June 13, '07	Oct. 3, '07 Nov. 8, '07 Dec. 7, '07 Jan. 28, '08 Feb. 24, '08	\$13,428 00 10,071 00 6,714 00 3,357 00 11,190 00	\$44,760 00	Jan. 21, '08
13	Construction of Section 12 of the seawall	Healy, Tibbitts Construction Co.	\$0.789 per ton of 2,240 pounds for rock furnished, delivered and placed.	June 20, '07	Sept. 13, '07 Oct. 5, '07 Nov. 1, '07 Dec. 7, '07 Jan. 10, '08 Feb. 7, '08 Mar. 7, '08 Apr. 11, '08 May 12, '08 June 4, '08	\$8,042 47 7,330 26 8,515 67 13,653 17 12,085 87 9,674 28 3,857 28 5,211 59 1,667 21 2,889 66		
14	Still in effect.			July 2, '07			72,937 46	June 4, '08
15	Removing outer 340 feet of Pier No. 34 and outer 110 feet of Pier No. 38.	Healy, Tibbitts Construction Co.	Contractors to keep old material and to pay a bonus of \$20.	July 2, '07				
16	Constructing shed on Section 2 of the seawall, planking space under same, and constructing two cesspools.	American Construction Co.	\$11,999 00 Plus 5,996 50	July 25, '07	Sept. 5, '07 Oct. 11, '07 Nov. 8, '07 Nov. 25, '07 Dec. 28, '07	\$4,722 25 2,023 81 3,378 04 3,378 02 4,497 38		
17	Furnishing and placing Italian marble for toilet rooms in ladies' parlor in the Ferry Building.	Galassi Marble & Mosaic Co.	2,078 00	July 25, '07	Aug. 27, '07 Sept. 26, '07	\$1,568 50 519 50	17,989 60 2,078 00	Nov. 21, '07 Aug. 27, '07

*The United Railroads agreed to pay a pro rata cost of the entire contract, which amounted to \$6,272.75, making their share \$2,195.47.
 †There is a retained payment of 25 per cent due July 9, 1908, of the total amount of the contract. Said payment amounts to \$24,312.49.
 ‡Contractor gives bonus.

Work Contracted for and Completed Within the Years June 30, 1906, and July 1, 1908—Continued.

No.	Description.	Contractors.	Contract Price.	Date of Contract.	Date of Payments.	Amount.	Total.	Date of Completion
18	Repiling, repairing and replanking bulkhead along Steuart street, between Piers Nos. 12 and 14.	Mervy-Elwell Co.	Drive, fit and fasten piles furnished by Board at \$6.50. Furnish, fit and fasten new lumber at \$25 per M ft. (B. M.). Relay old lumber at \$6 per M ft. (B. M.).	Aug. 2, '07	Oct. 26, '07 Nov. 15, '07 Nov. 30, '07	\$1,421 25 724 47 473 75	\$2,619 47	Oct. 10, '07
19	Building a gasoline launch	Stone & Van Bergen.....	Basis of 15 per cent above a fixed sum of \$1,500, i. e., the contractor to receive a profit of \$225.	Aug. 2, '07	Sept. 23, '07 Dec. 30, '07	\$975 00 1,232 59	2,207 59	Dec. 12, '07
20	Furnishing and installing a 50-horsepower marine engine in launch.	Union Gas Engine Co....	Plus \$2,705 00	Aug. 2, '07	Oct. 26, '07 Nov. 30, '07	\$2,085 75 695 25	2,781 00	Oct. 24, '07
21	Furnishing and installing on State Dredger No. 2 one marine horizontal return tubular boiler.	Eureka Boiler Works Company.	2,675 00	Aug. 8, '07	Oct. 19, '07 Nov. 25, '07	\$2,006 25 668 75	2,675 00	Oct. 17, '07
22	Lease to Atchison, Topeka and Santa Fe Railway Company.	(See Contract No. 32, October 4, 1906, Thomson Bridge Company, contractors.)						
23	Still in effect.							
24	Excavation for oil tank on Seawall lot No. 9..	Healy, Tibbitts Construction Co.	990 00	Sept. 26, '07	Nov. 8, '07 Dec. 13, '07	\$742 50 247 50	990 00	Nov. 7, '07
25	Paving East street, between Lombard and Vallejo streets.	Flinn & Treacy	28¢c. per sq. ft. for new paving. 10c. per sq. ft. for relaying old paving. Including the furnishing and relaying of redwood curbing.	Sept. 26, '07	Nov. 8, '07 Dec. 13, '07 Jan. 15, '08 Feb. 29, '08 Feb. 29, '08 Feb. 29, '08 Apr. 2, '08	\$2,916 64 3,322 47 888 95 721 59 132 50 132 50 2,599 88		
26	Curbing and recurling, paving and relaying East street, between Francisco and North Point streets.	Flinn & Treacy	\$1.40 per lin. ft. for new curb in place. 25c. per lin. ft. for resetting curb. 28¢c. per sq. ft. for new paving. 10c. per sq. ft. for old paving.	Oct. 10, '07	Dec. 7, '07 Jan. 15, '08 Feb. 29, '08 Apr. 2, '08	\$2,317 12 8,420 07 912 60 3,883 26	10,744 53	Feb. 27, '08
							15,533 05	Feb. 27, '08

27	Constructing a wharf in Central Basin	Healy, Tibbitts Construction Co.	\$3,911 00	Oct. 17, '07	Dec. 7, '07 Jan. 31, '08 Mar. 7, '08	\$1,319 96 1,613 29 977 75	Jan. 30, '08
28	Construction of a shed on Pier No. 27 (Lombard Street Wharf).	Mercer-Fraser Co.	22,475 00	Oct. 24, '07	Dec. 13, '07 Jan. 15, '08 Feb. 7, '08 Feb. 29, '08 April 2, '08	\$3,371 25 6,742 50 3,371 25 3,371 25 5,618 75	Feb. 27, '08
29	Still in effect.		\$15,380 00	Oct. 24, '07	April 17, '08	\$12,373 00	Apr. 16, '08
30	Construction and delivery of one locomotive as per Harriman line specifications.	Baldwin Locomotive Works (Williams, Diamond Co., agents).	Less for Belt Railroad Locomotive No. 1 in part payment. 2,500 00 \$12,880 00				
31	Paving East street, between Kearny and Taylor streets.	Eureka Construction Co.	\$1.90 for cesspools in place, each. \$1.94 per lin. ft. for curbing in place, including curved curbing. 31 $\frac{3}{4}$ c. per sq. ft. for basalt pavement in place.	Nov. 7, '07	Jan. 3, '08 Jan. 31, '08 Mar. 7, '08 Mar. 21, '08 April 24, '08	\$14,678 37 12,938 90 10,430 56 189 00 12,745 61	Mar. 19, '08
32	Paving East street to a point north of Folsom street.	C. L. Harney	8 $\frac{3}{4}$ c. per sq. ft. repaving with old blocks. \$1.90 per lin. ft. for stone curbing, including drains. \$60 construction of one new drain. \$1 50 per lin. ft. for stone sewer pipe.	Nov. 14, '07	Mar. 21, '08 April 11, '08 May 18, '08 June 23, '08	\$4,537 50 4,147 12 2,392 46 3,692 36	May 14, '08
33	Furnishing materials and paving a roadway on Center street, east of Illinois street.	Eureka Construction Co.	32c. per sq. ft. for pavement. 30c. per lin. ft. for stone curbing in place.	Nov. 14, '07	Feb. 24, '08 Mar. 30, '08	\$5,300 61 1,786 87	Feb. 20, '08
34	Removal of about 2,000 lineal feet of Belt Railroad and replacement with 9-inch girder rail.	Flinn & Treacy	\$2 15 per lin. ft. for removing single track. \$4 65 per lin. ft. for removing double track. \$6 75 per lin. ft. for removing triple track. \$125 for each turnout and ground throw. \$350 for each crossover.	Dec. 5, '07	Mar. 7, '08 April 11, '08	\$6,032 55 2,010 85	Mar. 4, '08

Work Contracted for and Completed Within the Years June 30, 1906, and July 1, 1908—Continued.

No.	Description.	Contractors.	Contract Price.	Date of Contract.	Date of Payments.	Amount.	Total.	Date of Completion.
35	Furnish materials and construct a Free Market on Seawall lot No. 16.*	Bamford Building Co.	\$5,476 00	Dec. 19, '07	Feb. 7, '08	\$2,053 50	\$2,053 50	Mar. 26, '80
36	Construction of an extension of shed on Clay Street Pier.	Frank Gallagher.....	1,225 00	Dec. 19, '07	Mar. 7, '08 Apr. 11, '08	\$918 75 306 25	1,225 00	Mar. 5, '08
37	Still in effect.							
38	Construction of shed over Pier No. 3 (Washington Street Wharf.)	Hood & Fann	1,132 00	Jan. 3, '08	Jan. 25, '08 Feb. 29, '08	\$849 00 283 00	1,132 00	Jan. 23, '08
39	Construction of two landing floats to be delivered on the water front.	Stone & Van Bergen.....	1,996 00	Jan. 3, '08	Apr. 2, '08 May 18, '08	\$1,497 00 499 00	1,996 00	Apr. 2, '08
40	Furnishing and delivering one 2-yard clam-shell dredger bucket.	Stockton Iron Works	1,300 00	Jan. 7, '08	Mar. 7, '08	\$1,300 00	1,300 00	Mar. 5, '08
41	Alterations on ground floor, south wing, Union Depot and Ferry House.†	McLaughlin & Walsh.....	7,300 00	Jan. 16, '08	Feb. 7, '08 Feb. 29, '08 Mar. 14, '08 Apr. 17, '08	\$2,737 50 1,642 50 2,107 50 2,162 50	8,650 00	Feb. 27, '08
42	Modification of contract No. 13 for the construction of Section 12 of the seawall.	Healy, Tibbitts Construction Co.						
43	Construction of a wharf along Section 12 of the seawall.	Darby Laydon	1,600 00	Feb. 6, '08	Apr. 2, '08 May 18, '08	\$1,200 00 400 00	1,600 00	Apr. 2, '08
44	Laying bituminous pavement on Pier No. 27 (Lombard Street Wharf).	J. W. McDonald, Jr.	\$0.11 per sq. ft.	Feb. 6, '08	Mar. 7, '08 Apr. 11, '08	\$1,854 13 618 04	2,472 17	Mar. 5, '08
45	Construction of a wharf in Central Basin . .	Hyde, Harjes & Co.	1,577 00	Feb. 13, '08	Mar. 21, '08 May 29, '08	\$1,182 75 394 25	1,577 00	Mar. 19, '08
46	Laying asphalt wearing surface on bulkhead between Piers No. 19 and No. 21, foot of Filbert street.	J. W. McDonald, Jr.	\$0.11 per sq. ft.	Feb. 27, '08	Mar. 21, '08 Apr. 24, '08	\$947 56 315 85	1,263 41	Mar. 19, '08
47	Furnishing and installing a fuel oil burning appliance on State Dredger No. 3.	Theo. M. Markle Engineering and Supply Co.	395 00	Feb. 27, '08	Mar. 30, '08 May 4, '08	\$296 25 98 75	395 00	Mar. 26, '08

48	Repairing the crossing of Sansome and Chestnut streets.	C. S. Harney	32c. per sq. ft. for new pavement. 74c per sq. ft. for old pavement. \$1.40 per lin. ft. for new curbing. 30c. per lin. ft. for resetting curbing. \$60 for each cesspool.	Mar. 5, '08	May 4, '08 June 12, '08	\$686 75 228 92	915 67	Apr. 30, '08
49	Removing upper landing to Slip 1, Union Depot and Ferry House, and constructing a new one.	Pringle, Dunn & Moscrip	\$2,995 00 128 00 Plus \$3,123 00	Mar. 19, '08	May 12, '08 June 12, '08 June 12, '08	\$2,246 25 748 75 128 00	3,123 00	May 8, '08
50	Furnishing and installing iron armored conduit on each corner of tower of Union Depot and Ferry House, and placing balance of lights in working order.	Pacific Shipsmithing and Electric Co.	725 00	Mar. 23, '08	Mar. 30, '08	\$725 00	725 00	Apr. 30, '08
51	Still in effect.							
52	Still in effect.							
53	Still in effect.							
xx	Construction of two landing floats to be delivered on the water front.†	Stone & Van Bergen	2,296 00	Mar. 23, '08	May 12, '08 June 12, '08	\$1,722 00 574 00		
xx	Agreement to furnish granite curbing and basalt blocks to be used in repaving East street, between Market and Folsom streets.‡	C. S. Harney	\$58 per M for blocks. \$1.75 per lin. ft. for curbing.	Mar. 25, '08	May 18, '08 June 23, '08	\$2,873 82 3,692 36	2,296 00	May, '08
	Grand total						6,566 18	June, '08
							\$788,276 50	

*Owing to legal obligations of the contractors this contract has not as yet been settled.
 †A bonus of \$50 per day was paid for advance completion. Twenty-seven days at \$50 per day, \$1,350.
 ‡ Informal contract.

Work Contracted for Since June 30, 1906, but Not Yet Completed.

No.	Description.	Contractors.	Contract Price.	Date of Contract.	Date of Payments.	Amount.	Total.
14	Electric current for lighting the Union Depot and Ferry House, and other buildings within the jurisdiction of the Board of State Harbor Commissioners.*	Mutual Electric Light Co.	Arc lights of 2,000 candle power, at the rate of \$1.30 per week each, the same to burn from sunset to sunrise each and every night during the seven days of each week. \$0.294 per 1,000 wet hours for electric current for incandescent lighting, including the furnishing of incandescent arc lamps, trimming and keeping the same in order.	July 1, '07	July 27, '07 Aug. 16, '07 Sept. 23, '07 Nov. 25, '07 Dec. 20, '07 Jan. 21, '08 Feb. 25, '08 Mar. 21, '08 Apr. 22, '08 May 22, '08 June 23, '08	\$1,415 00 1,490 00 1,487 92 3,277 64 1,784 85 2,027 09 2,023 14 1,831 79 1,738 48 1,808 43 2,197 20	\$21,111 74
29	Supply lumber to the Board of State Harbor Commissioners for one year.†	Hickman & Masterson	\$15.75 per M feet (B. M.) Cartage \$1 per M feet (B. M.) additional.	Nov. 1, '07	Dec. 20, '07 Jan. 21, '08 Feb. 25, '08 Mar. 21, '08 Apr. 22, '08 May 22, '08 June 20, '08	\$1,822 55 1,771 42 2,212 63 2,489 35 3,901 88 2,746 42 1,159 65	16,103 90
37	Furnish and deliver fuel oil to the round-house of the Belt Railroad.‡	Union Oil Company	\$1 per barrel	Dec. 19, '07	Feb. 25, '08 Apr. 22, '08 June 23, '08	\$1,143 00 930 00 1,005 00	3,078 00
51	Construction of freight shed on seawall lot No. 11.§	Fann & Hood	\$2,905 00	Apr. 16, '08	June 26, '08	\$2,178 75	2,178 75
52	Purchasing old lumber from the Board of State Harbor Commissioners.¶	G. A. Love	\$2.25 per M feet (B. M.)	Apr. 20, '08	-----	\$404 74	404 74
53	Furnish materials and repair East street east of the United Railroads tracks, between Washington and Clay streets.¶¶	Eureka Construction Co.	\$0.08 per sq. ft. for taking up present pavement, grading, preparing road-bed and repave with taken-up blocks. \$0.25 per lin. ft. for taking up old curb, raising existing drains and cesspools to proper grade, and reset taken-up curbing. Furnish and construct each new catch-basin for cost plus 10 per cent. Furnish and lay 10-inch stone sewer pipe for cost plus 10 per cent.	Apr. 20, '08	May 29, '08	\$2,016 06	2,016 06

54	Furnish all labor and the necessary fastenings for placing stringers, planking, and curbing along section 12 of the seawall.	Mercer-Fraser Co.....	\$849 00	June 11, '08
55	Furnishing, delivering, and placing 800 tons, more or less, of rock for raising the southerly end of the breakwater at Fisherman's Wharf.	San Francisco Bay Improvement Co.	\$0.98 per ton of 2,000 pounds.....	June 18, '08
				\$14,833 19

* Contract awarded July 1, 1907, expiring June 30, 1910.

+ Contract expires November 1, 1908.

† Contract awarded for three years. Expires January 2, 1911.

‡ Contract completed June 26, 1908. 25 per cent of total amount of contract retained for 35 days.

§ Contract expires April 20, 1909.

¶ Contract completed May 29, 1908. 25 per cent of total amount of contract retained for 35 days.

Statement of Cost of Dredging, by Years, Commencing June 30, 1875.

Fiscal Year Ending—	Salaries of Employees.	Repairs.	Coal.	Ship Chandlery, Water, Etc.	Miscellaneous, Including Docking, Dredgers, Towing, Etc.	Total.	Number of Yards Dredged.	Number of Hours Worked.	Cost per Cubic Yard, Cents.
June 30, 1875	\$11,663 37	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ¹	9.01
June 30, 1878	17,188 80	7,372 48	7,754 86	2,686 37	3,032 55	38,214 40	423,654	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,684	7.16
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
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 62	732,919	3,962 ¹	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 ¹	7.62
June 30, 1883	25,800 01	12,152 06	9,093 03	3,800 58	551 80	51,457 50	635,322	3,776 ³	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,663 ³	9.45
June 30, 1885	26,886 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ³	7.68
June 30, 1886	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	337 30	54,082 70	717,600	3,797 ³	7.52
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
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206 ¹	9.35
June 30, 1892	28,151 00	14,121 49	9,545 08	3,756 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,931 46	3,099 10	471 00	58,357 67	677,200	3,743 ³	8.75
June 30, 1895	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	657,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	537,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,559 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.024
June 30, 1901	27,720 40	8,332 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521 ³	5.808
June 30, 1902	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.341
June 30, 1903	34,260 50	12,359 60	8,816 91	3,078 58	77 40	58,873 99	856,900	4,367	6.87
June 30, 1904	38,727 10	51,693 10	10,473 26	6,078 04	62 85	107,034 35	1,046,240	4,722	10.23
June 30, 1905	40,043 65	79,291 18	9,134 75	5,113 00	2,287 50	135,870 08	1,159,250	4,993	11.72
June 30, 1906	38,015 70	12,574 12	7,004 74	4,401 56	90 00	62,086 12	924,900	4,389	6.71
June 30, 1907	41,445 40	12,251 50	9,457 34	6,646 18	90 00	69,891 42	1,056,700	4,882	6.61
June 30, 1908	40,656 30	21,218 48	12,159 39	6,709 82	782 00	81,525 99	900,500	4,364	9.053

Note.—The increased cost per cubic yard for the year ending June 30, 1908, is due to several different reasons, as given below, viz: 1. Imperative repairs to Dredgers Nos. 1 and 2 including a new boiler for Dredger No. 2 at a cost of \$2,675; repairing a boiler on Dredger No. 1 which was burnt, costing \$725; a new bucket for Dredger No. 2, costing \$1,300; repairs to four mud screws. 2. The increased length of haul insisted upon by the Federal authorities at dumping grounds farther out in the bay, thus decreasing the yardage and increasing the cost of towage. 3. Increased cost of fuel.

Building Materials Unloaded and Paying Toll at the Port of San Francisco for the Two Fiscal Years Beginning July 1, 1906, and Ending June 30, 1908.

Exclusive of all materials received via direct rail routes.

Months.	Feet (B. M.) Lumber.	Number of Bricks.	Tons of Gravel, Sand, Ballast, Crushed Rock.	Number of Shingles.	Number of Laths.	Number of Shakes.	Tons of Cement.	Tons of Glass.	Tons of Lime.
1906—July	38,861,692	264,000	324,990	7,945,750	11,468,400	83,000	2,040		1,436
August	39,285,295	671,500	1,309	8,273,750	4,743,550		10,598		1,607
September	49,363,858	678,000	5,227	13,783,500	1,446,150	49,500	4,689		961
October	70,381,039	1,541,500	3,147	40,499,250	1,314,750		18,218		3,034
November	54,279,102	761,500	2,005	27,000,750	4,435,050	164,250	20,863		2,737
December	116,766,656	3,224,000	5,167	24,887,250	1,595,650	1,379,725	1,215		1,748
1907—January	110,010,159	3,527,000	56,218	40,420,750	8,112,850	886,975	6,763	442	2,235
February	63,301,649	1,637,466	7,872	72,822,000	4,923,300	591,125	3,796	481	1,669
March	64,141,900	7,527,540	14,431	5,677,750	86,543,250	43,525	4,843	572	3,173
April	62,834,891	4,108,502	31,113	16,321,250	2,747,700	873,175	843	520	1,688
May	65,830,406	2,763,100	44,855	12,190,500	3,262,100	148,700	4,829	715	2,936
June	33,746,219	1,889,000	21,026	6,132,500	188,000	141,800	1,620	750	4,320
Totals for 1906-1907.	768,802,866	27,593,108	517,360	276,115,200	130,781,350	4,361,775	80,317	3,840	27,544
1907—July	23,938,181	3,808,791	16,435	4,755,000	4,503,750	135,000	4,935	926	1,820
August	7,462,396	2,460,000	21,467	7,205,500		95,000	1,208	305	2,681
September	16,897,487	1,956,517	14,229	1,709,593	20,240,000		4,219	130	748
October	29,346,297	2,689,000	15,751	1,398,634	692,000	106,000	1,523	100	3,748
November	26,205,088	2,167,000	16,974	12,945,500	200,000		4,482	220	3,406
December	20,638,751	1,670,539	1,380	4,677,000	745,100	10,000	6,230	420	1,254
1908—January	22,019,029	1,680,600	13,009	719,750	953,700	25,000	597	440	2,071
February	24,003,200	2,389,000	895,000	895,000	577,600			500	1,605
March	16,079,750	2,682,000	14,576	6,719,250	1,171,400	650,000	4,313	620	1,655
April	27,900,079	2,027,000	17,215	5,866,250	752,200		900	300	1,497
May	35,024,109	1,837,000	13,253	5,980,750	2,222,400		1,021	760	1,889
June	24,013,466	2,676,000	16,535	2,802,750	3,195,000	194,000	75	640	1,332
Totals for 1907-1908	273,528,373	28,033,847	178,298	55,774,977	35,253,150	1,215,700	29,463	5,361	23,706
Totals for two fiscal years	1,042,331,239	55,646,955	695,658	331,890,177	106,034,500	5,577,475	109,780	9,201	51,250

NOTE.—Reports of building material do not include structural iron and steel, these commodities not being segregated from general merchandise. The brick shown are other than fire brick, *i.e.* building brick.

Tons of Coal Discharged at San Francisco Over State Wharves for the Fiscal Year—July 1, 1906, to June 30, 1907.

No.	Wharves. Location.	1906.												1907.				Total.
		July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.					
42 and 44	Center Street.....					100												100
34	Pacific Mail Docks.....													3,021				3,021
32	Fremont Street.....													119				119
28	Beale Street.....	4,490	929	7,330	19,083	6,822	7,284	5,445	3,578	7,105	15,574	5,615	8,057	1,867				91,262
24	Main Street.....													117				221
24	Spear Street.....													1,867				1,867
20	Steuart Street.....													4,818				5,642
16	Harrison Street.....																	824
14	Folsom Street No. 2.....	22,353	11,641	17,055	14,191	13,135	22,770	15,871	12,676	12,913	14,051	20,417	16,202					193,275
8	Howard Street No. 2.....	898	831										60					1,789
6	Howard Street No. 1.....											200						200
4	Mission Street No. 2.....			3,499	2,364	1,660	1,428	6,674	17,224	10,191	13,589	2,402						59,031
2	Mission Street No. 1.....					42					84							84
3	Washington Street.....																	42
5	Jackson Street.....														21			21
9	Broadway No. 1.....														2,831			4,309
13	Vallejo Street.....																	1,478
15	Green Street.....				1,616				5,926									9,429
17	Union Street No. 1.....	851																851
19	Union Street No. 2.....																	
21	Filbert Street.....																	
	Section 3, Seawall.....																	
	Section 1, Seawall.....																	
	Section B, Seawall.....																	
	Southern Pacific (discharged over State wharves).....	13,668	5,517	3,822	3,781	3,591	6,200	3,679	5,463	6,380	7,831	6,710	7,006					73,648
	Totals.....	42,260	18,918	31,706	40,985	25,350	37,682	31,669	44,867	44,512	57,887	35,344	33,731					444,911

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to July 30, 1908.

STEAMERS.

Nationality.	Name.	Net Ton- nage, Lloyd's.	Net Ton- nage, Ameri- can.
American	A. G. Lindsay	678	694
American	Aberdeen	394	
American	Acapulco	1,759	
American	Acme	269	
American	Alameda	1,939	
American	Alaskan	5,621	
American	Albion	268	
American	Alcatraz	194	
American	Alcazar	202	
American	American	3,643	
American	Arcata	416	
American	Arctic	277	
American	Argo	112	
American	Argyll	1,880	
American	Arizonan	5,621	
American	Asuncion	1,328	
American	Atlas	1,243	
American	Aurelia	233	
American	Aztec	2,298	
British	Aeon	2,759	3,025
British	African Monarch	2,593	2,865
British	Appalachee	2,426	
British	Asia	2,936	
British	Aymeric	2,789	3,555
French	Amiral Duperre	3,144	
French	Amiral Exelmans	3,144	
French	Amiral Fourichon	3,186	
French	Amiral Hamelin	3,188	
French	Amiral Jaurequiberry	3,144	
French	Amiral Olry	3,564	
German	Abessinia	3,691	5,799
German	Abydos	1,957	
German	Alexandria	3,648	5,747
German	Amasis	2,938	
German	Ammon	2,944	
German	Anubis	3,089	3,853
German	Assuan	3,081	
Japanese	America Maru	3,460	
Norwegian	Admiral Borresen	2,621	2,923
American	Bandon	592	350
American	Barracouta	1,749	
American	Bee	375	
American	Beluga	409	
American	Berkeley	342	
American	Bonita	383	
American	Bowhead	243	
American	Breakwater	793	
American	Brooklyn	216	
American	Brunswick	349	
American	Buckman	1,237	
British	Bankfields	2,399	3,391
British	Barkston	2,744	2,916
British	Belle of Ireland	2,772	3,071
British	Bessie Dollar	2,798	3,682
British	Blackheath	1,708	
British	Boveric	2,841	3,722
British	Buckley	2,466	2,651
American	Californian	3,717	
American	Capistrano	362	
American	Carmel	401	
American	Cascade	339	
American	Casco	359	
American	Celia	115	
American	Centralia	324	
American	Charles Nelson	397	

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

STEAMERS.

Nationality.	Name.	Net Ton- nage, Lloyd's.	Net Ton- nage, Ameri- can.
American	Chehalis	421	
American	Chetco	98	
American	Chico	390	
American	Chilkat	98	
American	China	3,186	
American	City of Panama	1,046	
American	City of Para	2,505	
American	City of Peking	3,129	
American	City of Pueblo	1,713	
American	City of Sydney	1,965	
American	City of Topeka	746	
American	Coaster	353	
American	Columbia	1,746	
American	Columbian	5,599	
American	Coquille River	265	
American	Corona	966	
American	Coronado	381	
American	Coos Bay	404	
American	Costa Rica	1,166	
American	Curacoa	895	
American	Czarina	793	
British	Cacique	1,951	
British	Cambrian King	2,315	2,544
British	Camphill	2,846	
British	Capac	1,951	
British	Cape Breton	2,501	
British	Celtic Monarch	1,982	
British	Como	3,313	4,724
British	Condor	1,958	
British	Coptic	2,744	
British	Craighall	2,867	3,159
British	Craigvar	2,874	3,669
French	Caravellas	1,991	
French	Ceylan	5,216	5,211
American	Daisy Freeman	436	
American	Daisy Mitchell	395	
American	Delhi	582	
American	Del Norte	280	
American	Despatch	539	
British	Dakotah	2,593	
British	Daring	135	
British	Doric	2,936	
British	Drumcliffe	2,600	
British	Dumeric	1,210	1,210
German	Denderah	1,960	1,960
American	Edith	1,495	
American	Elizabeth	284	
American	Enterprise	1,681	
American	Eureka	1,399	
American	Eureka	312	
American	Excelsior	261	
British	Earl of Douglas	2,761	3,536
Norwegian	Bir	2,448	2,687
Norwegian	Elsa	2,304	2,549
Norwegian	Erna	957	
American	F. A. Kilburn	458	
American	Fair Oaks	533	
American	Fairhaven	437	
American	Francis H. Leggett	975	
American	Fulton	265	
British	FitzClarence	2,589	2,947
British	Foreric	2,591	3,119
British	Franklyn	3,161	3,440
Japanese	Fukui Maru	3,087	
Norwegian	Finn	2,707	

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

STEAMERS.

Nationality.	Name.	Net Ton- nage, Lloyd's.	Net Ton- nage, Ameri- can.
American	G. C. Lindauer	287	
American	George Loomis	402	
American	George W. Elder	1,225	
American	George W. Fenwick	1,193	
American	Governor	2,401	
American	Grace Dollar	289	
American	Grays Harbor	374	
American	Greenwood	144	
American	Gualala	158	
British	Glenlogan	3,740	5,118
British	Gymeric	2,598	3,144
German	Germanicus	2,575	3,177
American	Hanalei	502	
American	Harold Dollar	607	
American	Hawaiian	3,651	
American	Helen P. Drew	178	
American	Hilonian	1,819	
American	Homer	331	
American	Hoquiam	440	
American	Hornet	403	
American	Humboldt	689	
British	Hatasu	2,160	2,678
British	Hazel Dollar	2,803	3,581
British	Housatonic	2,575	
German	Hathor	2,998	
German	Hermonthis	3,096	
Japanese	Hong Kong Maru	3,447	
Norwegian	Haldis	1,193	
Norwegian	Hercules	2,439	
Norwegian	Hornelen	2,413	2,660
American	Iaqua	459	
American	Indiana	2,561	
American	Isthmian	3,469	
British	India	4,185	
British	Indian Monarch	2,818	3,036
British	Inveric	3,113	3,387
British	Irish Monarch	2,792	
German	Ilse	929	
German	Istria	2,684	
German	Itauri	2,941	2,941
American	J. B. Stetson	521	
American	J. Marhoffer	334	
American	James S. Higgins	249	
American	Jeanette	218	
American	Jim Butler	343	
American	Johan Poulsen	423	
Norwegian	Jethou	2,781	3,569
American	Karluk	248	
American	Katherine	292	
American	Korea	5,651	
American	Kvichak	611	
British	Kalibia	3,149	3,374
British	Kalomo	3,209	4,058
British	Kelvinbank	2,998	2,998
British	Knight of St. George	2,766	
Japanese	Koan Maru	2,145	
American	Lakme	404	
American	Lansing	3,429	
American	Lehua	130	
American	Leelanaw	1,377	
German	Luxor	2,357	
American	M. F. Plant	941	
American	Mackinaw	2,050	
American	Manchuria	8,750	
American	Mandalay	266	

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

STEAMERS.

Nationality.	Name.	Net Ton- nage, Lloyd's.	Net Ton- nage, Ameri- can.
American	Mariposa	1,939	
American	Marshfield	294	
American	Mauna Kea	940	
American	Maverick	1,118	
American	Mayfair	420	
American	Melville Dollar	921	
American	Meteor	1,565	
American	Mexican	5,598	
American	Minnie E. Kelton	503	
American	Missouri	5,077	
American	Mongolia	8,750	
American	Montara	1,695	
British	M. S. Dollar	2,674	2,699
French	Malte	5,223	
German	Marcellus	2,142	2,675
German	Memphis	2,450	
German	Mera	3,087	
Norwegian	Mathilda	2,623	3,258
American	Nann Smith	1,196	
American	Narwhal	390	
American	National City	221	
American	Nayarro	171	
American	Nebraskan	2,824	
American	Nevadan	2,824	
American	Newburg	333	
American	Newport	206	
American	Nome City	597	
American	North Fork	244	
American	Northland	560	
American	Norwood	492	
American	Noyo	229	
American	Nushagak	479	
British	Needles	2,995	
German	Nauplia	2,698	
German	Neko	2,358	2,358
German	Nicaria	2,705	
German	Nicomedia	2,803	3,747
Holland	Nederland	2,588	3,032
Japanese	Nippon Maru	3,442	3,442
Norwegian	Norman Isles	2,190	
American	Ohio	2,072	
American	Olson & Mahony	779	
American	Olympic	454	
American	Oregonian	3,651	
British	Oceano	3,050	3,735
British	Oriana	2,882	4,146
Norwegian	Otta	2,088	
American	Pasadena	236	
American	Peru	2,540	
American	Phoenix	160	
American	Point Arena	172	
American	Pomo	235	
American	Pomona	952	
American	Prentiss	267	
American	President	2,393	
British	Persia	2,744	
British	Pinna	4,069	4,267
American	Queen	1,672	
American	Quinalt	426	
British	Queen Christina	2,804	2,974
American	R. D. Inman	427	
American	Rainier	519	
American	Ramona	671	
American	Ravalli	777	
American	Raymond	471	

List of Ocean Vessels Doeking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

STEAMERS.

Nationality.	Name.	Net Ton- nage, Lloyd's.	Net Ton- nage, Ameri- can.
American	Redondo	586	462
American	Rival	203	
American	Roanoke	1,655	
American	Robert Dollar	533	
American	Roma	2,164	
American	Rose City	2,154	
American	Rosecrans	1,719	
British	Riverdale	2,752	2,905
British	River Forth	2,883	3,652
German	Radames	3,032	3,206
German	Ramses	2,304	
Mexican	Ramon Corral	957	
Norwegian	Reidar	2,276	
Norwegian	Rygja	2,492	3,628
American	Saginaw	400	
American	St. Helens	779	
American	Samoa	237	
American	San Gabriel	312	
American	San Jose	1,538	
American	San Juan	1,496	
American	San Mateo	1,926	
American	San Pedro	359	
American	Santa Ana	485	
American	Santa Barbara	527	
American	Santa Cruz	361	
American	Santa Maria	3,346	
American	Santa Monica	318	
American	Santa Rita	3,862	
American	Santa Rosa	1,336	
American	Santiago	928	
American	Saratoga	1,973	
American	Scotia	132	
American	Sea Foam	205	
American	Sehome	615	
American	Senator	1,835	
American	Sequoia	258	
American	Shasta	473	
American	Shoshone	341	
American	Shua Yak	452	
American	Siberia	5,655	
American	Sibyl Marston	647	
American	Sierra	3,756	
American	Signal	392	
American	Sintram	1,495	
American	Sonoma	3,936	
American	South Bay	279	
American	South Coast	225	
American	Spokane	1,289	
American	State of California	1,260	
American	Svea	370	
British	Saint Helena	2,708	3,083
British	Scottish Monarch	3,267	3,544
British	Selsdon	2,451	
British	Seminole	3,797	
British	Sheila	2,236	
British	Stanley Dollar	2,674	
British	Strathavon	2,830	3,008
British	Strathclyde	2,842	
British	Strathdon	2,840	3,006
British	Strathfillan	2,816	
British	Strathnairn	2,812	3,008
British	Strathord	2,842	3,016
British	Strathspey	2,852	3,018
British	Strathtay	2,850	
British	Strathyre	2,841	

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

STEAMERS.

Nationality.	Name.	Net Ton- nage, Lloyd's.	Net Ton- nage, Ameri- can.
British	Suveric	4,011	6,150
German	Sais	2,668	
German	Sakkarah	3,010	3,928
German	Salatis	3,070	4,453
German	Serak	3,015	3,800
German	Serapis	3,068	3,933
German	Setos	3,084	4,492
Japanese	Soyo Maru	2,904	2,904
Norwegian	Sark	2,304	2,549
American	Tahoe	419	
American	Tallac	1,103	
American	Tamalpais	422	
American	Tampico	1,451	
American	Temple E. Dorr	453	
American	Texan	5,636	
American	Thomas L. Wand	413	
American	Thrasher	502	
British	Tonowando	2,182	
British	Tuscarora	3,925	4,439
German	Theben	2,963	
German	Tiberius	2,703	2,991
German	Tolosan	2,089	2,195
Japanese	Tenyo Maru	7,265	
Norwegian	Tellus	1,612	
Norwegian	Terje Viken	2,304	2,543
Norwegian	Thode Fagelund	2,826	3,364
Norwegian	Thor	3,020	
Norwegian	Thyra	2,419	2,649
Norwegian	Titania	2,315	
Norwegian	Tordenskjold	2,295	2,527
American	Umatilla	2,168	
American	Unimak	158	
German	Uarda	3,654	3,853
American	Vanguard	228	
American	Ventura	3,936	
American	Virginian	5,077	
British	Vermont	2,722	
British	Visigoth	2,613	
American	W. S. Porter	3,524	
American	Washcalore	303	
American	Washington	1,267	
American	Wasp	360	
American	Watson	1,237	
American	Wellesley	665	
British	Wellington	1,267	
American	Westerner	369	
American	Westport	154	
American	Whitesboro	144	
American	Whittier	798	
American	Willapa	347	
American	William Bayliss	291	
American	William Murphy	673	
American	Winnebago	786	
American	Yellowstone	456	
American	Yosemite	525	
American	Yucatan	2,307	
British	Yeddo	2,974	3,230
American	Zopo	173	

List of Bay and River Steamers of Over 100 Tons Net Registered Measurement Plying Between the Port of San Francisco and Up River Points, and Ferryboats Plying Between East and North Shores.

Name.	Net Tonnage.	Name.	Net Tonnage.
<i>River Steamers.</i>			
A. C. Freese.....	120	Reform.....	347
Alvira.....	253	Resolute.....	161
Alviso.....	113	San Joaquin No. 2.....	134
Arrow.....	133	San Joaquin No. 3.....	139
Argonaut.....	127	San Joaquin No. 4.....	276
Aurora.....	222	San Jose.....	113
Captain Weber.....	349	Sonoma.....	177
Caroline.....	94	St. Helena.....	222
Champion.....	240	T. C. Walker.....	469
City of Dawson.....	206	Valletta.....	368
City of Stockton.....	470	Victory.....	103
Columbia.....	456	Zinfandel.....	204
Constance.....	194		
Dauntless.....	349	<i>Ferryboats.</i>	
Diamond.....	117	Bay City.....	648
F. M. Smith.....	101	Berkeley.....	978
Fort Bragg.....	264	Cazadero.....	897
General Frisbie.....	289	Claremont.....	570
Gold.....	184	Fernwood.....	570
Grace Barton.....	119	Garden City.....	730
H. J. Corcoran.....	418	James M. Donohue.....	400
H. E. Wright.....	342	Newark.....	833
Herald.....	147	Oakland.....	992
Isleton.....	331	Ocean Wave.....	263
J. D. Peters.....	502	Piedmont.....	998
Juliette.....	102	San Francisco.....	578
Leader.....	220	San Jose.....	588
Mary Garratt.....	458	San Pablo.....	881
Monticello.....	90	Sausalito.....	903
Napa City.....	126	Tamalpias.....	929
Onisbo.....	331	Thoroughfare.....	667
Onward.....	260	Tiburon.....	634
Pride of the River.....	391	Transit.....	1,079
Potrero.....	320	Ukiah.....	1,206

NOTE.—The bay and river steamers listed above make many trips to San Francisco, some of them averaging a trip daily.

The ferryboats belong to transportation companies operating to transbay points, and make approximately 170 trips and carry over 100,000 passengers daily.

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
American	A. B. Johnson					460
American	A. F. Coats					541
American	A. J. Fuller	1,673				
American	A. J. West					483
American	A. M. Baxter					430
American	Abbie					139
American	Advance					265
American	Advent					399
American	Agate		595			
American	Albert		624			
American	Albert Meyer					398
American	Alden Besse		813			
American	Alexander Gibson	2,043				
American	Alex. T. Brown					654
American	Alice Cooke		288			
American	Alice Knowles					605
American	Alice McDonald		624			
American	Allen A.					267
American	Aloha					743
American	Alpena					833
American	Alpha					274
American	Alumna					644
American	Alvina					687
American	Amazon			1,105		
American	Americana					839
American	Amy Turner		901			
American	Andrew Hicks		863			
American	Andrew Welch					188
American	Andy Mahoney					495
American	Annie Johnson		977			
American	Annie Larsen		288			
American	Annie M. Campbell		977			
American	Antelope		1,380			
American	Arago			476		
American	Archer			845		
American	Ariel					684
American	Aryan	1,939				
American	Aurora			1,070		
British	Adderley		1,147			
British	Alice A. Leigh		2,817			
British	Allerton	1,938				
British	Altair		2,287			
British	Annesley		1,591			
British	Antiope		1,380			
British	Arracan		2,222			
British	Arrow		2,971			
Chilean	Andromeda		1,176			
French	Alice	2,192				
French	Alice Marie		1,959			
French	Andre Theodore	2,418				
French	Anne de Bretagne		1,571			
French	Armen		2,016			
French	Asnieres		2,715			
German	Adolf	1,630				
American	B. P. Cheney	1,200				
American	Balboa					651
American	Balclutha	1,554				
American	Bangalore	1,560				
American	Bangor					399
American	Benjamin F. Packard	2,014				
American	Berlin	1,416				
American	Bertie Minor					241
American	Berwick					95
American	Bessie K.					93

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
American	Beulah					339
American	Big Bonanza		1,399			
American	Bohemia	1,529				
American	Borealis					683
British	Balmoral		2,449			
British	Barfillan	2,108				
British	Battle Abbey		1,465			
British	Beacon Rock	1,789				
British	Blackbraes	2,116				
French	Belen		1,987			
French	Biarritz	2,252				
French	Boieldieu		1,981			
French	Bossuet		1,954			
French	Bonchamp		1,949			
French	Brenn		1,950			
French	Bretagne		1,914			
French	Brizeux		1,963			
Italian	Blanche	1,485				
American	C. A. Thayer					391
American	C. D. Bryant		823			
American	C. S. Holmes					409
American	C. T. Hill					133
American	Camano					631
American	Carondolet		1,292			
American	Carrier Dove		635			
American	Cecilia Sudden					545
American	Centennial			1,139		
American	Charles E. Falk					246
American	Charles E. Moody	1,915				
American	Charles B. Kenny		1,014			
American	Charles F. Crocker					763
American	Charles Hansen					183
American	Charles R. Wilson					328
American	Charmer		1,728			
American	Chehalis		642			
American	Churchill					600
American	City of Papeete			370		
American	Columbia	1,328				
American	Columbia					584
American	Commerce					621
American	Compeer					309
American	Coquelle					97
American	Comet					368
American	Coronado			1,007		
American	Czarina					219
British	Carmanian		1,773			
British	Caradog		1,351			
British	Castle Rock	1,787				
British	Celtic-burn		2,500			
British	Clan Galbraith		1,983			
British	Comet		2,890			
British	Crown of Germany		2,154			
British	County of Inverness		1,613			
French	Cambronne		1,633			
French	Charles Gounod		1,960			
German	Christel	1,698				
Swedish	Clan Macfarlane	1,436				
American	David Evans					748
American	Defender					382
American	Diamond Head		952			
American	Dora Bluhm					316
British	Daylight		3,599			
British	Donna Francisca		2,163			
British	Drummuir		1,798			

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
British	Dunearn			1,533		
British	Dunfremline			2,773		
British	Durbridge	2,121				
British	Dynomene	1,809				
French	Duquesne	1,926				
American	E. B. Jackson					615
American	E. K. Wood					447
American	Echo			650		
American	Edward May		860			
American	Edward R. West					762
American	Edward Sewell	2,916				
American	Electra		940			
American	Emily F. Whitney	1,207				
American	Emily Reed	1,466				
American	Emma Claudina					186
American	Encore			573		
American	Endeavor					485
American	Ensign					522
American	Eric					498
American	Espada					686
American	Esther Buhne					245
American	Ethel Zane					408
American	Euterpe		1,247			
American	Eva					263
American	Expansion					91
British	Earl of Dunmore		2,205			
German	Edmund		2,914			
Italian	Elisa	1,463				
American	F. M. Slade					660
American	F. S. Redfield					371
American	Falls of Clyde		1,748			
American	Fanny Dutard					252
American	Ferris S. Thompson		480			
American	Fortuna					138
American	Forest Home					682
American	Fort George		1,705			
American	Fred J. Wood					601
American	Fresno		1,149			
American	Fullerton			1,494		
British	Fulwood	1,986				
French	Francois d'Amboise		1,741			
American	G. W. Watson					397
American	Galilee				329	
American	Gamble					626
American	Gardiner City			451		
American	Gazelle					151
American	George Curtis		1,680			
American	George C. Perkins			369		
American	George E. Billings					1,103
American	Georgiana			870		
American	Gerard C. Tobey		1,389			
American	Gleaner			393		
American	Glen					121
American	Glendale					281
American	Glory of Seas	1,939				
American	Golden Shore					626
American	Gotoma					189
American	Governor Robie	1,481				
American	Guide					137
British	Gantock Rock	1,556				
British	Garnet Hill		2,149			
British	Glenmark		1,250			
British	Grenada		2,106			
French	Gael		1,949			

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
French	General de Boisdeffre		1,960			
French	General de Negrier		1,946			
French	General Faidherbe		1,904			
French	General Foy		1,973			
French	Guerver		2,228			
German	Gertrud	1,627				
Mexican	General Banning					169
American	H. C. Wright					276
American	H. D. Bendixen					571
American	H. K. Hall					1,105
American	Halcyon					279
American	Harriet G.			188		
American	Hawaiian Isles	1,974				
American	Hecla		1,435			
American	Helene					828
American	Henry Failing	1,824				
American	Henry Villard	1,453				
American	Henry Wilson					403
American	Hieano					93
American	Himalaya		976			
American	Homeward Bound		1,987			
American	Honoipu					520
American	Hugh Hogan					355
British	Howard B. Troop	2,080				
British	Hutton Hall	1,989				
British	Hyderabad	2,110				
French	Helene Blum	2,154				
American	Ida McKay					179
American	Ida Schnauer					205
American	Inca					902
American	Indiana	1,413				
American	Invincible					1,365
American	Irmgard			615		
American	Isaac Reed		1,489			
American	Ivy					135
American	J. B. Brown		1,407			
American	J. H. Lunsmann					952
American	J. M. Weatherwax					365
American	Jabez Howes	1,494				
American	James A. Garfield					300
American	James Drummond	1,415				
American	James H. Bruce					476
American	James Johnson			993		
American	James Nesmith		1,633			
American	James Rolph					517
American	Jeanette					217
American	Jessie Minor					220
American	John A.					235
American	John C. Meyer			794		
American	John D. Spreckels					254
American	John F. Miller					170
American	John G. North					320
American	John Palmer			1,080		
American	John Smith			526		
American	John & Winthrop		321			
American	Joseph L. Eviston			662		
American	Joseph Russ					235
British	Juteopolis		2,652			
French	Jane Guillon		1,717			
French	Jean		1,944			
French	Jean Bart		1,981			
French	Joinville		1,946			
American	Kaiulani		1,430			
American	Kenilworth	2,147				

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
American	King Cyrus					631
American	Klikatat			438		
American	Kohala			776		
American	Koko Head			1,011		
American	Kona					643
British	Kentmere		2,347			
British	Kildalton		1,591			
British	Kilmeny		1,469			
British	Kynance	1,799				
American	Lahaina			994		
American	Lehua					129
American	Letitia					234
American	Levi G. Burgess	1,475				
American	Lillebonne					208
American	Lily					135
American	Lizzie Prien					91
American	Lizzie Vance					383
American	Llewellyn J. Morse	1,271				
American	Louis					819
American	Lucile	1,298				
American	Ludlow					643
American	Lurline				336	
American	Lyman D. Foster					602
British	Latimer	1,649				
British	Leyland Brothers	2,238				
British	Lord Templeton		2,048			
British	Lyndhurst		2,249			
French	L'Hermité		1,946			
French	La Banche		2,100			
French	La Perouse		1,913			
French	La Rouchefoucauld		1,949			
French	La Rouchejaquelein		1,954			
French	La Tour d'Auvergne		1,948			
French	Leon Blum		2,316			
American	Mabel Gale					619
American	McLaurin	1,313				
American	Makaweli			821		
American	Manga Reva		2,052			
American	Manila					647
American	Marconi					638
American	Marion Chilcott	1,511				
American	Martha W. Tuft					165
American	Mary Dodge					231
American	Mary E. Foster					839
American	Mary Winkelman			482		
American	Mathilda					(scow) 92
American	Melrose					542
American	Mildred					412
American	Minnie A. Caine					779
American	Mohican		785			
American	Mono					(scow) 126
American	Monterey					1,694
American	Muriel					483
British	Madagascar		1,966			
British	Milverton	2,070				
British	Monkbarns	1,771				
British	Musselcrag		1,871			
French	Marechal de Turenne		1,939			
French	Marie Madeleine		1,285			
French	Marie Molinos		1,715			
French	Michelet		1,965			
German	Magdalene		3,686			
Norwegian	Mashona		2,303			
Swedish	Medea		1,021			

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Names.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
American	Newark					115
American	Nokomis					462
American	North Bend					358
American	Novelty					584
French	Neuilly		1,923			
French	Notre Dame d'Arvor		2,232			
American	O. M. Kellogg					331
American	Oakland					383
American	Oceania Vance					385
American	Okanogan					606
American	Oliver J. Olsen					596
American	Olympic		1,354			
American	Omega			522		
American	Oregon					304
American	Orient					297
American	Oriental	1,551				
American	Ottlie Fjord					248
Russian	Ocean		1,239			
American	Pactolus		1,564			
American	Palmyra		1,223			
American	Paramita	1,444				
American	Phillipine					491
American	Planter			499		
American	Polaris					717
American	Premier					292
American	Prosper					513
American	Prosper					229
British	Palgrave	3,078				
British	Pass of Killiecrankie		1,609			
British	Poltalloch		2,139			
British	Pythomene	1,796				
French	Pierre Antonine		2,030			
Norwegian	Prince George	1,768				
Norwegian	Prince Robert		2,654			
American	Queen					240
British	Queen Victoria		1,587			
American	R. C. Slade					601
American	R. P. Rithet		1,043			
American	R. W. Bartlett					474
American	Radfield					371
American	Repeat					411
American	Retriever			471		
American	Reuce	1,601				
American	Rita Newman					120
American	Robert R. Hind					520
American	Robert Lewers					669
American	Rosamond					985
American	Roderick Dhu					1,453
American	Roy Somers					299
American	Ruby					306
American	Rufus E. Wood		1,301			
British	Radiant	1,845				
British	Rhuddlan Castle	1,993				
French	Rene		1,976			
French	Rochambeau		2,311			
German	R. C. Rickmers		4,696			
Italian	Regina Elena		2,148			
American	S. D. Carleton	1,671				
American	S. G. Wilder			558		
American	S. N. Castle			465		
American	S. T. Alexander					695
American	Sailor Boy					316
American	St. David	1,476				
American	St. James		1,453			

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners Net Tonnage.
American	St. Katherine		1,090			
American	St. Paul	1,824				
American	Salem					698
American	Salvatore					386
American	San Buenaventura					172
American	Santa Clara	1,454				
American	Santa Paula					632
American	Santiago		928			
American	Sausalito					626
American	Sea King		1,361			
American	Sea Witch	1,172				
American	Sequoia					324
American	Servia	1,736				
American	Shasta					(scow) 91
American	Shenandoah	3,154				
American	Sintram	1,495				
American	Skagit			443		
American	Snow & Burgess					1,529
American	Solano					692
American	Sophie Christenson					570
American	Soquel					698
American	Sotoyome					398
American	Spokane					571
American	Standard	1,461				
American	Stanley					253
American	Star of Alaska	1,554				
American	Star of Bengal		1,694			
American	Star of Chile		874			
American	Star of England		1,705			
American	Star of France	1,522				
American	Star of India		1,247			
American	Star of Italy	1,474				
American	Star of Peru		976			
American	Star of Russia	1,898				
American	Susie M. Plummer					808
British	Samoena	1,869				
British	Scottish Glens	1,999				
French	Surcouf		1,947			
Italian	Speme		1,134			
American	Tacoma	1,672				
American	Tam O'Shanter			562		
American	Thomas P. Emigh			923		
American	Tidal Wave		497			
American	Transit					497
American	Triton					150
American	Tropic Bird			330		
American	Two Brothers*	1,263				
British	Talus	1,954				
British	Tweedsdale		1,402			
French	Touraine		1,778			
American	U. S. C. Justin†	2,249				
American	Videtta		566			
American	Vine					222
American	Virginia					541
American	Volante					119
French	Vendee		1,765			
French	Versailles		1,740			
French	Ville du Havre		2,446			
American	W. B. Flint		746			
American	W. H. Dimond			376		
American	W. H. Marston					1,110
American	Wallacutt					674

* Now a barge.

† United States collier.

List of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908—Continued.

SAILING VESSELS.

Nationality.	Name.	Ships, Net Tonnage.	Barks, Net Tonnage.	Barken- tines, Net Tonnage.	Brigs, Net Tonnage.	Schooners, Net Tonnage.
American	Watson A. West					747
American	William G. Irwin			331		
American	William H. Smith	1,785				
American	William Olsen					491
American	William Renton					377
American	Willie R. Hume			589		
American	Willscott		1,856			
American	Wing & Wing					135
American	Winslow					497
American	Wrestler			409		
British	Walden Abbey	1,754				
British	Wanderer		2,717			
British	Waterloo	1,792				
British	Wayfarer	1,935				
British	Whitlieburn	1,875				
British	Wiscombe Park	2,075				
British	Wray Castle	1,791				
British	Wynford		1,859			
American	Zampa					322

Summary of Ocean Vessels Docking at the Port of San Francisco from July 1, 1906,
to June 30, 1908.

Nationality.	Total Number of Steamers.	Percentage of Foreign Shipping Compared to American.	Total Tonnage.	Percentage of Foreign Tonnage Compared to American.
American	233	60.83	274,710	39.96
British	76	19.83	207,250	30.15
French	9	2.35	31,800	4.62
German	34	8.87	93,791	13.64
Holland	1	0.28	2,588	0.37
Japanese	7	1.82	25,750	3.75
Mexican	1	0.28	957	0.14
Norwegian	22	5.74	50,627	7.37
Totals	383	100.00	687,473	100.00

Nationality.	Ships.	Barks.	Barken- tines.	Brigs.	Schoon- ers.	Total.	Total Tonnage.	Percentage of Foreign Tonnage Compared to American.
American	48	55	40	2	182	327	253,153	48.64
British	29	38				67	134,058	25.76
Chilean		1				1	1,176	0.23
French	5	45				50	98,961	19.02
German	3	3				6	16,251	3.12
Italian	2	2				4	6,230	1.20
Mexican					1	1	169	0.03
Norwegian	1	2				3	6,725	1.29
Russian		1				1	1,239	0.24
Swedish	1	1				2	2,457	0.47
Totals	89	148	40	2	183	462	520,419	100.00

NOTE.—It must be understood that the above report does not show the total number of arrivals during the term specified, as the large majority of these vessels are steadily plying to San Francisco. The object of the list is to show the nationality and the tonnage of all vessels arriving here, accrediting to each vessel one arrival only.

The following table is a complete list of the United States men-of-war, torpedo boats, colliers, tugs, transports, and revenue cutters arriving at the Port of San Francisco for the two years ending June 30, 1908:

List of United States Government War Vessels Entering the Port of San Francisco from July 1, 1906, to June 30, 1908, including Class and Date of Arrival.

Name.	Class.	Date of Arrival.
Milwaukee	Armored cruiser	July 19, 1906
Milwaukee	Armored cruiser	July 29, 1906
Boston	Protected cruiser	Aug. 17, 1906
Marblehead	Cruiser	Sept. 11, 1906
Chicago	Protected cruiser	Sept. 26, 1906
Charleston	Protected cruiser	Oct. 10, 1906
California	Armored cruiser	Oct. 13, 1906
Wisconsin	Battleship	Oct. 18, 1906
Princeton	Gunboat	Oct. 21, 1906
Chicago	Protected cruiser	Oct. 21, 1906
California	Armored cruiser	Oct. 22, 1906
Boston	Protected cruiser	Nov. 5, 1906
California	Armored cruiser	Nov. 7, 1906
California	Armored cruiser	Nov. 12, 1906
South Dakota	Armored cruiser	Dec. 23, 1906
Yorktown	Gunboat	Jan. 27, 1907
Princeton	Gunboat	Feb. 7, 1907
Milwaukee	Armored cruiser	Apr. 5, 1907
Milwaukee	Armored cruiser	Apr. 27, 1907
Boston	Protected cruiser	May 21, 1907
Milwaukee	Armored cruiser	May 27, 1907
Milwaukee	Armored cruiser	June 3, 1907
Princeton	Gunboat	June 13, 1907
Albany	Protected cruiser	Aug. 17, 1907
St. Louis	Protected cruiser	Sept. 2, 1907
Raleigh	Protected cruiser	Sept. 6, 1907
Chicago	Protected cruiser	Sept. 15, 1907
Milwaukee	Armored cruiser	Sept. 18, 1907
Charleston	Protected cruiser	Sept. 19, 1907
Pennsylvania	Armored cruiser	Sept. 27, 1907
Maryland	Armored cruiser	Sept. 27, 1907
West Virginia	Armored cruiser	Sept. 27, 1907
Colorado	Armored cruiser	Sept. 27, 1907
Yorktown	Gunboat	Oct. 8, 1907
West Virginia	Armored cruiser	Nov. 27, 1907
Pennsylvania	Armored cruiser	Nov. 27, 1907
Maryland	Armored cruiser	Nov. 27, 1907
Colorado	Armored cruiser	Nov. 27, 1907
California	Armored cruiser	Dec. 8, 1907
Nebraska	Battleship	Dec. 11, 1907
St. Louis	Protected cruiser	Dec. 11, 1907
Milwaukee	Armored cruiser	Dec. 11, 1907
California	Armored cruiser	Dec. 11, 1907
California	Armored cruiser	Jan. 7, 1908
Nebraska	Battleship	Jan. 9, 1908
Buffalo	Scout cruiser	Jan. 11, 1908
California	Armored cruiser	Jan. 19, 1908
Nebraska	Battleship	Feb. 18, 1908
Nebraska	Battleship	Feb. 20, 1908
West Virginia	Armored cruiser	Feb. 20, 1908
Maryland	Armored cruiser	Feb. 20, 1908
Washington	Armored cruiser	Feb. 20, 1908
Tennessee	Armored cruiser	Feb. 20, 1908
Yankton	Tender	Mar. 9, 1908
St. Louis	Protected cruiser	Mar. 13, 1908
Charleston	Protected cruiser	Mar. 13, 1908
Milwaukee	Armored cruiser	Mar. 13, 1908
California	Armored cruiser	Mar. 29, 1908
Washington	Armored cruiser	Mar. 29, 1908
Tennessee	Armored cruiser	Mar. 29, 1908

List of United States Government War Vessels Entering the Port of San Francisco
from July 1, 1906, to June 30, 1908—Continued.

Name.	Class.	Date of Arrival.
Albany	Protected cruiser	Apr. 3, 1908
Relief	Hospital ship	Apr. 7, 1908
South Dakota	Armored cruiser	Apr. 18, 1908
Buffalo	Scout cruiser	Apr. 12, 1908
Relief	Hospital ship	Apr. 25, 1908
Panther	Repair ship	Apr. 29, 1908
Nebraska	Battleship	May 1, 1908
California	Armored cruiser	May 4, 1908
Colorado	Armored cruiser	May 4, 1908
Maryland	Armored cruiser	May 4, 1908
Pennsylvania	Armored cruiser	May 4, 1908
South Dakota	Armored cruiser	May 4, 1908
Tennessee	Armored cruiser	May 4, 1908
West Virginia	Armored cruiser	May 4, 1908
Washington	Armored cruiser	May 4, 1908
Relief	Hospital ship	May 5, 1908
Connecticut	Battleship	May 6, 1908
Kansas	Battleship	May 6, 1908
Louisiana	Battleship	May 6, 1908
Vermont	Battleship	May 6, 1908
Georgia	Battleship	May 6, 1908
Virginia	Battleship	May 6, 1908
New Jersey	Battleship	May 6, 1908
Rhode Island	Battleship	May 6, 1908
Minnesota	Battleship	May 6, 1908
Ohio	Battleship	May 6, 1908
Maine	Battleship	May 6, 1908
Missouri	Battleship	May 6, 1908
Alabama	Battleship	May 6, 1908
Illinois	Battleship	May 6, 1908
Kentucky	Battleship	May 6, 1908
Kearsarge	Battleship	May 6, 1908
Nebraska	Battleship	May 6, 1908
Wisconsin	Battleship	May 6, 1908
Culgoa	Supply ship	May 6, 1908
Glacier	Supply ship	May 6, 1908
Panther	Repair ship	May 6, 1908
Relief	Hospital ship	May 6, 1908
Yankton	Tender	May 6, 1908
South Dakota	Armored cruiser	May 16, 1908
Yorktown	Gunboat	May 24, 1908
Missouri	Battleship	May 26, 1908
Ohio	Battleship	May 29, 1908
Buffalo	Scout cruiser	May 29, 1908
Minnesota	Battleship	May 31, 1908
Connecticut	Battleship	May 31, 1908
Kansas	Battleship	May 31, 1908
Louisiana	Battleship	May 31, 1908
Vermont	Battleship	May 31, 1908
Relief	Hospital ship	May 31, 1908
West Virginia	Armored cruiser	June 14, 1908
Maryland	Armored cruiser	June 14, 1908
Washington	Armored cruiser	June 15, 1908
South Dakota	Armored cruiser	June 15, 1908
Tennessee	Armored cruiser	June 15, 1908
California	Armored cruiser	June 15, 1908
Georgia	Battleship	June 20, 1908
Illinois	Battleship	June 23, 1908
New Jersey	Battleship	June 26, 1908
Wisconsin	Battleship	June 26, 1908
Nebraska	Battleship	June 28, 1908
Kentucky	Battleship	June 28, 1908
Paul Jones	Torpedo boat destroyer	July 29, 1906
Paul Jones	Torpedo boat destroyer	Sept. 22, 1906
Preble	Torpedo boat destroyer	Sept. 26, 1906
Paul Jones	Torpedo boat destroyer	Oct. 21, 1906
Paul Jones	Torpedo boat destroyer	Oct. 22, 1906
Paul Jones	Torpedo boat destroyer	Nov. 12, 1906

List of United States Government War Vessels Entering the Port of San Francisco from
July 1, 1906, to June 30, 1908—Continued.

Name.	Class.	Date of Arrival.
Preble	Torpedo boat destroyer	Feb. 1, 1907
Paul Jones	Torpedo boat destroyer	Apr. 21, 1907
Preble	Torpedo boat destroyer	June 4, 1907
Preble	Torpedo boat destroyer	Dec. 13, 1907
Perry	Torpedo boat destroyer	Mar. 12, 1908
Preble	Torpedo boat destroyer	Mar. 14, 1908
Whipple	Torpedo boat destroyer	May 6, 1908
Hopkins	Torpedo boat destroyer	May 6, 1908
Hull	Torpedo boat destroyer	May 6, 1908
Lawrence	Torpedo boat destroyer	May 6, 1908
Truxton	Torpedo boat destroyer	May 6, 1908
Steuart	Torpedo boat destroyer	May 6, 1908
Farragut	Torpedo boat	June 10, 1908
Perry	Torpedo boat destroyer	June 10, 1908
Preble	Torpedo boat destroyer	June 10, 1908
Iroquois	Tug	Mar. 2, 1907
Fortune	Tug	May 3, 1908
Saturn	Collier	Aug. 10, 1906
Saturn	Collier	Sept. 21, 1906
Saturn	Collier	Jan. 21, 1907
Saturn	Collier	Feb. 11, 1907
Saturn	Collier	Feb. 23, 1907
Saturn	Collier	April 30, 1907
Saturn	Collier	Sept. 3, 1907
Saturn	Collier	Nov. 15, 1907
Pinta	Collier	Nov. 15, 1907
Justin	Collier	Nov. 23, 1907
Saturn	Collier	Dec. 15, 1907
Saturn	Collier	Jan. 22, 1908
Justin	Collier	Feb. 16, 1908
Saturn	Collier	Mar. 13, 1908
Justin	Collier	Mar. 21, 1908
Alexander	Collier	April 12, 1908
Culgoa	Collier	April 27, 1908
Ajax	Collier	May 6, 1908
Saturn	Collier	June 3, 1908
Justin	Collier	June 6, 1908
Sherman	Transport	July 14, 1906
Sheridan	Transport	July 27, 1906
Thomas	Transport	Aug. 18, 1906
Sherman	Transport	Sept. 29, 1906
Lawton	Transport	Oct. 14, 1906
Logan	Transport	Oct. 17, 1906
Thomas	Transport	Nov. 11, 1906
Sheridan	Transport	Nov. 22, 1906
Buford	Transport	Nov. 22, 1906
Slocum	Transport	Nov. 22, 1906
Sherman	Transport	Dec. 27, 1906
Logan	Transport	Jan. 15, 1907
Thomas	Transport	Feb. 13, 1907
Sherman	Transport	Mar. 16, 1907
Dix	Transport	April 3, 1907
Logan	Transport	April 13, 1907
Thomas	Transport	May 15, 1907
Sherman	Transport	June 8, 1907
Logan	Transport	July 17, 1907
Buford	Transport	July 28, 1907
Warren	Transport	Aug. 3, 1907
Crook	Transport	Aug. 5, 1907
Thomas	Transport	Aug. 11, 1907
Sherman	Transport	Sept. 16, 1907
Logan	Transport	Oct. 15, 1907
Buford	Transport	Oct. 28, 1907
Crook	Transport	Oct. 28, 1907
Thomas	Transport	Nov. 22, 1907
Sherman	Transport	Dec. 13, 1907
Buford	Transport	Jan. 17, 1908
Thomas	Transport	Feb. 13, 1908

List of United States Government War Vessels Entering the Port of San Francisco from July 1, 1906, to June 30, 1908—Continued.

Name.	Class.	Date of Arrival.
Sherman.....	Transport.....	Mar. 17, 1908
Buford.....	Transport.....	April 19, 1908
Crook.....	Transport.....	May 8, 1908
Thomas.....	Transport.....	May 10, 1908
Sherman.....	Transport.....	June 25, 1908
Hugh McCulloch.....	Revenue cutter.....	Oct. 26, 1906
Thetis.....	Revenue cutter.....	Nov. 24, 1906
Hugh McCulloch.....	Revenue cutter.....	Jan. 6, 1907
Thetis.....	Revenue cutter.....	Feb. 19, 1907
Daniel Manning.....	Revenue cutter.....	Sept. 28, 1907
Bear.....	Revenue cutter.....	Feb. 24, 1908
Daniel Manning.....	Revenue cutter.....	Mar. 19, 1908
Hugh McCulloch.....	Revenue cutter.....	Mar. 23, 1908
Daniel Manning.....	Revenue cutter.....	May 31, 1908
Daniel Manning.....	Revenue cutter.....	June 16, 1908
Daniel Manning.....	Revenue cutter.....	June 28, 1908

List of Foreign War Vessels Arriving at the Port of San Francisco from July 1, 1906, to June 30, 1908.

Name.	Nationality.	Date of Arrival.
Dogalie.....	Italian.....	August, 1906
Dogalie.....	Italian.....	October, 1906
Almirante Grau.....	Peruvian.....	April, 1908

PART III

OFFICIAL REPORTS.

REPORT OF THE ASSISTANT STATE ENGINEER.

SAN FRANCISCO, CALIFORNIA, October 27, 1908.

*To the Honorable the Board of State Harbor Commissioners,
Ferry Building, San Francisco, California.*

GENTLEMEN: Prior to June 1, 1908, the engineering work of the portion of the harbor of San Francisco which is under the jurisdiction of the Board of State Harbor Commissioners was in charge of a Chief Engineer, who was appointed by the Board. On the above date the work was put in charge of an Assistant State Engineer, who is appointed by the State Engineer, under the authority vested in him by act, approved March 11, 1907, which creates a department of and for the State of California, known as the Department of Engineering.

For the purpose of this report, I shall divide the work into the following heads:

1. Seawall.
2. Bulkhead Wharves.
3. Piers.
4. East Street.
5. Belt Railroad.
6. Dredging.

Seawall.—On June 1, 1907, there existed along the water front of San Francisco 10,600 feet of seawall. All of this seawall, with the exception of Section 13, is north of Mission Street, and extended from that point to the foot of Jones Street. Section 13, which is 600 feet in length, extends from Second Street northerly.

On June 13, 1907, the contract for constructing Section 12, extending northerly 1,000 feet from the north end of Section 13, was let, and same was completed June 4, 1908.

At the writing of this report plans and specifications were being drawn for the construction of Section 11, to extend 600 feet northerly from the northerly end of Section 12.

All of the above seawall is constructed on the same plan with the exception of Sections 8a and 8b, which form part of the foundations of the Union Depot and Ferry House at the foot of Market Street.

The method of construction is as follows:

First a trench about 100 feet in width is dredged to the hard bottom, or as near it as practicable. Then into this trench rock is dumped, said

rock varying in weight from five pounds to several tons, for the core or main portion of the wall. Then on top and on the water side of this core is placed an armor of larger rock varying in size from one to four cubic feet, this armor being hand laid above low water.

This kind of a seawall is not entirely satisfactory. Its principal faults being that it allows the free flow of the tide through it which carries away the fill behind the wall, and makes it difficult to maintain the thoroughfare thereon. It also is faulty from the fact that it is difficult to obtain a foundation which will prevent the settlement of the wall by the method described above. All of the seawall with the exception of Sections 8a and 8b have settled considerably, taking down with it the wharves which it supports and causing much inconvenience and unsightliness. It will be my policy to recommend the construction in future of a seawall which shall be impervious to the tides, and shall have a foundation in which no settlement will occur.

Bulkhead Wharves.—Upon the seawall above described, bulkhead wharves are constructed. Up to 1907 these bulkhead wharves were constructed of creosoted piles spaced ten feet apart in both directions, upon which are placed heavy caps and stringers, and upon the stringers heavy planking was laid.

The planking where it is exposed to the wear of traffic is extremely shortlived, and the expense of maintenance is therefore very great.

To overcome this difficulty I have recommended, and the Board has adopted, a type of concrete and steel bulkhead, having an asphalt wearing surface. About 200 feet of this construction was placed on the seawall between Piers 19 and 21 at the foot of Union Street. The seawall at this point was constructed thirty years ago, and it is safe to assume has reached the limit of settlement. A contract has been let for the construction of 600 feet of similar bulkhead on Section 12 of the seawall.

Piers.—There are practically two kinds of piers in existence on the water front of San Francisco. One is the pier resting on creosoted piles and comprises the remains of the old work, completed previous to the use of the Howard Holmes patent. The other comprises the piers resting on piles protected by concrete according to Mr. Holmes' patent. There are in all twenty-eight piers on the water front, about evenly divided between the two classes of construction.

Those of the first kind are very hard to maintain, and it has been the policy of the Board for a long time to construct all new piers on the patented piles. Consequently, the remaining old piers are in a bad condition, only being repaired in such a manner as to keep them in a usable state until it is feasible to replace them with more permanent structures. The piers of the second kind are nearly all in good condition. In a few cases the wooden superstructure is beginning to succumb

to age, and in a few instances the concrete cylinder piers have failed and fallen from their position. This latter failure is undoubtedly due to the practice of placing the concrete for a considerable portion of the bottom of the cylinder under water, without any special device to prevent a separation of the ingredients.

Mr. Holmes' method of supporting piers consists of piles and protecting same from the sea worms by a large concrete cylinder. There are several faults to be found with this method as it has been applied on the water front of San Francisco, which I have tried to remedy in the new work projected.

1. The dependence for vertical support on a pile with a large concrete protecting cylinder is, I think, bad. In cases where there is no hard bottom within a reasonable distance from the surface, the large and heavy concrete cylinder loads the pile greatly before the superstructure is added, thereby decreasing its efficiency.

In cases where there is a hard stratum at not too great a depth, which the concrete cylinder can rest upon, the pile becomes superfluous. In the design of each pier the conditions obtaining at the particular point where it is to be located should be ascertained, and the structure proportioned in accordance therewith. There can be no one design which will be suitable for all the varying conditions along the water front of San Francisco. Consequently, in the design of the new piers, 33 and 40, which are now under way, exhaustive soundings were taken at the site. These showed that at a depth of about fifty feet below the proposed floor of the piers there occurred a stratum of stiff clay and sand which is very difficult to penetrate with a pile. It was decided that this soil was capable of safely supporting a load of 10,000 pounds per square foot, and the pier foundations were proportioned accordingly. Actual test loads have been applied, which show that the soil will support 30,000 pounds without settlement. This assures us that there will be no settlement of the foundations.

2. The practice of placing concrete under water, above mentioned, is overcome by excavating the mud and water from the entire depth of the cylinder which has been sunk to the hard stratum. The concrete is then placed in the cylinder under conditions which insure a good result.

3. Heretofore the tops of the cylinders have had no lateral bracing, and trouble has been caused by the movement of the cylinders. In the new design there is a heavy knee brace connecting the cylinder to the superstructure, giving lateral stiffness to the structure.

4. In all the present piers the girders supporting the floor have either been wood or steel protected from the elements. In the new design these will be steel protected by concrete.

5. All of the present wharves have a wooden floor. In two instances this floor is protected by a wearing surface of bitumen or asphalt. The floor without protection wears out very rapidly, making its maintenance expensive. When it is protected by an asphalt wearing surface, the maintenance is very slight, and the planking is preserved to some extent; but there is the drawback of the very slippery surface for teaming. This is serious for the necessity for starting heavy loads. In Piers 38 and 40 the floor is reinforced concrete slab, protected by an asphalt wearing surface on the sides of the pier, and having a broad roadway for teams, paved with vitrified paving brick.

6. The sheds for these new piers are to be steel frames enclosed with reinforced concrete walls and roof, and to have rolling steel shutters for all door openings. This makes them entirely fireproof.

Belt Railroad.—Prior to June 1, 1907, the roadbed of the Belt Railroad consisted of various weights of rails, the heaviest being 65 pounds per yard. These were laid on ties without ballast, and were a continuous source of annoyance and expense. Owing to the fact that the Belt Railroad main tracks extend along East Street, a street which is necessarily subjected to a great deal of heavy traffic, it was necessary to plank the roadbed on account of the impossibility of paving up to a low rail, such as was in use. Also, the increasing weight of cars, and the increase of traffic, necessitating heavier engines, made it imperative that a heavier track be adopted. Therefore, I recommended the adoption of a heavy grooved rail of sufficient depth to allow paving blocks to be laid against it, same to be laid on ties having for their support a bed of crushed rock eight inches in depth. This construction was adopted by the Board, and up to the close of the fiscal year about 3,000 feet of track has been rebuilt. The work of rebuilding the balance is progressing, and in a short time all of the track which extends along East Street will have been completed.

The motive power in use on the Belt Railroad consists of three locomotives. Previous to 1907 these locomotives were using coal for fuel. Early in that year the same were changed to oil burners, thus effecting great economy in the cost of fuel and in time necessary for coaling. A reinforced concrete oil tank, with a capacity of 72,000 gallons, was constructed as a storage place for the necessary fuel.

East Street.—Previous to 1907 the paved portion of the water front thoroughfare, known as East Street, extended from Folsom Street on the south to Dupont Street on the north. The paving has been extended northerly to the foot of Taylor Street, giving easy access at all seasons to Sections A, B, 1 and 2 of the seawall and the property adjacent thereto. In addition to the new paving, all of the old paving has been raised to grade and relaid, insuring good drainage for the street.

Dredging.—The dredging plant belonging to the State consists of two towboats, six bottom dump mud scows, and three dredging machines. Of the dredging machines one is a small dredger handling a $1\frac{1}{4}$ -yard bucket; one is larger, handling a 2-yard bucket; and the third is a modern machine, handling a $3\frac{1}{2}$ -yard bucket. It was found that, with three machines working at perhaps widely separated points on the water front, the two towboats could not serve them properly, and much time was lost by the dredgers waiting for the boats.

The extension of the water front, and the construction of new piers and seawall adding greatly to the dredging necessary, it became imperative to increase in some way the capacity of the plant. This was accomplished by discontinuing the use of the smaller machine, which cost as much to operate as the large one and only handled about one half as much material, and installing on the towboats and on the largest dredger electric light plants, and working this machine twenty-four hours every day instead of eight hours as heretofore. This plan has proven very efficacious and the dredging on the water front is now well in hand.

Respectfully submitted.

RALPH BARKER.
Assistant State Engineer.

REPORT OF W. H. DAVIS, ATTORNEY FOR THE BOARD OF STATE HARBOR COMMISSIONERS.

SAN FRANCISCO, CALIFORNIA, July 1, 1908.

*To the Honorable the Board of State Harbor Commissioners,
Ferry Building, San Francisco, California.*

GENTLEMEN: I beg leave to submit herewith my report as Attorney for the Board of State Harbor Commissioners for the period beginning July 1, 1906, and ending June 30, 1908.

It has been my custom, while I have been acting as Attorney for the Board, to attend all of its meetings and thus expedite, as much as possible, the general business which has been brought to the Board's attention.

During the past two years I have rendered many opinions upon a great variety of subjects which have been presented for my consideration, and upon many more questions I have given my verbal opinion. The multiplicity of legal questions arising makes a knowledge of the

general business affairs of the water front indispensable to the Board's Attorney, and therefore I have to a considerable extent kept in close touch with the policies of the Board and its administrative details.

I have referred in my previous reports to the practical impossibility of giving accurate and detailed statements of all matters presented to me, and I shall refer herein to only the most important of such questions.

Sewers Across East Street.—The question arose whether or not the Board was, under the law, compelled to maintain the city sewers crossing under East Street from the west line thereof to the Bay of San Francisco.

The Board of Public Works requested the Board of Harbor Commissioners to make certain needed repairs. I gave the Board my opinion that under the law it was not compelled to do so. This opinion was later concurred in by the City Attorney.

Fire Insurance.—The rates of fire insurance were generally raised by the insurance companies after the conflagration of 1906, and for a time it seemed impossible to renew the insurance upon the property of the State under your jurisdiction, which was about to expire, at the rate provided by law, to wit: two per cent for a three-year term. I advised you that you could not legally pay a greater rate. The matter, however, has been satisfactorily adjusted by the renewal of this insurance at the above specified rate.

Collapse of a Portion of Lombard Street Wharf.—R. D. Hume & Company made a claim for loss of merchandise by reason of the collapse of the above wharf on the 27th of December, 1906. I advised you that you were not liable for this damage under the circumstances as presented to me. The claim has never been renewed.

Contest Over the Office of Harbor Commissioner.—In the latter part of October, 1906, John G. Mattos, Jr., presented a commission from the Governor of the State, purporting to appoint him as a member of this Board in place of John D. Mackenzie. Mr. Mackenzie brought an action against said John G. Mattos, Jr., Charles H. Spear, and Henry J. Crocker, in which a permanent injunction was asked enjoining them from recognizing the validity of the appointment of Mr. Mattos. The temporary injunction, which was issued at the time of the filing of the complaint, was on November 13, 1906, by Hon. J. M. Seawell, Judge of the Superior Court of the State of California in and for the City and County of San Francisco, made permanent on the ground that the term of office of Mr. Mackenzie had not expired.

Transfer of Assignments of Property or Space Upon the Water Front. The transfer of assignments of space upon the water front without

the consent or authority of the Board has been of frequent occurrence, and the question of the validity of such transfers was presented to me. I rendered an opinion to the effect that all transfers of assignments of space and all trafficking in privileges granted by the Board are void.

India Basin Act.—The Legislature of the State, by act approved March 12, 1907, passed what was known and designated as the "India Basin Act." The question as to the constitutionality of this act was presented to me. Owing to the omission of certain words in Section 5 of said act relating to the creation of a sinking fund for the payment of principal and interest, the language therein was plainly unintelligible, and the act in itself did not provide ways and means to pay and discharge the principal of the indebtedness which the act created. I was forced to render my opinion that on this account the act was unconstitutional and void. This omission or defect was the oversight of those who had charge of the passage of the bill before the Legislature. An identical act was, however, reënacted with the necessary corrections at the extra session of the Legislature in 1907. The opinion of your Attorney was concurred in by the Attorney-General.

Woodward Act.—Complaints were made to the Board in September, 1907, that dealers in fish on Fisherman's Wharf were discriminating against certain intending purchasers. I gave the Board my opinion that such discriminations were illegal. After numerous hearings the matter was regulated to the satisfaction of all concerned, and no further complaints have been made.

Controversy With the State Department of Engineering.—In November, 1907, the State Engineer presented bills to the Board for services of draughtsmen in connection with the work on plans for the ferry booth and also plans for altering the south wing of the Ferry Building. I gave to the Board my opinion that under the act creating the Department of Engineering these bills should be paid by said Department of Engineering.

Improvements in Central Basin.—The shipbuilding interests of the city which have been accustomed to use the waters of Central Basin for launching of vessels protested against the building of wharves therein, upon the ground that such construction would interfere with the safe launching of vessels constructed at the various shipping yards in that locality; and furthermore made the claim that it was the intention of the Legislature that this Basin should be used solely for such purposes, and that the improvements contemplated by the Board were illegal. I rendered my opinion to the effect that the claims of the shipbuilding interests were untenable, and that there was no legal

objection to the improvement of Central Basin by constructing wharves, even though such construction inconvenienced the shipbuilding interests existing in that locality.

Extension of Fairway.—At your request I have prepared rules providing for the extension of what is known as the “fairway,” or that portion of the bay within which the anchoring of vessels is prohibited.

Oil in the Bay.—The increase in the use of oil as fuel upon steamers navigating the waters of the bay has led to many complaints being made that fuel oil is dumped into the bay, and that some portion of the oil thus floating adheres to the piling and wharves and increases the danger of fire on the water front. The laws, as they exist, provide for the punishment of offenses of this character, and the cases which were investigated have indicated to the offenders that future violation of the law in this respect will be severely dealt with. The prompt action on the part of the Board in taking cognizance of such violations of the law has caused the discontinuance of this practice.

Regulation of East Street.—During the early part of 1908 the Board undertook to enforce regulations providing for the uninterrupted approach to the Ferry Building, and exit therefrom, of those using this portion of the State's property. An attempt to enforce this regulation against newsboys, vendors, and others was met with resistance, and the regulations of the Board were openly defied, particularly by the newsboys. The city police, aided the special officers employed by the Board to the fullest extent possible, but neither the District Attorney of the City and County of San Francisco nor the police courts gave any aid whatever; in fact, these two departments of the city government openly expressed their disapproval of the action of this Board in attempting to provide for the comfort and safety of the users of the Ferry Building in this respect. To the end that there might be no ground on the part of the police courts and the District Attorney for refusal to aid the Board in this direction, your Attorney, at your request, prepared and presented to the Board of Supervisors an ordinance regulating peddlers, hucksters, and vendors of various sorts doing business within close distance of ferries, railway stations, and other public places. This proposed ordinance was referred to the Police Committee of the Board of Supervisors and was reported favorably, with however a minority report. Upon the consideration of the proposed ordinance by the Board of Supervisors itself, the same met with overwhelming defeat. The evening newspapers of the City and County of San Francisco were active, in their opposition of this proposed ordinance, with the above result. Without such, or a similar ordinance of the City and County of San Francisco, or without the enactment of

some laws by the Legislature of the State, it seems impossible to enforce regulations of the character herein referred to.

Belt Railroad.—Your Attorney is occasionally called upon to defend employés of the Board upon the Belt Railroad for manslaughter on account of fatal accidents attending the operation of the Belt Railroad. During the last two years there have been but two fatal accidents, and in both instances the employees of the Board were dismissed by the police courts of the city.

Dumping Refuse Into the Bay.—The practice of dumping refuse into the bay had become quite common, and a great many arrests for so doing were made, with the result that a few convictions served to put a stop to the practice.

Free Market.—The contractor for the construction of the Free Market, the Bamford Building Company, met with difficulty in settling with the laborers and materialmen under said contract. In consequence thereof, the moneys due thereunder were, by this Board, held beyond the time prescribed in the contract for the payment of said sums. After numerous consultations with the creditors and their attorneys, the matter was adjusted by all agreeing to pro rate their claims, with the result that the Board was freed of all liability under said contract and all proceedings in court were obviated.

Channel Street Jurisdiction.—In December, 1907, by direction of the Board, I brought action in the name of the People of the State, upon the relation of the Board, against Southern Pacific Company, City Savings Bank of Santa Cruz, and the Estate of Harvey C. Somers, deceased, to determine whether or not the Board has jurisdiction over a strip of land thirty feet wide adjoining the waterway on the north side of Channel Street, between Fifth and Sixth Streets.

These actions are now at issue and will be brought to trial shortly.

General Litigation.—During the past two years but one action has been brought against the Board. Walter G. Hopkins and Clarence R. Gillerest, on October 26, 1906, brought an action against the Board, asking that the Board be enjoined from interfering with the use by them of a portion of Mission Street Wharf. The action was without merit, and was dismissed before any appearance was made by the Board.

Respectfully submitted.

W. H. DAVIS,
Attorney for the Board.

REPORT OF EXPERT ACCOUNTANT.

SAN FRANCISCO, CALIFORNIA, October 24, 1908.

*To the Honorable the Board of State Harbor Commissioners,
Ferry Building, San Francisco, California.*

GENTLEMEN: The examination of the books and accounts of the Board of State Harbor Commissioners has been made by me for the two years ending June 30, 1908, and I find the general condition of accounts as follows:

CASH ACCOUNT.

On the early morning of July 1, 1908, I balanced the cash and found—

Cash receipts		\$79,362 84
Pay roll items unpaid.....		147 75
		\$79,510 59
Coin disbursements for urgent repair....	\$1,363 81	
Cash remitted to State Treasurer.....	74,052 36	
Coin and exchange	3,305 37	
Pay rolls, part payment.....	510 00	
Credit toll not collected.....	10 65	
Sundry paid accounts not entered.....	268 40	
		\$79,510 59

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

June 30, 1906, to June 30, 1908.

Cr.

June 30, 1906—Balance in the fund.....		\$295,209 20
June 30, 1908—Total monthly remittances to State Treasurer, 24 months.....		2,245,071 42
Loan voted by State Legislature.....		250,000 00
Draft returned and canceled.....		183 90
		\$2,790,464 52

Dr.

June 30, 1908—Sight drafts drawn on State Treasurer 2 years to date.....	\$2,312,266 10	
Deferred payment drafts paid.....	196,328 18	
Monthly transfers to San Francisco Depot Sinking Fund of \$4,631, 24 months....	111,144 00	
Monthly transfers to San Francisco Seawall Sinking Fund	48,037 33	
Part principal on State loan of \$250,000...	50,000 00	
Interest paid State at 4%—One year.....	10,000 00	
		2,727,775 61
Balance on hand June 30, 1908.....		\$62,688 91

I am indebted to the State Controller, A. B. Nye, for a statement giving the balance of this account:

June 30, 1908—State Controller's balance.....	\$53,257 98
Add part of June receipts remitted in July.....	26,070 24
	<hr/>
	\$79,328 22
Less long standing difference of.....	04
	<hr/>
	\$79,328 18
Less outstanding drafts.....	16,639 27
	<hr/>
	\$62,688 91

SAN FRANCISCO DEPOT SINKING FUND.

Only the monthly transfers for the account of this fund appear on the books of this department, and I am indebted to the State Treasurer, W. R. Williams, for a statement of its condition, of which the following is a synopsis:

Cr.

July 1, 1906—By total transfers from San Francisco Harbor Improvement Fund for account of principal and interest.....	\$709,591 00
July 1, 1906—Total interest on United States bonds.....	96,500 00
July 1, 1908—Total interest on United States bonds.....	32,650 00
United States 4 per cent bonds, 1907, matured.....	70,000 00
July 1, 1908—Total transfers for principal and interest, 24 months at \$4,631.....	111,144 00
	<hr/>
	\$1,019,885 00

Dr.

July 1, 1906—To total principal and interest paid to this date.....	\$699,144 63
Nov. 13, 1906—To purchase of United States 4% bonds of 1925.....	90,000 00
Nov. 13, 1906—To premiums at 132.....	28,800 00
Nov. 13, 1906—To expense of purchase.....	498 50
Sept. 20, 1907—To purchase of United States 4% bonds of 1925.....	85,000 00
Sept. 20, 1907—To premiums at 127½.....	23,375 00
Sept. 20, 1907—To expense of purchase.....	124 10
May 22, 1908—To purchase of United States 4% bonds of 1925.....	24,500 00
May 22, 1908—To premiums at 120½.....	5,022 50
May 22, 1908—To expense of purchase.....	103 00
June 30, 1908—To total interest paid, 24 months.....	48,000 00
	<hr/>
	\$1,004,567 73
Balance not invested.....	5,317 27
United States 4% bonds of 1925 on hand.....	464,500 00
	<hr/>
Total held for account of principal of bonds \$600,000, due January 1, 1912.....	\$469,817 27

SAN FRANCISCO SEAWALL FUND.

Cr.

March 22, 1906—By sale of 250 bonds, face value of \$1,000	\$261,850 00
---	--------------

Dr.

June 30, 1908—To amount of drafts drawn from begin- ning to date	101,317 29
---	------------

Balance in fund.....	\$160,532 71
Sacramento balance per favor of State	
Controller	\$161,169 46
Less draft No. 30 outstanding.....	636 75
	<u>\$160,532 71</u>

SAN FRANCISCO SEAWALL SINKING FUND.

The subjoined is also data furnished by the State Treasurer, not being contained in the books of this Department:

Cr.

June 30, 1906—By balance on hand.....	\$7,672 28
Jan. 17, 1908—By interest on bonds purchased.....	449 50
June 30, 1908—By 24 installments for account of princi- pal and interest.....	48,037 33

\$56,159 11*Dr.*

Oct. 25, 1907—To Oakland city 4½% bonds purchased	\$20,000 00
Oct. 25, 1907—To accrued interest on same	251 50
Oct. 25, 1907—To premiums on same.....	310 40
June 24, 1908—To San Diego city, 4½% bonds purchased	10,000 00
June 24, 1908—To accrued interest on same	27 50
June 30, 1908—To interest on bonds sold, paid quarterly	20,000 00

50,589 40

Balance on hand	\$5,569 71
Interest on bonds purchased due but uncollected.....	449 00

INVESTMENTS.

City of Oakland municipal improvement 4½% bonds....	\$20,000 00
City of San Diego municipal improvement 4½% bonds...	10,000 00
Bonds sold, \$250,000, redeemable by lot December 31, 1914, up to January 2, 1924.	

Remarks.—It must be understood that the Sinking Funds are under the sole control of the State Treasurer, this Department being only party to the monthly transfers from the San Francisco Harbor Improvement Fund to defray interest and installments of principal as called for by acts of the State Legislature.

In the matter of the \$600,000 bonds floated for account of the San Francisco Depot Sinking Fund, the baneful effects of a carelessly drafted act of the Legislature has been from time to time strikingly apparent, *i. e.*, making no provision for redeeming bonds before the maturity, January 2, 1912, and making it imperative that the installments of principal be invested in United States bonds, which command a high premium. These evils have occasioned a heavy loss—vide statement of this fund wherein premiums of

\$1.32 on \$90,000	\$28,800 00
\$1.27½ on 85,000	23,375 00
\$1.20½ on 24,500	5,022 50
\$199,500	\$77,197 50

Compare also these figures with the statement of the Seawall Sinking Fund, wherein the investment of monthly accumulations is made in bonds of California cities bearing 4½% interest. Take as a basis of calculation the amount of United States bonds now in the fund, \$464,500 bearing 4% interest, and say an arbitrary average of difference between United States bonds and California cities of 20%, brings the amount of loss up to \$92,900; but the shrinkage in value of United States 1925 bonds between the present date and the time of maturity, January 2, 1912, will easily make it over \$100,000.

On the date of the maturity of the \$600,000 bonds, January 2, 1912, I estimate that the San Francisco Depot Sinking Fund will stand as follows:

June 30, 1908—Amount invested in United States bonds, 1925	\$464,500 00
June 30, 1908—Cash balance on hand.....	5,317 27
June, 1908, to January 2, 1912—Interest on bonds, 42 months at 4%.....	65,030 00
Jan. 2, 1912—42 monthly installments of principal of \$2,631	110,502 00
Estimated premium on \$464,500 bonds—say 15%.....	69,675 00
	\$716,024 27
Amount of bonds sold	600,000 00
	\$116,024 27

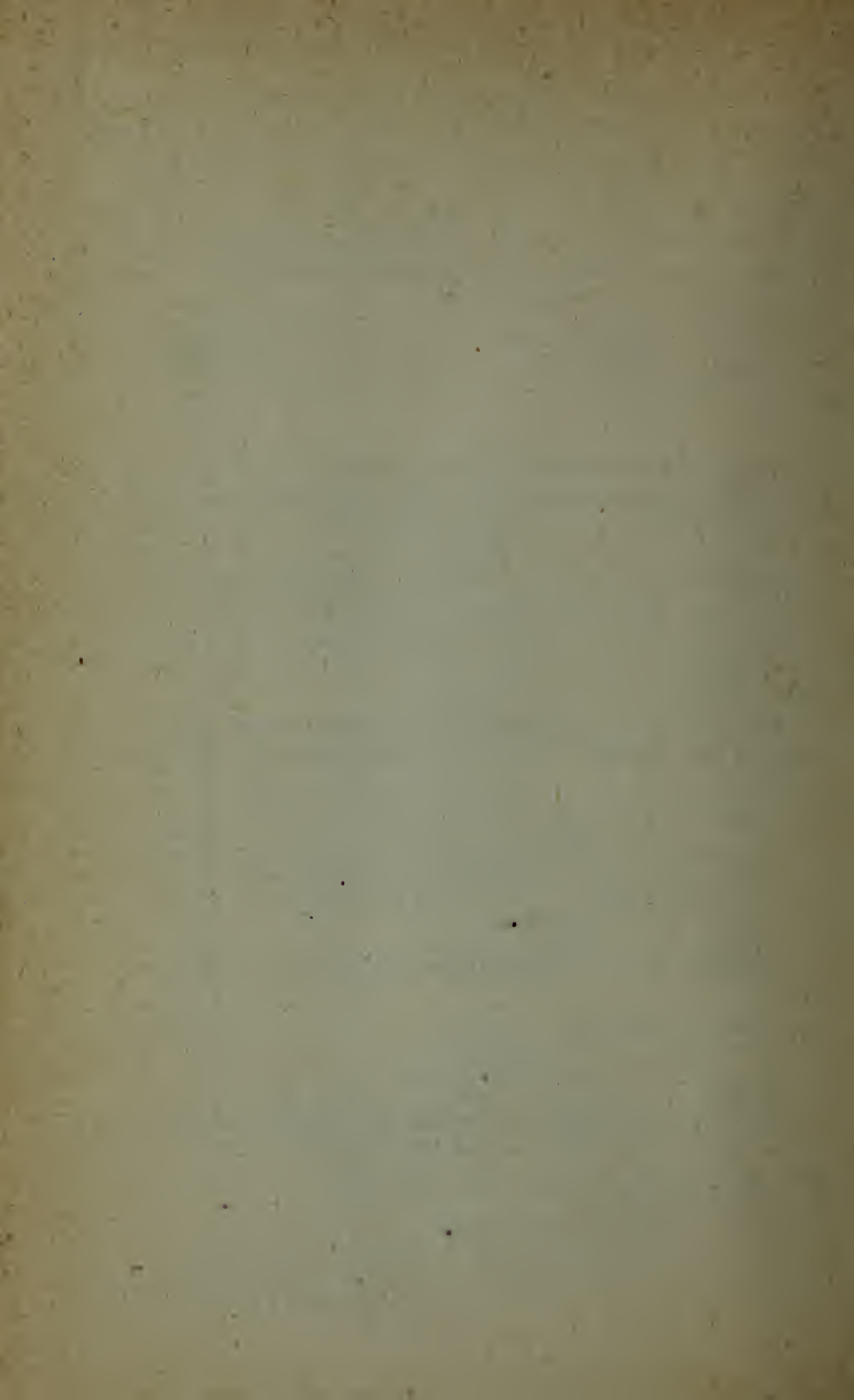
The other financial statements embodied in your biennial report have been carefully examined by me, and I find they are in strict consonance with the books and accounts of the department.

I am, gentlemen,

Yours faithfully,

JULIAN B. HARRIES,

Certified Public Accountant



BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

FISCAL YEARS COMMENCING JULY 1, 1908, AND ENDING
JUNE 30, 1910.

COMMISSIONERS:

W. V. STAFFORD President,

WALTER E. DENNISON,

PHILIP S. TELLER.



SACRAMENTO:

W. W. SHANNON, : : : SUPERINTENDENT STATE PRINTING

1910

BOARD OF STATE HARBOR COMMISSIONERS.

WALTER V. STAFFORD, *President*, - - - Commissioner.
WALTER E. DENNISON, - - - Commissioner.
PHILIP S. TELLER, - - - Commissioner.

WALTER B. THORPE, - - - Secretary.
JAMES BYRNE, JR., - - - Assistant Secretary.
RALPH BARKER, - - - Assistant State Engineer.
WILLIAM H. DAVIS, - - - Attorney.

OFFICE :

UNION DEPOT AND FERRY HOUSE, SAN FRANCISCO, CAL.

TABLE OF CONTENTS.

	PAGE.
REPORT OF THE BOARD-----	11
REPORT OF THE ASSISTANT STATE ENGINEER-----	27
REPORT OF THE ATTORNEY-----	41
REPORT OF THE EXPERT ACCOUNTANT-----	45
REPORT OF THE SUPERINTENDENT OF THE BELT RAILROAD-----	53
FINANCIAL STATISTICS :	
Summary of Receipts for the Two Fiscal Years-----	58
Disbursements for the Two Fiscal Years-----	59
Summary of Receipts and Disbursements, by Months-----	60
Summary of Revenue, 1908-1909-----	61
Summary of Revenue, 1909-1910-----	61
Recapitulation of Revenue, by Wharves-----	62-64
Comparative Table, Receipts and Disbursements, 1863-1910-----	66
Monthly and Term Incomes from leases of Seawall lots-----	66-67
Monthly Income from Union Depot and Ferry Building-----	68
Statement of the San Francisco Harbor Improvement Fund-----	69
Statement of the San Francisco Harbor Improvement Fund, 1863-1910-----	70
Proceeds of the Sales of Seawall Bonds-----	71
Disbursements of the San Francisco Seawall Fund-----	71
Statement of the San Francisco Seawall Fund-----	72
Statement of the San Francisco Depot Sinking Fund-----	72
Statement of Deferred Payment Draft Account-----	73
Cost of Completed Seawall-----	74
Cost of Dredging-----	75
Statement of Earnings of the Belt Railroad-----	76
Comparative Table of Receipts of Representative Seaports-----	77
Comparative Table of Expenditures of Typical Seaports-----	77
Indebtedness of Four Typical Seaports-----	77
Rates of Towage for the Port of San Francisco-----	78
Pilot Charges in the Port of San Francisco-----	78
Work under way at time of last Biennial Report, and since finished-----	79-80
Work contracted for and finished during the Two Fiscal Years-----	81-88
Work contracted for and not finished on June 30, 1910-----	89-93
SHIPPING STATISTICS :	
Freight Discharged and Loaded, 1908-09-----	96-97
Freight Discharged and Loaded, 1909-10-----	97-98
Tons of Freight Discharged and Loaded, 1895-1910-----	99
Schedule of Dockings, 1908-09-----	100
List of Ocean Steamships Docking at the State Wharves, 1908-10-----	101-103
List of Square-rigged Sailing Vessels Docking at the State Wharves, 1908-10-----	103-105
List of Schooners and Sloops Docking at the State Wharves, 1908-10-----	106-107
List of Bay and River Steamers Docking at the State Wharves, 1908-10-----	108
List of Tugs Docking at the State Wharves, 1908-10-----	108
List of U. S. Government Vessels Docking at the State Wharves, 1908-10-----	109
List of U. S. Army Transports Docking at Folsom Street Wharf, 1908-10-----	109
Recapitulation of Vessels Docking at the State Wharves, 1908-10-----	110
Arrivals of Ocean Steamships at the State Wharves, 1909-10-----	111-114
Arrivals of Square-rigged Sailing Vessels, 1909-10-----	115-116
Recapitulation of Arrivals of Vessels at the State Wharves, 1909-10-----	117
Ocean Steamers Docking at the State Wharves, arranged according to tonnage-----	118
Principal Ocean Steamship Lines Regularly Using the State Wharves-----	119-121

LIST OF ILLUSTRATIONS.

	PAGE.
PIER 36, WITH BELT RAILROAD ENGINE AND CARS.....	6
SECTION 9 OF THE SEAWALL IN PROCESS OF CONSTRUCTION.....	10
ALASKA PACKERS' VESSELS AT NEW PIER 36.....	14
PIER 38 AND SHED IN COURSE OF CONSTRUCTION.....	<i>between 16 and 17</i>
REMOVING THE OLD MAIL DOCK.....	18
MAKING WOODEN CYLINDER FORMS FOR NEW CONCRETE PIERS.....	20
CONCRETED STEEL BEAMS OF PIER 34.....	22
NEW PIER 34.....	24
INTERIOR OF STEEL SHED ON NEW PIER 34.....	26
PIER 38, SHOWING STEEL FLOOR BEAMS AND GIRDERS.....	<i>between 26 and 27</i>
CROSS-SECTION OF SEAWALL, SECTION 8.....	30
CROSS-SECTION OF SEAWALL, SECTION 10.....	31
CROSS-SECTION, PIER 36.....	32
PLAN AND ELEVATION, PIER 38.....	33
PLAN AND ELEVATION, PIER 36.....	35
STEEL CYLINDER FOR CONCRETE PILLARS OF NEW PIERS.....	37
PIER 40, SHOWING TYPE OF REINFORCED CONCRETE SHED.....	<i>between 38 and 39</i>
STATE TUG GOVERNOR IRWIN AND NEW ENGINE OF BELT RAILROAD.....	52
MAP OF THE SAN FRANCISCO WATER FRONT.....	122

BIENNIAL REPORT
OF THE
BOARD OF STATE HARBOR COMMISSIONERS.

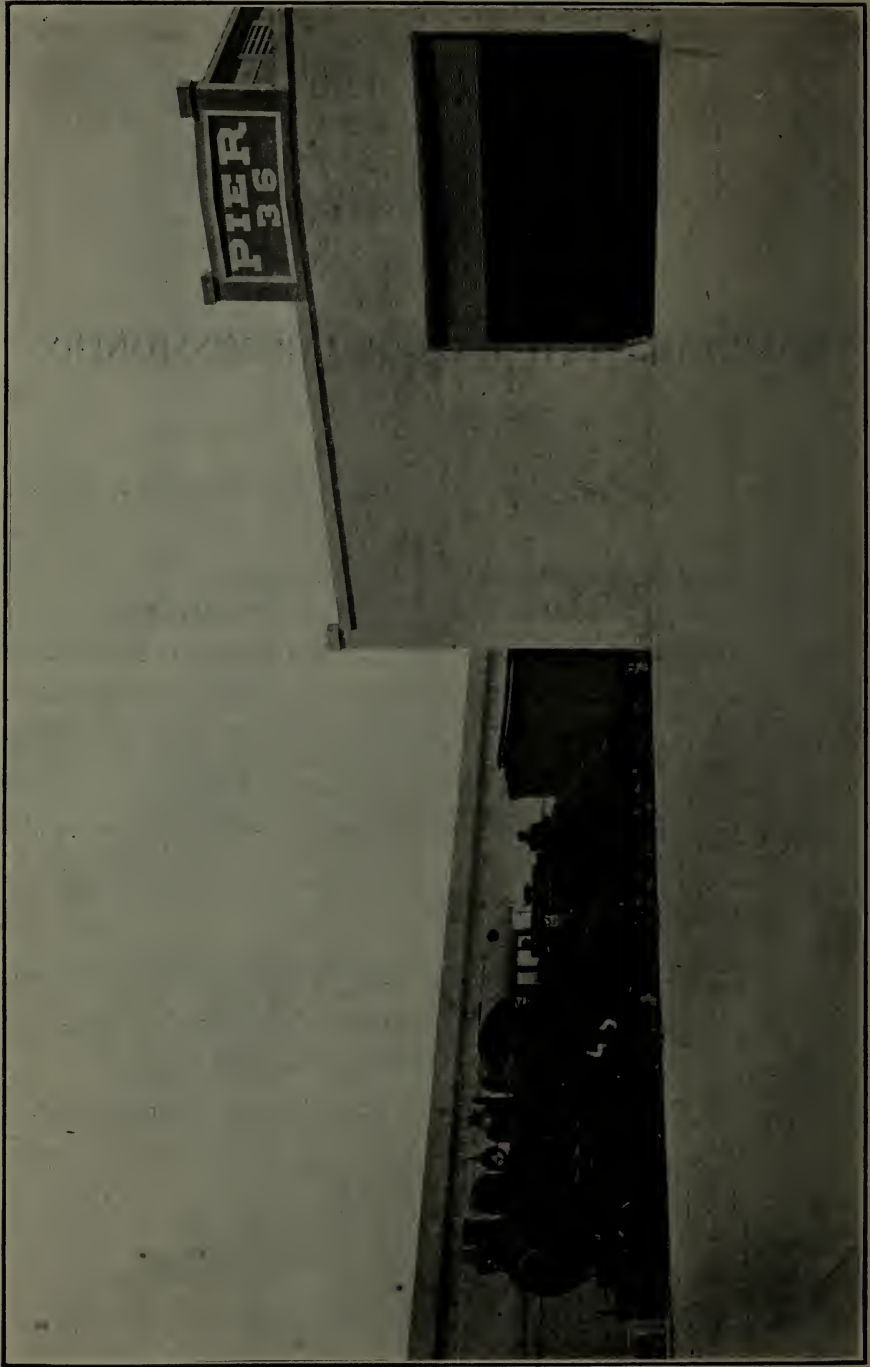
SAN FRANCISCO, CALIFORNIA, September 8, 1910.

*To His Excellency, The Honorable JAMES N. GILLETT,
Governor of the State of California, Sacramento, California.*

SIR: As required by law, the Board of State Harbor Commissioners for the harbor of San Francisco herewith respectfully submits its biennial report for the two fiscal years commencing July 1, 1908, and ending June 30, 1910, embracing in detail all financial transactions of this public department and describing the work accomplished during the period named.

Respectfully yours,

WALTER V. STAFFORD, President,
WALTER E. DENNISON,
PHILIP S. TELLER,
Board of State Harbor Commissioners.



Pier 36, with Belt Railroad engine and cars.

INTRODUCTION.

Except for a provision authorizing the Board of State Harbor Commissioners to provide for and to maintain open fairways in the bay of San Francisco for the clear passage of the transbay ferryboats, the jurisdiction of the Board is confined by law to the State property along the water front of the city and county of San Francisco between the eastern end of the Presidio reservation and the boundary line between the counties of San Francisco and San Mateo. The statistics and other data contained in this report refer to this property alone, which consists of the seawall, the seawall lots created by the reclamation of tide lands, East street for its entire length and other water front streets created by reclamation, and all the piers and wharves in the city and county of San Francisco except those belonging to the Federal Government at the Presidio and at Fort Mason, those belonging to the Union Iron Works at Central Basin and at Hunter's Point, and that of the Western Sugar Refining Company at the foot of Twenty-third street. The commerce handled at the state wharves, which is all with which this report deals, is but a part of the entire commerce of San Francisco bay and harbor, which includes that of the stream, of Oakland, of Point Richmond, of Port Costa, and other bay points. The Board of State Harbor Commissioners has no official cognizance of any of these.

In addition to the report of the Board, there are submitted herewith the reports of the Engineer, of the Attorney, of the Superintendent of the Belt railroad, and of the Expert Accountant to the Board, together with tables giving the receipts and disbursements of the Board for the two fiscal years from July 1, 1908, to June 30, 1910, and from the creation of the Board in its present guise, in 1863, to June 30, 1910; the states of the San Francisco Harbor Improvement, San Francisco Seawall, and San Francisco Depot funds, with the payments made to and from them; the state of the Deferred Payment Draft Account (now nearly extinguished); the operation of the Belt railroad; the extent and cost of completed seawall; the contract work completed since June 30, 1908, and that under way June 30, 1910; the revenues and rentals from seawall lots and other state property; the amount and cost of dredging from June 30, 1875, to June 30, 1910; a comparison of the revenues, expenditures, and indebtedness of typical seaports with publicly owned docks; statistics of vessels of every kind using the state

wharves of San Francisco; the amount and character of freight handled over the state wharves.

In the shipping statistics, vessels are credited with net tonnage throughout, not with gross tonnage, as in some statistical shipping reports.

The prevailing charges for towage and pilotage in and out of the bay of San Francisco are appended, as being of general interest, although the Board of State Harbor Commissioners has no voice in fixing them.

PART I.

REPORT OF THE BOARD.



Section 9 of the seawall in process of construction. Flooded area to the left is now being filled in to make seawall lots.

PRESENT CONDITIONS OF THE STATE WATER FRONT PROPERTY OF SAN FRANCISCO.

Development of the docking facilities.

During the period of two fiscal years which ended June 30, 1910, the work of developing and improving docking facilities along the water front of San Francisco progressed steadily, the money for the purpose having been provided by the sale of seawall bonds authorized by the act of the legislature approved March 21, 1903, and ratified by the electors of the State the following year, and by the revenues of the state property turned into the San Francisco Harbor Improvement Fund.

On June 30, 1908, the state's piers, exclusive of dry dock wharves, numbered 30. Since that date, five of the old piers have been removed, three of the best modern pattern have been built, two more are in course of construction, the dry dock wharves have been remodeled, 900 feet of new seawall has been constructed, and 1,485 feet more is under construction. During the same period, 2,710 feet of bulkhead wharf has been completed and 1,485 feet more is under construction, to be added to the 18,753 feet completed June 30, 1908. The trackage of the Belt railroad has been increased from 20,765 to 31,015 feet. Details of the new construction will be found in the report of the Engineer, and details of the development and operation of the Belt railroad in the report of its Superintendent.

The total proceeds from the sale of seawall bonds, and interest thereon, amounted to \$2,019,250.63, and all of this, except a balance of \$308,974.69 on hand, has been expended in the construction of seawall and docks, with the result that a great street area and seawall lots aggregating over a million dollars in value have been created, the new property being leased as fast as acquired at a good rate of interest upon its valuation.

The last contract for work under the provisions of the seawall bond issue law of 1904, which will add three more seawall lots with a valuation of about \$700,000, has been entered upon and will be completed by the end of the current calendar year, when, unless another fund is provided, extensive harbor improvement, of permanent, durable, and up-to-date character, must cease.

The demand for a continuation of the work of development along the lines followed during the past three years is imperative. While all of the new docks completed in recent years are of the best and most dur-

able and convenient type, there remain many old wooden docks, costing large sums to keep in repair, and even with the best care not likely to survive much longer. Furthermore, the commerce of the port of San Francisco is steadily increasing with acceleration that will become greater and greater with the opening of the Panama canal and the inevitable growth of trade in the Pacific ocean. San Francisco possesses all of the prime requisites of a great seaport except ample docking facilities. The port is spacious, it is well defended, it is admirably sheltered against severe storms, its extreme tidal range is only about 8 feet and the mean less than 5 feet, it offers excellent anchorage in moderate depth of water, with fine holding ground, and, in a word, it is ideal as far as natural conditions are concerned. It is the terminal point of three great transcontinental railroads, and has at its gates a vast, rich, and growing hinterland. All it needs is betterment of its dock system.

The water front line of San Francisco, under the jurisdiction of the Board of State Harbor Commissioners, is approximately eight miles in length. On June 30, 1910, there were in existence along this line 11,700.5 feet of completed seawall, 30 piers, and 23 seawall lots, which lots, together with the land owned by the State around Central Basin, have a total area of 1,104,275 square feet, or 25.3 acres.

The piers and bulkhead wharves offer about five miles of berth space at the present time. If the water front were developed for its entire length from Taylor street to the San Mateo county line, with piers 210 feet wide and 800 feet long, having a space between them 250 feet wide, the entire length of the contour of the piers and bulkheads would be 193,640 feet, or 36.6 miles. If the piers were 140 feet in width and 800 feet long, with 220 feet space between them, there would be a total length of contour of 235,200 feet, or 44.5 miles. There would be 94 of the larger piers and 120 of the smaller ones. These calculations do not include any space in Channel street, in Central or India basins or Islais creek.

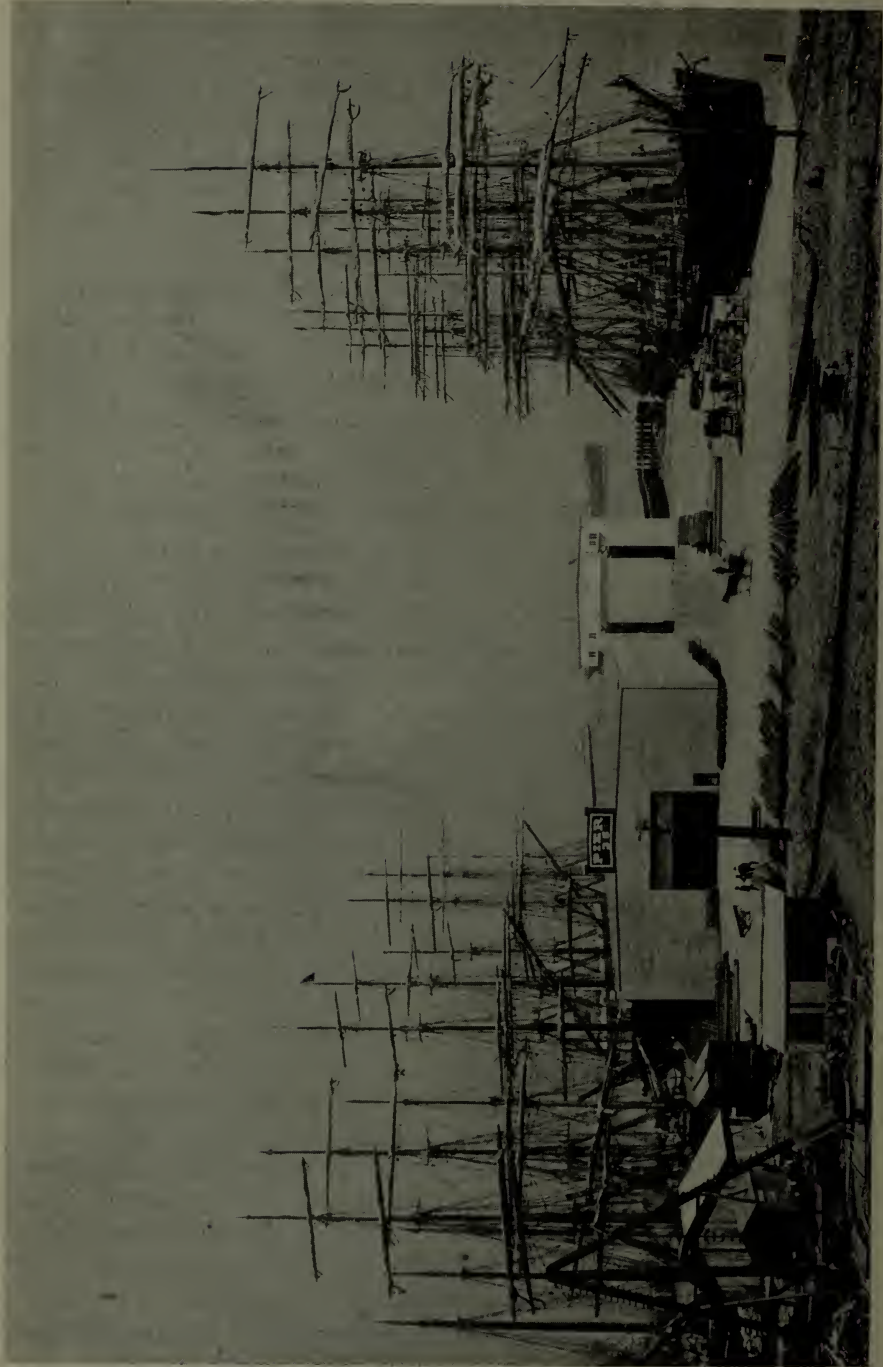
It is thus seen that the dock facilities of San Francisco may be expanded enormously, with ease.

By the construction of a new seawall and the reclamation of the land between it and the previously existing city front, the property of the State is greatly increased. From the new seawall lots created, large revenues are derived, for these lots are located in a part of the city where real estate is ever in demand and tenants never lacking. The lots already created have been let at good rentals, many of them for long periods, provision having been made for regular increases in rates every five years, to conform with the future increase of valuations with the growth of the city.

Definition of the water front line.

The water front line, sometimes called the bulkhead line or the seawall line, to which the Board of State Harbor Commissioners is empowered by law to extend the seawall seaward and create lands within it, was determined about 33 years ago. On September 12, 1877, Governor William Irwin, of California; Mayor Andrew J. Bryant, of San Francisco, and Harbor Commissioners William Blanding (president), Bruce B. Lee, and A. M. Burns, agreed upon and submitted to the legislature for ratification a water front line thus defined:

A line parallel to and distant 200 feet outwardly or seaward from a line described as follows: Beginning at a point in the prolongation northerly of the eastern boundary of the Presidio reservation, distant 200 feet northerly from the northerly line of Lewis street, said distance of 200 feet being measured at right angles to the line of Lewis street; thence in a straight line and parallel to Lewis street to the westerly line of Webster street; thence in a straight line to the intersection of the westerly line of Polk street with the southerly line of Lewis street; thence in a straight line to the intersection of the westerly line of Powell street with the southerly line of Jefferson street; thence in a straight line to the intersection of the westerly line of Dupont street with the southerly line of Beach street; thence in a straight line to the intersection of the southerly line of North Point street with the westerly line of Kearny street; thence in a straight line to the intersection of the northerly line of Francisco street with the easterly line of Montgomery street (said streets being estimated at 150 feet in width); thence in a straight line to the intersection of the southerly line of Lombard street with the westerly line of Battery street; thence in a straight line to the intersection of the southerly line of Filbert street with the westerly line of Front street; thence in a straight line to a point in the southerly line of Pacific street distant 75 6-12 feet easterly from the easterly line of Drumm street; thence in a direct course toward the intersection of the northerly line of Mission street with the westerly line of East street to a point 283 feet, measured in a said course northerly from the northerly line of Mission street; thence in a straight line to the intersection of the southerly line of Folsom street (as the same is laid out west of Steuart street) with the westerly line of East street; thence in a straight line passing through the point formed by the intersection of the northerly line of Harrison street with the westerly line of Steuart street, to a point 137½ feet southerly from the southerly line of Harrison street (said distance of 137½ feet to be measured at right angles to Harrison street); thence in a straight line to the intersection of the westerly line of Spear street to the northerly line of Bryant street; thence in a straight line to the intersection of the westerly line of First street



Alaska packers' vessels at new pier No. 36, immediately after its completion. East street in process of development in foreground.

with the northerly line of Townsend street; thence southerly in a straight line 3,300 feet to a point 640 feet easterly from the westerly line of Kentucky street (said distance of 640 feet to be measured at right angles to Kentucky street); thence in a straight line to the intersection of the westerly line of Water Front street with the easterly line of Wyoming street; thence along the westerly line of Water Front street and said westerly line prolonged to its intersection with a curve of 1,326.6 feet radius described from the intersection of the southerly line of A street with the easterly line of Sixth avenue as a center; thence southerly along said curve to a point in the prolongation northerly of the westerly line of Water Front street (as the same is laid out south of Eleventh avenue); and thence along the westerly line of said Water Front street to the boundary line between the city and county of San Francisco and the county of San Mateo.

By act approved March 15, 1878, the state legislature ratified all of this water front line except that part extending from the east line of Taylor street to the easterly line of the Presidio reservation, which was excluded. The act of ratification was worded as follows:

“So much of the line for a harbor embankment or seawall of the port of San Francisco, adopted on the twelfth day of September, eighteen hundred and seventy-seven, by the governor, the mayor of the city and county of San Francisco and the state harbor commissioners, and indicated on the maps filed in the office of said board of harbor commissioners and of the recorder of the city and county of San Francisco, as extends from the east line of Taylor street to the boundary line between the city and county of San Francisco and the county of San Mateo, is hereby ratified and confirmed, and shall be known as the ‘water front line’ of the city and county of San Francisco; and so much of said line of harbor embankment or seawall as extends from the east line of Taylor street to the eastern line of the Presidio reservation is hereby annulled and vacated.”

State water front properties self-supporting.

The state properties along the water front of San Francisco are wholly self-supporting. With the exception of \$100,000 appropriated by the legislature immediately after the earthquake and fire of 1906 to effect urgent repairs necessitated by that disaster, the state wharves have never cost the taxpayers of the State a cent. The expenses are borne by those who use the wharves, seawall lots, and other conveniences of the state properties. The regular, normal revenue of the Board of State Harbor Commissioners is derived from dockage charges for berthing privileges at the piers and wharves; tolls upon freight handled over the state property; wharfage charges for freight left unduly long upon the wharves; rentals of seawall lots, wharves, and quarters in the Union Depot and Ferry Building; switching charges by the Belt railroad; and various other lesser sources, such as minor privileges on East street, sale of old material, etc.

With the addition of seawall lots, as the seawall is increased in

length, the revenue from rentals will be greatly increased, so that the time may come, even if large bond issues are needed for improvement, when, after the bonds are retired, the dockage and toll charges may be abolished and San Francisco be made a free port for shipping, for the prospective rentals alone will be more than sufficient to pay all the expenses of administration, maintenance and ordinary repair. With the construction of new piers, of best pattern, such as those now being built, the repair bill will amount to a relatively small sum annually.

The tables of financial statistics accompanying this report will show the relative values of the various sources of revenue, as well as the relative amounts of the various expenditures.

Increase of San Francisco's commerce.

The amount of freight handled over the state wharves during the fiscal year ended June 30, 1909, was, in round numbers, 6,325,000 tons; during the fiscal year ended June 30, 1910, it was 6,866,000, showing an increase of about 8½ per cent in one year.

This is likewise an increase of 3,136,000 tons, or 84 per cent, in fifteen years, the freight handled over the state wharves during the fiscal year of 1894-95 having amounted to 3,729,000 tons. It must be borne in mind, too, that the year 1909-10 was a normal one and growth in commerce was not stimulated by any unusual happenings or conditions, such as in 1906, when the great earthquake and fire in San Francisco caused vast quantities of building materials and supplies to flow into the city. The tonnage for 1909-10 even exceeded that of the abnormal year of 1906-07, when the tonnage handled over the state wharves was 6,803,000. A table showing the tonnages for the past sixteen years is included among the shipping statistics.

Lumber, mineral oil, wine and general merchandise are at present the principal articles of trade handled over the state wharves. On an average, in round numbers, 1,000,000 feet, board measure, of soft wood lumber, 12,000 feet of hard wood lumber, over 10,000 tons of general merchandise, 1,000 barrels of wine, 2,250 tons of oil, and 1,200 tons of coal are handled daily over the state wharves.

In the tables of shipping statistics will be found many data relating to the numbers and classes of vessels using the state wharves, their arrivals, tonnage and nationalities.

Revenue and expenses.

During the fiscal year ended June 30, 1910, the revenues from rental of state properties on the water front have been increased as a result of their increased valuation, as well as by the addition of new seawall lots, which now constitute income-producing real estate where the waters of the bay formerly ebbed and flowed. At the same time the expenses of the administration, the fixed charges, have been lessened in their

13

14



PIER 38 AND SHED IN COURSE OF ERECTION, SHOWING CHARACTER AND PROGRESS OF NEW CONSTRUCTION.

NOTE.—Photographic distortion gives the appearance of two bends in the pier. The pier is straight.

relation to the revenue. For the forty-seven years from 1863 to 1910, the average ratio of administration expenses to revenue was 21.38 per cent. For 1908-09 it was 20.47 per cent and for 1909-10 it was 18.25 per cent.

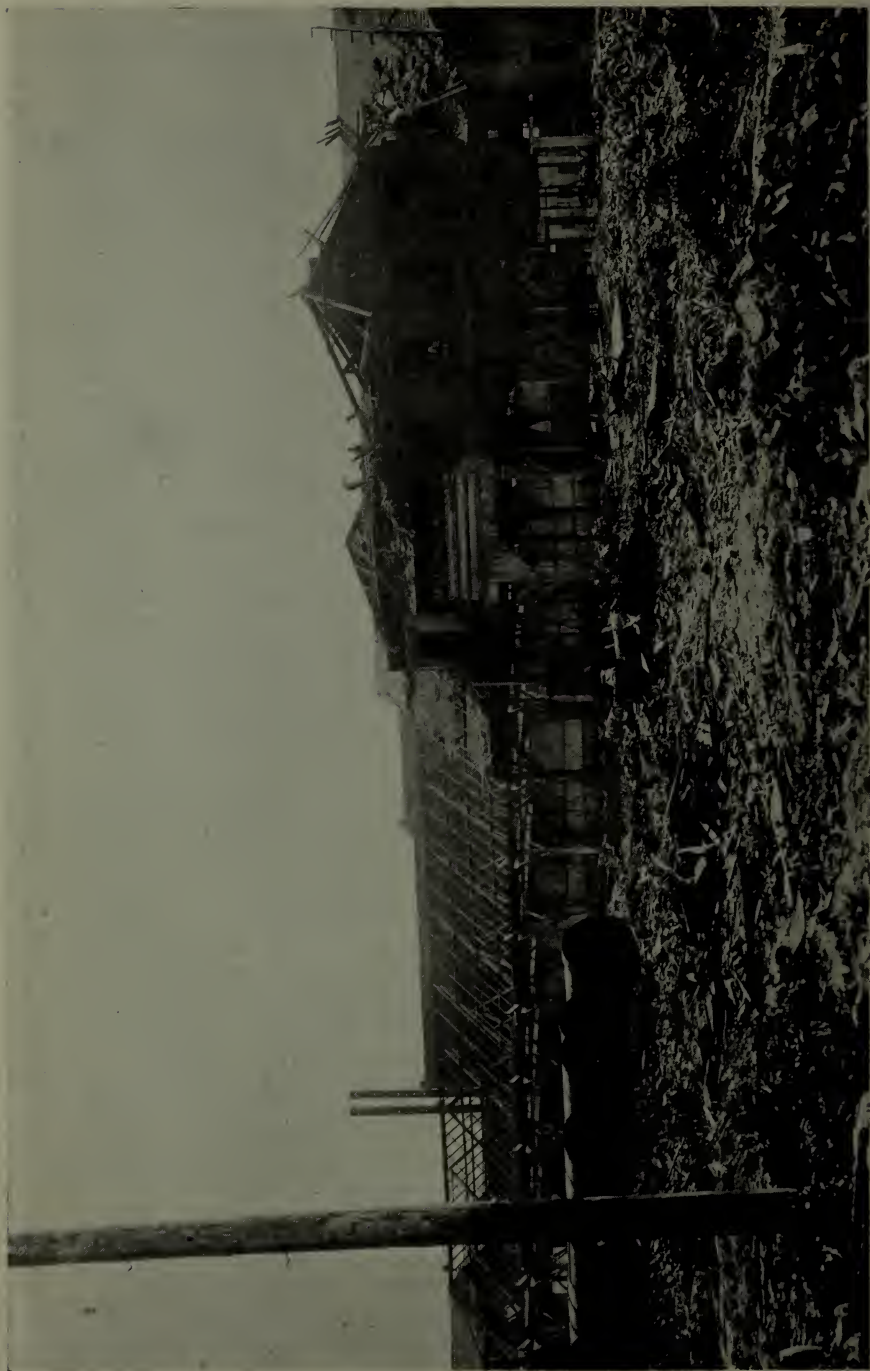
Early in 1910 a rearrangement was made of the rentals of tenants of the Union Depot and Ferry Building. Where formerly the rent schedule was more or less arbitrary and lacked uniformity, it is now based upon the character of the tenant's business and the number of square feet occupied. Tenants engaged in trade, such as candy, fruit and flower selling, are charged a flat rate of 75 cents per square foot. Other tenants, such as public officers, railroads, the express companies and the like, are charged a flat rate of 12½ cents per square foot on the ground floor of the building, 4 cents a square foot upstairs, and 2 cents a square foot on the slips. Where this method would have resulted in a lowering of the rental, the old rentals were left unchanged, but in a majority of cases the result was an increase, more nearly adequate than before to meet the charges for maintenance, interest on investment, and depreciation. The building now yields a revenue of \$12,631.16, where a year before it yielded \$10,602.00 a month, showing a gain of \$2,029.16 a month.

Taking the fiscal year ended June 30, 1910, as an index, it is found that the normal annual gross revenue of the state water front properties in San Francisco on that date amounted to over a million dollars, derived as follows:

From dockage -----	\$209,788 20
From tolls -----	343,307 39
From wharfage -----	7,184 73
From rentals -----	917,882 58
From Belt railroad -----	132,228 00
From minor privileges and concessions, electric lighting, etc.---	27,558 29
	<hr/>
	\$1,637,949 19
Less rents paid in advance-----	595,839 40
	<hr/>
Total -----	\$1,042,109 79

At the same time the fixed charges were less than \$400,000 per annum, as follows:

Administration, salaries, etc. -----	\$29,618 65
Collection of revenue -----	63,290 30
Expense account, stationery, printing, etc. -----	43,822 83
Cleaning wharves, bulkheads, streets, etc. -----	34,989 56
State tugs -----	52,219 59
Belt railroad maintenance and operation -----	88,335 51
Electric lighting -----	32,548 34
Upkeep of Union Depot and Ferry Building-----	42,209 14
Legal expenses, furniture, etc. -----	968 49
	<hr/>
Total -----	\$388,002 41



Removing the old Mail dock. A few months before this picture was taken deep water existed where the solid land now appears in the foreground, its reclamation resulting in the addition of a valuable seawall lot.

This shows a net annual income on June 30, 1910, of \$654,107.38, available for construction, repair, dredging, sinking fund, and interest.

Some items of the fixed charges fluctuate more or less, being affected, for example, by the amount of work done by the Harbor Commission's own force instead of by contract. When it is found more economical, or otherwise expedient to effect construction or repair by the Harbor Commission's own force, the latter is increased and the salary rolls increased accordingly during the time the work is in progress. Again, under the heading of upkeep of the Union Depot and Ferry Building are included such charges as cost of rearrangement of offices, new modern plumbing, new ladies' waiting room, new lighting system for building, improvements on north and south wings, an upper landing for Slip No. 1, and other improvements of a permanent character, which are really more of the nature of new construction than of upkeep. Modernizing the Union Depot and Ferry Building, like modernizing the wharves, lessens the later cost of upkeep.

A further increase in cost of administration was due to the granting, by the legislature, of higher pay for wharfingers, collectors, and others, and the allowance of two weeks' leave, on pay, each year to all employees.

Eucalyptus piles.

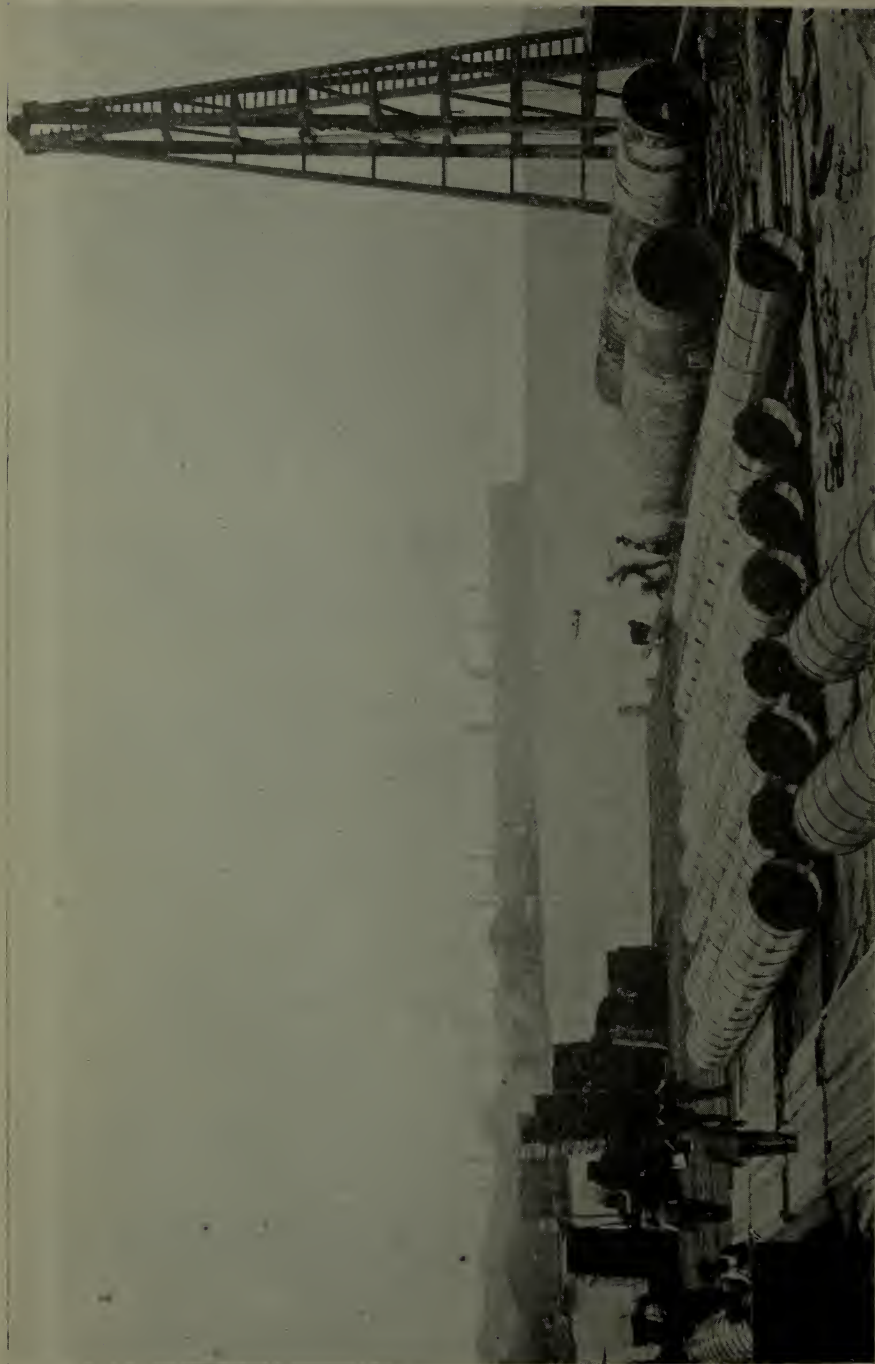
In the report of the Engineer particulars are given of experiments made under his direction with eucalyptus piles. In this connection, it may be stated here that in July, 1909, the Board, through its Secretary, wrote to the harbor officials of various seaports in New Zealand and Australia, requesting definite information as to their experience with varieties of eucalyptus timber as resistant to the attack of the teredo. There being several varieties of the tree, the experiences of those testing eucalyptus vary more or less, but as will be seen from the reports, the consensus of opinion is that even the variety that gave the best results is not satisfactory timber for piles exposed to the ravages of the teredo.

Mr. J. Marchbanks, Engineer of the Board of Harbor Commissioners of Wellington, New Zealand, says:

"Our experience is rather limited, owing to the practice of sheathing all piles with muntz-metal. Ironbark (*Eucalyptus paniculata*) does not resist the teredo successfully, and, as an instance, a wharf constructed of these piles was built at Opunaki, New Plymouth, and after three years the whole of the piles were totally destroyed. Jarrah (*Eucalyptus marginata*) resists the teredo much better than ironbark, and our only experience of these piles, unsheathed, was in this harbor, near the Patent Slip, where one was destroyed after being in position for thirty years."

Mr. H. Cullen, Engineer for Harbors and Rivers, Brisbane, Queensland, says:

"For wharf construction timber has been chiefly used, with, in several instances, cast iron piles, wrought iron bracing and wooden superstructures, but the ultimate



Making wooden cylinder forms for new concrete piles.

destruction of any underwater timber is so certain, and its protection so uncertain, that in the case of a large jetty built last year I used reinforced concrete, and the latter will probably be used generally in the future.

"Reverting to the actual timbers used, our practice has been to use gray ironbark (*Eucalyptus sideraphlois*) or spotted gum (*Eucalyptus maculata*), sheathed with 22-ounce muntz-metal for all main piles, and during recent years, owing to the occasional failure of the muntz-metal to maintain itself, I have also poisoned the timber well before sheathing, using a solution of arsenic first, and then a solution of copper, after which it is well coated with tar or bitumen. This treatment alone will protect timber from marine worms for a few years, say two to six as limits, and insures the interim of safety of the pile should the metallic sheathing fall or receive injury.

"For fender piles our practice is to use swamp mahogany or cypress pine. These timbers both possess a resin obnoxious to the teredo and limnoria, but its quality and quantity seem to vary for reasons not quite understood, probably the constituents of the soil, whether grown on low or well drained land, and whether cut with the sap up or down. However, apart from these variations, both timbers possess a certain resistance to attack, varying in length from three to twenty years. Many piles of these timbers are now in existence on the coast that have been in place for fifteen to twenty years, while I have known cases where there was a life of only three or four years. In New South Wales credit is given to a timber called turpentine (*Syncarpia laurifolia*) for insect resisting properties, and it is largely used there. Our experience in Queensland with the same timbers has not borne out the claims made for it in New South Wales. Possibly the worms in Queensland are more vigorous."

Mr. H. Walsh, Engineer-in-Chief of the Sydney Harbor Board Trust, Sydney, New South Wales, says:

"I do not look upon any species of eucalyptus as immune from marine borers. The turpentine used so largely in this state is not a eucalypt."

Reports of similar tenor to the foregoing were received from Messrs. Huckson & Hutchinson, architects and engineers for the Marine Board of Hobart, Tasmania, who says that blue gum (*Eucalyptus globulus*) and stringy bark (*Eucalyptus obliqua*) are especially suitable for piles, and that ironbark also makes good piles which last quite as well as blue gum, but is restricted to a few localities and is too scarce to be of any use; from Mr. W. H. Hamer, Engineer to the Harbor Board of Auckland, New Zealand, who says that none of the several kinds of Australian eucalyptus experimented with has withstood the ravages of the worms without the expensive copper sheathing; and from Mr. Halliday, Engineer for the Melbourne Harbor Trust, Victoria, who expresses a preference for the New South Wales turpentine (*Syncarpia laurifolia*).

Policy of the Board.

It has been the policy of the Board under your administration--

1. To pave all of the streets under its jurisdiction with basalt in a thorough manner, reducing to a minimum the traction incident to the most exacting team traffic known;

2. To keep all such pavements clean all of the time;

3. To extend the Belt railroad to all sections of East street protected



Concreted steel beams of pier 34.

by seawall, and to maintain said Belt railroad with construction, equipment and service equal to the best railroad yards in this country;

4. To maintain the Ferry building in a state of cleanliness and perfection of appointments befitting its importance as the main gateway of the city;

5. To extend the seawall between the Ferry building and Channel street as rapidly as the temporary withdrawal of old wooden wharves and the consequent inconvenience to shipping would permit;

6. To create East street and seawall lots behind the new seawall, coincident with seawall construction;

7. To abandon the inadequate loose rock method and substitute therefor a reinforced concrete style of seawall construction;

8. To replace failing wooden bulkhead wharves with reinforced concrete protected steel girder construction;

9. To displace worn-out docks on wood pile foundations with new steel-frame piers, all steel protected by reinforced concrete, making the roofs, walls and floors monolithic, and resting on foundations of reinforced concrete cylinder piers, whose integrity of construction has been absolutely assured;

10. To allow no departure from this style of dock construction except to the proposed lessees of piers 34 and 54, whose moneys were advanced to the State for 15-year leases under statutory provision, which said piers are built upon permanent reinforced concrete foundations capable of supporting permanent superstructures when reverting to the State at the end of their leases;

11. To establish irrevocably a type of construction whose permanency shall secure a reduction of repair cost to a minimum, positive immunity from loss by fire, and absolute compliance with the most exacting quarantine regulations;

12. To lease the realty of the State, known as seawall lots, for terms not exceeding twenty-five years, as provided by law, at 4 per cent on present day expert appraised valuations, with increasing percentages every five years to compensate for increased valuations;

13. To connect all permanent wharves and docks by rail with the Belt railroad;

14. To place all present new and permanent construction so as to bring together rail and vessel at points on the water front of the bay of San Francisco nearest to the largest level areas of the city, thus insuring immediately to the greatest degree economies of commerce;

15. To maintain old and temporary wharves and docks so as to make them serve, with the aid of of the Belt railroad wherever practicable, the shipping interests, necessarily dependent upon them until such time as the voters of the State shall permit the Board of State Harbor Commissioners to anticipate the revenues of the port by the issuance of 75-year

bonds for the purpose of securing the necessary funds with which to extend the new and permanent type of construction to the older parts of the water front; and, finally,

16. To increase and equalize the revenues from all sources other than charges for tolls, dockage, and wharfage so as to afford the greatest



New Pier 34.

practicable relief to shipping, which has heretofore borne an undue share of the burdens of the port.

General situation.

In conclusion, it can not be too strongly stated that the bay of San Francisco possesses in eminent degree all of the commercial and natural advantages that go to make an ideal great seaport, but the water front urgently calls for more and better docking facilities, to meet the demands of both present and future commerce. Better facilities will bring more commerce and more revenue, while the growth of commerce will bring more business and trade to the city and State.

“It is an invariable rule that harbor development on modern lines is immediately followed by new shipping and increased trade.”

PART II.

REPORT OF ASSISTANT STATE ENGINEER



Interior of steel shed on new pier No. 36.



PIER 38 IN COURSE OF CONSTRUCTION, SHOWING STEEL FLOOR BEAMS AND GIRDERS.

REPORT OF THE ASSISTANT STATE ENGINEER.

SAN FRANCISCO, CALIFORNIA, September 8, 1910.

To the Honorable, The Board of State Harbor Commissioners.

GENTLEMEN: In my report immediately preceding this one, the existing conditions on the water front were described. This report deals principally with what has been accomplished in the past two years in the way of new construction, and will include some observations regarding what my experience tells me should be done in future to improve the facilities for handling the traffic. The State Belt Railroad has not been touched upon, as this will be discussed in a separate report by its Superintendent. A subdivision regarding a test of eucalyptus trees for piling has been added.

Dredging.

All along the water front there is a constant deposition of material, which makes it necessary to do some dredging in order to maintain a sufficient depth of water in the berths. The present dredging equipment is sufficient to do this under ordinary circumstances. During the past two years, however, the large amount of dredging necessary to prepare for new seawalls and to provide sufficient water alongside of new piers has caused this work to get into arrears somewhat.

When an old pier is removed to make way for new work it becomes necessary to remove all the piles and stumps of piles which remain of the old work, so that nothing will remain which might be a menace to navigation.

The site of an old pier which has been standing a long time and been repaired again and again becomes thickly studded with old stumps of piles, and their removal is a slow operation. Also, deep and thorough dredging is necessary for new seawalls. In preparing for sections 8, 9, 10, and 11 of the seawall our dredgers have pulled over 10,000 old piles stumps and have moved over 500,000 cubic yards of mud. There still remains to be done in this connection the dredging on the sites of piers No. 2, No. 20, No. 26, and No. 28, which have been removed. This work will be completed shortly and conditions will again become normal unless new seawall construction is commenced.

Tests of eucalyptus for piling.

A great many claims have been put forward that certain varieties of eucalyptus trees would resist the attacks of the teredo and the limnoria.

This claim was made for the blue gum variety (*Eucalyptus globulus*) which is quite plentiful in California and is available locally in suitable sizes for piling. The Board decided to make a test of these trees. Accordingly, about 1,200 were purchased and put into structures where the teredo was known to be active. These trees came from two sources, one in the city of Berkeley, in Alameda county, where they were planted in 1872 and were 37 years of age at the time they were cut. Two hundred and fifty piles were obtained from this source. The balance came from the Parkside subdivision of San Francisco. These trees were planted in the eighties and were from 24 to 28 years of age. All of the piles were of the same variety, *i. e.*, *Eucalyptus globulus*. These piles were all driven early in 1909, and have not been in the water long enough at present to give any idea as to their ability to resist the marine insects. A large number were used in the construction of one of the ferry slips at the foot of Market street. It was thought that the wood, being tough and strong, would resist the blows and wear of ferryboats better than fir piles. The result has been a disappointment. The eucalyptus does not withstand the wear any better than fir, and does not afford enough rigidity for ferry slip construction on account of its rapid taper and the ease with which the piles are bent.

East street.

The paving on the newly created thoroughfare beginning at Channel street, has been begun and up to date 1,200 feet has been completed. All of the city streets which have been extended by the construction of the seawall, and the filling in behind it, which are adjacent to property under the jurisdiction of the Board, have been brought up to grade and paved.

In doing this work special 8-inch by 20-inch curbing has been used entirely, the catch-basins and sewers have been of the best type. The paving is of basalt blocks laid on a sand cushion. This paving gives easy access to piers No. 34, No. 36, No. 38, No. 40, No. 42, and No. 44.

Seawall.

During the past two years the construction of new seawall has been prosecuted as rapidly as the conditions would permit. At the time the last report was written 11,600 feet (including 800 feet of breakwater at Fisherman Wharf) existed as was described in the previous report. This does not include 3,000 feet of seawall, which was constructed by the Santa Fe Railway Company, and for which a lease of the territory created was given, at a nominal rental, for a period of fifty years. This latter seawall extends from Channel street southerly to El Dorado street, and incloses what is known as China Basin. According to the terms of this lease, whenever the Board of State Harbor

Commissioners shall erect a continuous seawall from its present end near Mission street to the intersection of the easterly extended north line of Channel street with the water front line, there reverts to the State as a right of way and thoroughfare a strip 100 feet wide and extending the full length of the property, together with a right of way 70 feet in width on and along the north and south boundaries of the property to provide a convenient means of ingress and egress to and from the piers which may be built abutting on this portion of the seawall.

Since the writing of the last report the following sections of seawall have been constructed or started and will be completed by January 1st:

Section 8: 300 feet long, extending from the foot of Mission street to a point between Mission and Howard streets. Work on this section was started December 6, 1909, and was completed March 10, 1910.

Section 9: 1,000 feet in length, extending from the foot of Harrison street to a point between Bryant and Brannan streets. Work on this section was started March 29, 1910, and is not yet completed.

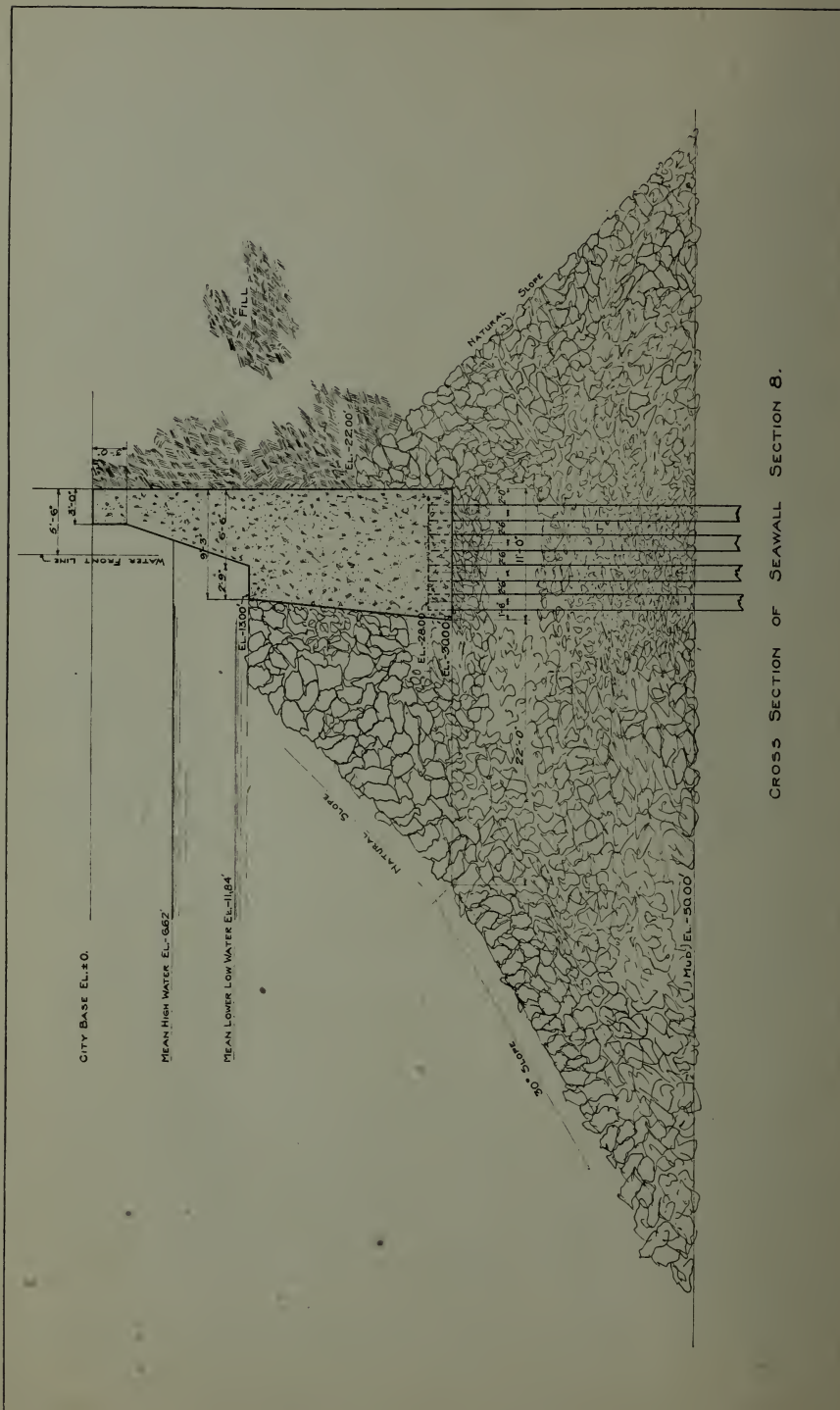
Section 10: 485 feet in length, extending from the southerly end of section 9, between Bryant and Brannan streets, to the northerly end of section 11 at the foot of Main street. Work on this section was started August 29th, and is not yet completed.

Section 11: 600 feet in length, extending from the southerly end of section 10 at the foot of Main street to the northerly end of section 12, between Brannan and Townsend streets. Work on this section was started February 22, 1909, and completed October 11, 1909.

When sections 9 and 10 are completed, which will be within the next four months, the seawall will be continuous from the foot of Harrison street to the intersection of the easterly extended north line of Channel street with the water front line, and there will remain a gap of 1,750 feet, between Harrison and Mission streets, to be built to regain the 100-foot thoroughfare along China Basin.

The design adopted for sections 8, 9, and 10 of the seawall is a departure from that of all previous sections. It consists of a concrete wall, supported on piles, and having a rock embankment below and on both sides of it. The base of the concrete wall is 30 feet below city datum. The space from this point down to soil, which has sufficient carrying capacity to support it, is filled with rock, and the rock is carried up to a point 13 feet below datum on the outside of the wall and 22 feet below datum on the inside of the wall. The concrete wall being supported on piles will not settle, and although there will probably be a slight settlement in the rock embankment, this will in no way affect the usefulness of the wall.

Section 8 is designed to support buildings for additional ferry facilities and to afford a base for additional slips. For this reason no bulkhead wharf was placed upon it. A cross-section of this wall is shown.



CROSS SECTION OF SEAWALL SECTION 8.

Sections 9 and 10 are designed to form a base for piers and have bulkhead wharves upon them. The designs for these two sections are identical, and a sketch of section 10 is shown.

Bulkhead wharves.

The recent bulkhead wharf construction has been entirely of concrete and steel. There has been completed during the past two years 2,710 lineal feet of this style of wharf and 1,485 is now being built. All of this work, with the exception of a piece 425 feet long just north of the Ferry building, lies south of Harrison street, and when completed will form a continuous stretch of bulkhead wharf over 3,000 feet in length.

The 425 feet of wharf to the north starts at the Ferry building and extends to the north side of Washington-street pier. It forms an approach to this pier, and on each side of the entrance office buildings have been constructed for the use of the concerns docking vessels there. These buildings are two stories in height. The lower floors provide waiting rooms for passengers, and are equipped with modern lavatories for men and women. The upper floors provide offices for the steamboat companies.

These buildings are of reinforced concrete throughout and are sanitary and fireproof. Whenever bulkheads are to be built to form foundations for permanent buildings of this type, I shall recommend the adoption of concrete.

Concrete bulkhead wharves built in connection with a solid concrete wall, as shown in cross-section on the sketches herewith, have two very decided advantages over wooden wharves. They are absolutely fireproof and they afford no opportunity for vermin to exist.

Piers.

The following piers have been completed:

Pier 40.

Pier 38.

Pier 36.

Pier 34.

Pier No. 54 is in course of construction.

The type of construction adopted for piers 38 and 40 was described in the last report. Sketches showing the floor plans and some details of construction are reproduced herewith.

Pier No. 36 is provided with a ferry slip and apron for the handling of freight cars. The construction of this pier is similar to that of piers No. 38 and No. 40 out to the nose of the ferry slip; from that point on it is of wooden construction. It was built in this way to afford resiliency to absorb the shocks of incoming car floats and ferryboats. On one side of this pier is a shed, and between the shed and the edge of the pier is a railroad track. The other side of the pier is left open and is also provided with a track.

Pier No. 34 is in its general arrangement and dimensions the same as piers No. 38 and No. 40. It differs in its construction. The pier is supported on piles protected by a coating of reinforced concrete applied according to Mr. Howard Holmes' patent. The floor is supported on steel girders which are protected by concrete. The stringers, floor, and shed are of wood.

Pier No. 54 is entirely of reinforced concrete except the shed which is of wood. This pier will have a larger floor area than any other pier in the harbor. It will be provided on one side with a depressed track.

Piers of the type of No. 38 and No. 40 are fireproof, no wood having been used in their construction. It is impossible for rats to get in or out of them when the doors are closed.

The character of the carriers employed in the transportation on the water at the present time is entirely different from those of a few years ago. Then a great deal of carrying was done in sailing vessels of comparatively small tonnage.

These vessels did not have any set schedules for sailing and discharged or received their cargoes in a leisurely way. This sort of procedure did not require piers which would accommodate a huge amount of freight, as it could be hauled away almost as fast as it was discharged. At present, however, the carriers are principally large steam vessels, carrying from 6 to 12 thousand tons of cargo. They run on a fixed schedule and are so expensive to operate that they must lie at the wharf the least possible length of time. Consequently every possible means of hastening the discharge and taking on of cargo is employed. The result is that an enormous amount of freight is piled upon the piers, and they become congested.

The average width of the piers in this harbor to-day is about 100 feet. The largest are 140 feet in width and many are only 80 feet. The latter are what is left of the earlier construction when the huge modern steam vessels were comparative strangers here. The two piers leased to the Pacific Mail Company, No. 42 and No. 44, are 140 feet in width and have a depressed track on one side. These piers were built especially to accommodate the vessels of the Pacific Mail Company, which are the largest coming here at present. Experience shows that these, when one large steamer discharges her cargo on them, are badly congested and it is impossible to utilize the berth on the opposite side of the dock. Therefore, although by building narrow piers more berthing space is created than by building wider ones, practically only one half of this space is available on account of the congestion on the floor. The location of a track on one side of a pier is also a detriment in some respects. In case a train of cars occupy the track it is manifestly impossible to handle a vessel on this side of the pier unless the bulk of the cargo is to



Steel cylinder for concrete pillars of new piers.

go directly into the cars and other cargo can be left in the ship until the cars are removed.

The piers which are contemplated along sections 9 and 10 of the seawall are 209 feet in width, having depressed tracks down their center. This will allow of sheds, 80 feet in width if two tracks are provided and 86 feet if one track is provided, on each side of the track and allowing 10 feet between the edge of the pier and the shed.

This will afford floor space sufficient to accommodate a large vessel on each side of the dock. The tracks will be in a position that will not interfere with the loading and discharging and will afford good facilities for the handling of general cargoes, which must be sorted before going into cars. This arrangement would not permit of putting cargo directly into the cars from the ship's tackle, but a system of traveling cranes could be arranged above the roofs of the sheds, which would transfer heavy pieces of freight directly into the cars or on wagons.

I believe that the above arrangement of piers will afford the best facilities for handling general cargo and will be the most economical arrangement in respect to berthing space. However, I believe that there should be provided some places on the water front where tracks are placed directly alongside the piers so that vessels can place their cargo directly into cars or vice versa when the character of the cargo is such that this is feasible.

The space between the piers also must be widened to accommodate the modern type of vessel. Vessels of this type must be handled with rapidity, consequently, while the cargo is being discharged and loaded, fuel must be taken on. This is done by having alongside the vessel coal or oil barges.

The breadth of large vessels is in the neighborhood of 65 feet, and they usually breast off from the pier about 6 feet and occupy a space of from 70 to 80 feet. Barges take up, say, from 30 to 40 feet each. If two vessels are in a slip taking on fuel simultaneously, the vessels and barges will occupy a space approximately 220 feet in width. Therefore, the space in the slip to accommodate all of this traffic should be 250 feet in width. If the space is made 220 feet, there is ample room for two large vessels to dock at the same time, and one at a time they can take on fuel or cargo from barges.

The space allowed between the piers planned for the near future is 220 feet.

Respectfully submitted.

RALPH BARKER,
Assistant State Engineer.



PIER 40, SHOWING TYPE OF REINFORCED CONCRETE SHED.

PART III.

REPORT OF THE ATTORNEY.

REPORT OF THE ATTORNEY.

SAN FRANCISCO, CALIFORNIA, July 1, 1910.

*To the Honorable, the Board of State Harbor Commissioners,
Ferry Building, San Francisco, California.*

GENTLEMEN: I beg leave to submit herewith my report as Attorney for the Board of State Harbor Commissioners for the two years beginning July 1, 1908, and ending June 30, 1910.

As has been my custom heretofore, I have endeavored to attend as many regular and special meetings of the Board as possible in order to keep thoroughly in touch with every detail of the business transacted on the water front, and at the same time to facilitate the consummation of all matters requiring my attention, not only on account of the Board itself, but on account of those dealing with it. Many opinions have been rendered verbally, at the same time opinions on the more important subjects have been given in writing. As is obvious, taking into consideration the great scope of the business transacted, the requests for opinions were many and the subjects extremely varied. As has always been my practice, I have endeavored, with some degree of success, to keep the Board out of litigation. During the past two years the following matters in which the Board was interested have taken up my attention in court:

Southern Pacific vs. All Persons, No. 8408, Superior Court of the City and County of San Francisco. This was an action to quiet title under the McEnery act. Under the advice of the Attorney General the answer prepared by me and filed was withdrawn upon the ground that no legal authority exists for any one to appear for the Board or for the State.

People of the State of California ex rel. Board of State Harbor Commissioners vs. Gray Bros. Crushed Rock Company and Aetna Indemnity Company, Superior Court of the City and County of San Francisco. No. 29731. This action was brought to recover of Gray Bros. Crushed Rock Company, and the surety on its bond, approximately \$30,000, by reason of the fact that said contractor failed to perform a contract for the extension of seawall, thus necessitating the reletting of another contract at an increased cost. This matter is still pending.

M. R. Roberts, vs. Henry J. Crocker et al., No. 29363; *M. R. Roberts vs. Walter E. Dennison et al.*, No. 29690; *M. R. Roberts vs. W. V.*

Stafford, W. H. Davis and *Thomas A. Hender*, No. 30928, all in the Superior Court of the City and County of San Francisco. These three actions may be grouped together. Damages against the defendant are asked in each case by plaintiff Roberts for \$25,000. The complaint is based upon the alleged willful and fraudulent sale by defendants of certain portable hoppers theretofore operated by said plaintiff. These hoppers were sold in pursuance of provisions of law after the same had been declared by the Board obstructions.

Three actions—*People ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company*; *People ex rel. Board of State Harbor Commissioners vs. City Savings Bank of Santa Cruz*, involving strips of land on the north side of Channel street, between Fifth and Sixth, are still pending and untried.

Respectfully submitted.

W. H. DAVIS,
Attorney for the Board.

PART IV.

REPORT OF THE EXPERT ACCOUNTANT.

REPORT OF THE EXPERT ACCOUNTANT.

SAN FRANCISCO, CALIFORNIA, September 6, 1910.

*To the Honorable Board of State Harbor Commissioners,
San Francisco, California.*

GENTLEMEN: The examination by me of the books and accounts of the department for the quarter ending June 30, 1910, completed my work for the two fiscal years ending on that date, and the accompanying statements give the condition of each account.

CASH ACCOUNT.

On the morning of July 1, 1910, I balanced the cash and bank accounts, finding as follows:

Cash receipts -----	\$136,753 51
Pay rolls, amounts not paid -----	26 75
	\$136,780 26
Disbursements -----	14 13
	\$136,766 13
Accounted for as under—	
Crocker National Bank deposits, balance -----	\$134,728 03
Coin in safe -----	53 52
Pay rolls, part payment -----	1,635 00
Wells, Fargo & Co., for collection -----	299 68
Petty cash -----	49 90
	\$136,766 13

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Cr.

June 30, 1908. Balance in the fund -----	\$62,688 91
June 30, 1910. Total remittances to State Treasurer, 24 months -----	2,998,293 79
Total accrued interest on seawall bonds sold credited to this account -----	2,375 63
Advertising, seawall bonds; returned by State -----	22,937 45
Drafts returned and canceled -----	51 40
	\$3,086,347 18

Dr.

June 30, 1910. Total sight drafts drawn on State Treasurer, 2 years, to date -----	\$2,220,058 51
Deferred payment drafts paid -----	125,654 16
Monthly transfers to the San Francisco Depot Sinking Fund of \$4,631, 24 months -----	111,114 00

Monthly transfers to San Francisco Seawall Sinking Fund, 24 months -----	\$285,306 71
Paid the State on loan of \$250,000 for account of principal -----	100,000 00
Total interest paid on balance of State loan, at 4% -----	14,000 00
	\$2,856,163 38
Balance on hand, June 30, 1910 -----	\$230,183 80
Add old difference -----	04
	\$230,183 84

I am favored by A. B. Nye, State Controller, with a statement of the balance of this account on his books.

State Controller's balance, June 30, 1910 -----	\$83,657 69
Add June receipts remitted in July -----	149,621 75
	\$233,279 44
Less drafts not presented -----	3,095 60
	\$230,183 84

Only the monthly transfers of interest and installments of principal appearing on the books of this department, I am indebted to State Treasurer W. R. Williams for statements of the condition of the two following funds, of which I give hereunder a synopsis :

SAN FRANCISCO DEPOT SINKING FUND.

Being provision for the payment of \$600,000 bonds, expended for the erection of the ferry depot building, redeemable January 2, 1912.

Cr.

June 30, 1908. By total transfers from San Francisco Harbor Improvement Fund for account of principal and interest -----	\$820,735 00
June 30, 1908. By total interest on United States bonds----	129,150 00
June 30, 1908. By United States bonds matured -----	70,000 00
June 30, 1910. By total transfers for principal and interest, 24 months, at \$4,631 -----	111,144 00
June 30, 1910. By total interest on United States bonds ---	39,450 00
	\$1,170,479 00

Dr.

June 30, 1908. To total principal and interest paid to date -----	\$747,144 63
June 30, 1908. To total invested in United States bonds -----	199,500 00
June 30, 1908. To premiums on bonds and expense of purchase -----	57,923 10
July 3, 1908. To U. S. 1925 4% bonds purchased -----	5,500 00
July 3, 1908. To premium on same, at \$1.20¾ -	1,141 25
Oct. 21, 1908. To U. S. 1925 4% bonds purchased -----	14,000 00
Oct. 21, 1908. To premium on same at \$1.21½ -	3,027 50
May 19, 1909. To U. S. 1918 3% bonds purchased -----	29,000 00

May 19, 1909. To premium on same, at \$1.02 3-16 -----	\$634 37
May 19, 1909. To brokerage and accrued interest -----	96 97
June 30, 1910. To total interest on \$600,000 bonds, 24 months at 4% -----	48,000 00
	<u>\$1,105,967 82</u>
Balance not invested -----	\$64,511 18
On hand:	
June 30, 1908. United States bonds, 1925, 4% face value----	\$464,500 00
Since purchased: United States bonds, 1925, 4% face value--	19,500 00
United States bonds, 1918, 3% face value--	29,000 00
June 30, 1910. Cash on hand, not invested -----	64,511 18
	<u>\$577,511 18</u>

On the day of redemption, January 2, 1912, the fund will stand about as follows:

July 1, 1910, to December 31, 1911, 18 monthly transfers at \$4,631 -----	\$83,358 00
July 1, 1910, to December 31, 1911, interest on 4% bonds, 18 months -----	29,040 00
July 1, 1910, to December 31, 1911, interest on 3% bonds, 18 months -----	1,305 00
July 1, 1910, to December 31, 1911, estimated premiums on \$484,000 U. S. bonds at 15%-----	72,000 00
	<u>\$763,814 18</u>
Less interest on \$600,000, 18 months at 4%-----	36,000 00
	<u>\$727,814 18</u>
Amount of bonds sold -----	600,000 00
	<u>\$127,814 18</u>

The only uncertainty is in the value of United States bonds on that date.

SAN FRANCISCO SEAWALL SINKING FUND.

Cr.

June 30, 1908. By cash balance not invested -----	\$5,569 71
June 30, 1908 to June 30, 1910. By total interest on invest- ments -----	8,780 27
June 30, 1910. By total monthly installments of principal and interest, 2 years -----	285,306 71

Dr.

July 3, 1908. To purchase San Diego city municipal 4½% bonds -----	\$2,000 00
Dec. 5, 1908. To purchase San Diego city municipal 4½% bonds -----	17,000 00
May 7, 1909. To purchase San Diego city municipal 4½% bonds -----	35,000 00
Aug. 26, 1909. To city and county of San Francisco 3½% bonds, par value \$25,000 -----	24,492 50
Sept. 3, 1909. To city of Los Angeles water works 3¾% bonds -----	15,000 00
Feb. 1, 1910. To city of Los Angeles water works 4½% bonds -----	17,000 00

March 7, 1910. To city of Los Angeles water works 4½% bonds -----	\$13,000 00
April 14, 1910. To city of Los Angeles water works 4½% bonds -----	14,000 00
Nov. 26, 1909. To county of San Diego highway bonds 4½% -----	6,000 00
Jan. 6, 1910. To city of Monterey municipal 5% bonds -----	7,500 00
Jan. 6, 1910. To city of Long Beach municipal harbor improvement 4½% bonds-----	12,250 00
Jan. 19, 1910. To city of Hollywood municipal 4½% bonds -----	5,000 00
April 12, 1910. To city of Piedmont municipal improvement 5% bonds -----	6,150 00
June 30, 1910. To total accrued interest paid on bonds -----	1,726 15
June 30, 1910. To total premiums paid-----	3,207 94
June 30, 1910. Total interest on bonds floated 24 months -----	80,000 00
	<hr/>
	\$259,326 59
Balance on hand not invested-----	\$40,330 10

Investments up to June 30, 1910.

Face value of California cities bonds bearing 4½% interest -----	\$151,250 00
Face value of California cities bonds bearing 5% interest -----	13,650 00
Face value of California cities bonds bearing 3¾% interest -----	15,000 00
Face value of California cities bonds bearing 3½% interest -----	25,000 00
	<hr/>
	\$204,900 00

Bonds floated under act of legislature redeemable by lot December 31, 1914, up to January 2, 1924, \$2,000,000.00.

SAN FRANCISCO SEAWALL FUND, JUNE 30, 1910.

Cr.

June 30, 1910. By balance on hand-----	\$160,532 71
July 2, 1908. By bonds sold -----	500,000 00
Jan. 6, 1909. By bonds sold -----	500,000 00
Jan. 6, 1909. By premium -----	5,025 00
July 2, 1909. By bonds sold -----	500,000 00
Jan. 3, 1910. By bonds sold -----	250,000 00
	<hr/>

Dr.

July 1, 1908, to June 30, 1910. Total drafts drawn -----	\$1,606,583 02
	<hr/>
	\$308,974 69
Add premium on bonds sold July 2, 1909, reported by Treasurer under date of September 2, 1910-----	3,025 00
	<hr/>
	\$311,999 69

June 30, 1910. State Controller's balance -----	\$372,682 19
Less draft No. 228, not presented -----	60,682 50
	<hr/>

\$311,999 69

N. B.—For the accrued interest on bonds sold \$2,375.63 *vide* San Francisco Harbor Improvement Fund.

Remarks.

A comparison of the workings of the Seawall Sinking Fund, created under a judiciously worded act of the legislature, with that under which the Depot Sinking Fund has been running is something remarkable. The former has all the features that business acumen could suggest for reasonable protection of the issuers; the latter evinces an utter lack of such quality, as by it the door is barred against any attempt to use the accumulation of the funds for the best interests of the State. Making it imperative that the money shall be invested in United States bonds (always at a high premium) is one great source of loss. Another is that no part of the bonds can be taken up until the time of maturity, January 2, 1912. Of my own personal knowledge there have been parties that offered to sell these bonds at a discount.

By reference to my statement of the San Francisco Depot Sinking Fund you will find my computation of the probable condition of the fund on the date that the bonds mature. In view of the fact that the bonded indebtedness, \$600,000.00, being now covered by the securities and cash on hand, I would suggest that an attempt be made to get an act through the legislature under which all or any part of the bonds offered for redemption may be taken up.

The financial statements embodied in other parts of this biennial report have been checked by me and are in strict accord with the books.

Respectfully submitted.

JULIAN B. HARRIES,
Certified Public Accountant.

PART V.

REPORT OF SUPERINTENDENT OF BELT RAILROAD.



State Tug Governor Irwin and New Engine of Belt Railroad.

REPORT OF THE SUPERINTENDENT OF THE BELT RAILROAD.

SAN FRANCISCO, CALIFORNIA, September 1, 1910.

To the Honorable, the Board of State Harbor Commissioners, Union Depot and Ferry House, San Francisco.

GENTLEMEN: I herewith submit biennial report of the operations of the Belt Railroad for the fiscal years beginning July 1, 1908, and ending June 30, 1910.

Operation.

At the date of the last biennial report considerable work was under way increasing the weight of rail and constructing a heavier roadbed for increased traffic and heavier equipment. Shortly after the date of the report this work was completed and all of the Belt Railroad on East street north of the Ferry building is now constructed along the most modern lines, heavy 9-inch girder rail replacing the light tee rail.

For the past two years we have continuously operated three crews on the road, and during the busy season of the year have had four crews at work. At the present time we have six crews, four north of Market street and two south of Market street.

Maintenance.

Owing to the improved roadbed very little maintenance has been necessary on our tracks. Turnouts and crossings have been subject to occasional repairs and re-alignment made necessary by the increased weight of equipment. I venture the assertion, however, that our track maintenance charges have been reduced by 50 per cent on account of the rebuilding of the tracks.

The rolling equipment, consisting of three locomotives and two flat cars, is in excellent shape. The locomotives have been operated continuously for the past two years with but little rest, and aside from the natural deterioration due to service, show no signs of hard usage or abuse. They have, from time to time, been sent to the Southern Pacific Company's roundhouse for general overhauling and such repairs as were too heavy to be made with our machinery.

Under this heading it is appropriate to mention the rebuilding of what were known as the Northwestern Pacific and Santa Fe yards. These yards were built on seawall lots which were relinquished by the companies renting them. The yards were rebuilt by the Belt Railroad, and the same are now being used for storage and team tracks.

Construction.

Early in 1910 construction was commenced on the Belt Railroad south of Market street, beginning at a point near the foot of Spear street and running southerly along East street to the vicinity of the Pacific Mail docks (piers 42 and 44). The fact that all of the docks in this neighborhood, viz. : 44, 42, 40, 38, 36, and 34, are equipped with rail connections with the Belt Railroad adds to their efficiency, inasmuch as it permits of ship and car being brought together. Pier No. 36 is built with a car ferry slip on the outer end, and is now giving service to all of the railroads for the exchange of cars, the Belt Railroad doing the switching at the established rate. The future for this section of the road looks exceedingly bright, my only fear being that we will be unable to keep pace with the growth of business. I firmly believe that before the end of the current year arrangements will have to be made for more trackage to accommodate the increase of traffic which will come to this part of the water front.

Another important piece of construction completed during the early part of 1910 was the laying of a track along the grain sheds. This track is of great benefit to grain shippers, as it enables them to load cars with expediency, whereas formerly they were compelled to make a team haul.

Receipts and cars handled.

The receipts of the Belt Railroad for the fiscal year beginning July 1, 1908, and ending June 30, 1909, amounted to \$131,116.00, and for the fiscal year beginning July 1, 1909, and ending June 30, 1910, amounted to \$132,228.00 (including \$775 due and not collected on June 30, 1910), an increase over the previous year of \$1,112.00. The total amount received for the biennial term amounted to \$263,344.00 as against \$203, 536.00 for the preceding term, an increase of \$59,808.00, or 24.47 per cent.

Below I give you a statement of the number of cars handled, by months, for the biennial term. The column denoted as "Extra Switching," means internal and cash switching.

Month.	Cars received.	Cars delivered.	Extra switching.	Total.
July, 1908 -----	2,456	2,050	106	4,612
August, 1908 -----	2,755	2,123	120	4,998
September, 1908 -----	3,011	2,543	113	5,667
October, 1908 -----	3,243	2,849	106	6,198
November, 1908 -----	2,382	2,074	121	4,577
December, 1908 -----	2,072	1,721	102	3,895
January, 1909 -----	1,619	1,216	82	2,917
February, 1909 -----	1,592	1,304	128	3,024
March, 1909 -----	2,018	1,710	145	3,873
April, 1909 -----	1,941	1,746	69	3,756
May, 1909 -----	2,283	1,706	43	4,032
June, 1909 -----	2,105	1,850	65	4,020
Totals -----	27,477	22,892	1,200	51,569

Month.	Cars received.	Cars delivered.	Extra switching.	Total.
July, 1909 -----	2,419	1,862	52	4,333
August, 1909 -----	2,799	2,132	84	5,015
September, 1909 -----	3,316	2,317	121	5,754
October, 1909 -----	3,674	2,539	151	6,364
November, 1909 -----	2,747	2,126	137	5,010
December, 1909 -----	2,077	1,666	107	3,850
January, 1910 -----	1,753	1,552	66	3,371
February, 1910 -----	1,689	1,465	49	3,203
March, 1910 -----	2,058	1,793	57	3,908
April, 1910 -----	2,050	1,742	32	3,824
May, 1910 -----	2,262	1,744	4	4,010
June, 1910 -----	2,301	1,951	12	4,264
Totals -----	29,145	22,889	872	52,906
Grand total -----				104,475

Accidents and casualties.

I am glad to be able to report that there were very few accidents on the Belt Railroad, the most serious occurring on December 17, 1909, when Harry Johnson, a car repairer in the employ of the Southern Pacific Company, was killed. In some unknown manner the man got under the wheels of a moving train and was instantly killed.

The most serious accident to equipment occurred on July 14, 1908, when tank car S. P. 52208 left the track on the Hyde street grade and rolled down the embankment, badly damaging the trucks and brake rigging. The cause of the accident was due to the top-heaviness of the car.

During the past two years there have been five collisions between the street cars of the United Railroads and the equipment of the Belt Railroad. Bills to the amount of \$1,669.95 were presented to the Board by the United Railroads to cover the damages sustained to their cars. The bills were rejected, as investigation showed that the damage was the result of negligence on the part of the street car crews in failing to flag the crossings.

Recommendations and general notes.

I desire to recommend that the Board purchase, as soon as possible, a 50-ton locomotive and a 50-ton traveling crane. Too much stress can not be laid upon the necessity of these improvements.

The fact that there have been so very few accidents to equipment on the Belt Railroad has been a matter of comment among railroad officials representing the transcontinental lines in San Francisco. For this efficiency and degree of carefulness I must thank my staff, for without their hearty coöperation such results would have been impossible.

Respectfully submitted.

J. H. BURNHAM,
Superintendent.

PART VI.

FINANCIAL STATISTICS.

FINANCIAL STATISTICS.

Summary of Receipts for the two fiscal years from July 1, 1908, to June 30, 1910.

SOURCE.	1908-09.	1909-10.	Total.
Dockage.....	\$199,532 35	\$209,788 20	\$409,320 55
Tolls.....	316,253 89	343,307 39	659,561 28
Wharfage.....	9,659 90	7,184 73	16,844 63
Rents.....	674,852 95	917,882 58	1,592,735 53
Miscellaneous:			
Belt Railroad revenue.....	131,116 00	131,453 00	262,569 00
Sale of old lumber and material.....	1,957 73	2,143 27	4,101 00
Wharf damages, sales, etc.....	7,810 89	3,829 67	11,640 56
Fire loss collected.....	139 67		139 67
Electric lighting, power, etc.....	1,055 87	832 02	1,887 89
Unclaimed wages.....	71 00		71 00
Western Fuel Co. and others (half cost of wharf).....	5,409 17		5,409 17
Pile driving.....	1,416 00	856 00	2,272 00
Sale of dredger.....	5,000 00		5,000 00
Free Market.....	298 16		298 16
Southern Pacific Co. (dredging Channel st.).....	12,615 00	8,750 00	21,365 00
Pope & Talbot (paving Second street).....		4,550 41	4,550 41
Santa Fe R. R. Co. (damage to barge).....		800 00	800 00
Hind, Rolph & Co. (dredging).....	660 00		660 00
Home Telephone Co. (paving Francisco st.).....		1,560 72	1,560 72
Drafts returned and canceled.....	51 40		51 40
San Francisco Board of Public Works (Harrison-street Wharf fireboat).....		2,461 20	2,461 20
Western Pacific Railroad (sale of rails).....		925 70	925 70
Sundry collections.....		964 30	964 30
Total.....	\$1,367,239 98	\$1,637,949 19	\$3,005,189 17
Precedents of sale of seawall bonds.....			1,755,025 00
Interest on seawall bonds.....			2,375 63
Balance in Harbor Improvement Fund, June 30, 1908.....			62,688 91
Balance in San Francisco Seawall Fund, June 30, 1908.....			160,532 71
Special appropriation by legislature (act approved April 14, 1909) for advertising seawall bonds.....			22,937 45
Grand total.....			\$5,008,748 87

Disbursements from July 1, 1908, to June 30, 1910.

	1908-09.	1909-10.	Total.
<i>Administration account:</i>			
Salaries of Commissioners	\$9,600 00	\$9,600 00	\$19,200 00
Salaries of Chief Engineer and assistants...	2,400 00	2,400 00	4,800 00
Salaries of Chief Wharfinger and assistants	7,858 55	8,463 30	16,321 85
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of watchmen	6,620 00	6,755 35	13,375 35
<i>Collection of revenue:</i>			
Salaries of secretaries and clerks	14,825 00	15,625 00	30,450 00
Salaries of wharfingers	24,800 00	28,790 30	53,590 30
Salaries of collectors	16,208 10	18,875 00	35,083 10
Expense account	24,849 32	43,822 83	68,672 15
Urgent repairs	6,632 49	211 49	6,843 98
Repairs (contract)	102,137 07	91,329 53	193,466 60
General repairs	201,241 10	305,250 95	506,492 05
Pile driving	24,214 06	7,099 41	31,313 47
Cleaning wharves, bulkheads, etc.	34,315 19	34,989 56	69,304 75
Wharf offices and furniture	1,866 22	673 49	2,539 71
Legal expenses	279 85	295 00	574 85
Fire account	2,998 55	2,522 65	5,521 20
Dredger No. 1	1,440 00	321 58	1,761 58
Dredger No. 2	17,180 83	16,666 50	33,847 33
Dredger No. 3	41,118 14	48,273 74	89,391 88
Tug "Governor Markham"	31,460 70	22,137 78	53,598 48
Tug "Governor Irwin"	25,914 86	24,415 40	50,330 26
Launch "J. N. Gillett, Jr."	1,954 80	2,358 77	4,313 57
Construction account	120,320 42	385,656 85	505,987 27
Seawall account	457,550 20	1,149,032 82	1,606,583 02
Dockage refunded	418 67	232 20	650 87
Tolls refunded	703 89	298 97	1,002 86
Wharfage refunded	119 20	55 10	174 30
Rent refunded	327 00	448 05	775 05
Wharfage damages, sales, etc.	1,133 64	1,301 00	2,434 64
Belt Railroad construction		44,422 87	44,422 87
Belt Railroad maintenance	50,096 88	47,871 98	97,968 86
Belt Railroad operation	33,514 71	40,463 53	73,978 24
Electric lighting and supplies	34,362 69	32,548 34	66,911 03
Union Depot and Ferry House, slips, and Postoffice building	37,107 45	42,209 14	79,316 59
Dredging (Channel street)	15,328 12	19,421 88	34,750 00
	\$1,353,307 70	\$2,457,240 36	\$3,810,548 06
Advertising seawall bonds	22,937 45		22,937 45
Part payment and interest on \$250,000 loan...	58,000 00	56,000 00	114,000 00
Deferred payment drafts paid	66,978 78	58,675 38	125,654 16
Transfers to San Francisco Seawall Sinking Fund	94,145 74	191,160 97	285,306 71
Transfers to San Francisco Depot Sinking Fund	55,572 00	55,572 00	111,144 00
	\$1,650,941 67	\$2,818,648 71	\$4,469,590 38
Balance, June 30, 1910, Harbor Improvement Fund			230,183 80
Balance, June 30, 1910, San Francisco Seawall Fund			308,974 69
			\$5,008,748 87

Summary of Receipts and Disbursements, by months, for the two fiscal years ending June 30, 1910.

Year.	Month.	Receipts.		Disbursements.
1908	July	\$87,758 83		\$77,508 85
	August	94,345 50		60,216 38
	September	108,547 99		56,538 06
	October	98,253 77		78,799 68
	November	104,077 84		125,303 45
	December	154,544 92		190,845 08
1909	January	88,574 76		118,536 17
	February	83,743 18		149,538 18
	March	259,762 00		96,378 11
	April	93,163 25		172,596 71
	May	87,758 48		147,365 36
	June	106,709 46		102,619 12
	Totals for 1908-09	\$1,367,239 98		\$1,376,245 15
1909	July	\$81,048 50		\$292,330 90
	August	123,077 49		217,676 01
	September	219,576 38		301,091 57
	October	112,304 98		195,749 91
	November	378,563 50		84,154 02
	December	98,018 14		172,784 91
1910	January	94,090 86		125,501 23
	February	87,346 69		175,654 96
	March	96,965 25		254,320 61
	April	97,335 37		233,379 41
	May	99,984 07		167,539 48
	June	149,635 98		217,057 35
	Totals for 1909-10	\$1,637,949 19		\$2,457,240 36
	Totals for two years	\$3,005,189 17		\$3,833,485 51
	Seawall bonds	1,755,025 00	Transfers to S. F. Seawall Fund	285,306 71
	Interest on seawall bonds	2,375 63	Transfers to S. F. Depot Fund	111,144 00
	Balance in treasury, June 30, 1908	62,688 91	Part payment of loan from General Fund	114,000 00
	Balance in San Francisco Seawall Fund, June 30, 1908	160,532 71	Deferred payment drafts - Balance in S. F. Harbor Improvement Fund, June 30, 1910	125,654 16
	Special appropriation by legislature (act approved April 14, 1909)	22,937 45	Balance in S. F. Seawall Fund, June 30, 1910	230,183 80
				308,974 69
		\$5,008,748 87		\$5,008,748 87

Summary of Revenue, by months, for the two fiscal years from July 1, 1908, to June 30, 1910.

Months.	Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
1908—July	\$14,796 05	\$24,695 32	\$578 10	\$37,472 50	\$10,216 86	\$87,758 83
August	14,636 50	24,285 11	605 25	42,336 95	12,481 69	94,345 50
September	19,159 75	26,535 94	583 40	36,004 30	25,664 60	108,547 99
October	16,908 10	28,894 17	1,017 55	35,769 70	15,666 25	98,253 77
November	17,056 34	31,205 68	1,121 00	36,684 20	18,010 67	104,077 84
December	17,864 45	28,281 19	862 15	94,258 70	13,278 43	154,544 92
1909—January	17,006 76	24,348 92	873 70	35,747 50	10,597 88	88,574 76
February	16,453 35	23,474 84	801 05	34,673 35	8,340 59	83,743 18
March	17,668 50	23,362 91	968 60	206,684 30	11,077 69	259,762 00
April	17,879 00	27,732 49	782 45	35,082 45	11,086 86	93,163 25
May	14,408 50	26,953 56	665 50	35,873 45	9,857 47	87,758 48
June	15,697 05	26,483 81	801 15	43,065 55	20,661 90	106,709 46
Totals, 1908-1909	\$199,532 35	\$316,253 89	\$9,659 90	\$674,852 95	\$166,940 89	\$1,367,239 98
1909—July	\$5,180 90	\$27,523 03	\$632 93	\$40,581 90	\$7,129 74	\$81,048 50
August	25,674 90	29,024 30	444 00	48,008 20	19,928 07	123,079 47
September	19,688 25	25,838 14	459 50	156,692 05	16,878 44	219,576 38
October	18,536 75	32,852 49	541 20	38,989 05	21,385 49	112,304 98
November	19,950 55	33,311 22	495 55	301,037 45	23,168 73	378,563 50
December	16,134 10	32,335 39	856 55	38,842 25	9,849 85	98,018 14
1910—January	17,861 65	28,114 34	621 65	37,836 15	9,657 07	94,090 86
February	16,387 25	24,475 58	601 15	37,475 55	8,407 16	87,346 69
March	19,419 40	23,751 14	696 75	44,132 72	8,965 24	96,965 25
April	17,781 10	29,715 99	685 70	37,488 10	11,661 48	97,335 37
May	17,716 15	29,177 36	637 20	40,305 60	12,147 76	99,984 07
June	15,457 20	27,108 41	512 55	95,893 56	10,604 26	149,635 98
Totals, 1909-1910	\$206,788 20	\$343,307 39	\$7,184 73	\$917,882 58	\$159,786 29	\$1,637,949 19
Totals, 1908-1910	\$409,320 55	\$659,561 28	\$16,844 63	\$1,592,735 53	\$326,727 18	\$3,005,189 17

Center-street Wharf.....	12,773 45	16,609 29	3,046 30		32,429 04
Santa Fe car ferry slip.....		19,204 53			19,204 53
Revenue from seawall lots.....			83,733 00	\$1,957 73	83,733 00
Sale of old material.....			1,000 00		1,000 00
China Basin.....			82,381 50		82,381 50
Central Basin.....				131,116 00	131,116 00
Belt Railroad revenue.....				7,810 89	7,810 89
Wharfage, damages sales, etc.....			3,540 00		3,540 00
U. S. Customs Department (rent and dockage).....				1,055 87	1,055 87
Postoffice Station "D" and Ferry Slip No. 8 (lighting).....					41,482 10
Piers 42 and 44.....	22,297 65	17,858 75	1,293 75	71 00	71 00
Unclaimed wages.....				5,409 17	5,409 17
Construction.....				1,200 00	1,200 00
East street (concessions).....				1,416 00	1,416 00
Piledriving.....				5,000 00	5,000 00
Sale of dredger.....				298 16	298 16
Free Market.....				12,615 00	12,615 00
Dredging Channel street.....				139 67	139 67
Fire loss collected.....			6 00		6 00
Sidewalk area.....				51 40	51 40
Drafts returned and canceled.....					
Totals.....	\$199,532 35	\$316,253 89	\$674,852 95	\$9,659 90	\$1,367,239 98

Center-street Wharf	8,042 85	17,398 19	101 50	2,260 80		27,803 34
Santa Fe car ferry slip		15,239 60		251,941 27		15,239 60
Revenue from seawall lots					\$39 55	251,941 27
Sale of old material						39 55
China Basin	3,677 90	13,989 61		1,000 00		18,667 51
Central Basin	5,506 82	32,483 27	280 20	24,909 30		63,189 59
Belt Railroad revenue					132,228 00	132,228 00
Tugs and dredgers, sale of old material						
Wharfrage, damages, sales, etc.						
U. S. Customs Department (rent and dockage)				4,200 00		4,200 00
Postoffice Station "D" and Ferry Slip No. 8 (lighting)						
Pier No. 36	2,685 90	1,440 68	9 00			4,135 58
Pier No. 38	5,916 60	5,953 48		3,905 50		15,775 58
Piers Nos. 42 and 44	23,878 90	13,394 33		1,200 00		38,473 23
Damage to wharves					4,253 33	4,253 33
East street				4,195 00		4,195 00
El Dorado street				7,200 00		7,200 00
Rent from pile driver					856 00	856 00
Dredging Channel street					8,750 00	8,750 00
Lighting, power, heating, etc.					832 02	832 02
Sale of old lumber					2,103 72	2,103 72
Sundry miscellaneous					11,694 86	11,694 86
Pier No. 54				263,000 00		263,000 00
Spring Valley Water Co.				750 00		750 00
	\$209,708 15	\$340,882 97	\$7,165 48	\$917,173 08	\$160,757 48	\$1,635,687 16
Balance uncollected July 1, 1909					\$44,842 66	
Less bills canceled					550 00	
Balance uncollected July 1, 1910					\$44,292 66	
Refunds					42,060 83	
					\$2,231 83	
					30 20	
Total						\$1,637,949 19

Monthly and Term Incomes from leases of Seawall Lots which were executed prior to July 1, 1910.

Lot.	Lessee.	Term.	Monthly rental.	Total for 5-year period.	Total for term of lease.
B.	Crescent Lumber Co.-----	25 years from April 1, 1910.	First 5 years----- \$225 00 Second 5 years----- 230 00 Third 5 years----- 235 00 Fourth 5 years----- 240 00 Fifth 5 years----- 245 00	\$13,500 00 13,800 00 14,100 00 14,400 00 14,700 00	Less payments to June 30, 1910----- 675 00 Amount due----- \$69,825 00
4	Subdivision A. National Packing Co.-----	25 years from July 1, 1909.	First 5 years----- 152 00 Second 5 years----- 160 00 Third 5 years----- 168 00 Fourth 5 years----- 176 00 Fifth 5 years----- 184 00	9,120 00 9,600 00 10,080 00 10,560 00 11,040 00	Less payments to June 30, 1910----- 1,824 00 Amount due----- 48,576 00
7	Subdivisions B and C. Midland Warehouse Co.---	25 years from July 1, 1909.	First 5 years----- 188 00 Second 5 years----- 197 00 Third 5 years----- 207 00 Fourth 5 years----- 218 00 Fifth 5 years----- 229 00	11,280 00 11,820 00 12,420 00 13,080 00 13,740 00	Less payments to June 30, 1910----- 2,256 00 Amount due----- 60,084 00
7	Western Pacific Railway Co.	25 years from July 1, 1910.	First 5 years----- 1,083 33 Second 5 years----- 1,151 04 Third 5 years----- 1,218 75 Fourth 5 years----- 1,286 46 Fifth 5 years----- 1,354 17	64,999 80 69,062 40 73,125 00 77,187 60 81,250 20	Amount due----- \$365,625 00 365,625 00
14	Southern Pacific Co.-----	25 years from August 1, 1901.	500 00	-----	Less payments to June 30, 1910----- \$150,000 00 Amount due----- 96,500 00
15	Southern Pacific Co.-----	25 years from August 1, 1901.	500 00	-----	Less payments to June 30, 1910----- \$150,000 00 Amount due----- 96,500 00

16	P. J. Moliterno.	25 years from May 1, 1909.	First 5 years ----- Second 5 years ----- Third 5 years ----- Fourth 5 years ----- Fifth 5 years -----	101 00 105 00 110 00 115 00 120 00	6,060 00 6,300 00 6,600 00 6,900 00 7,200 00	Less payments to June 30, 1910 ----- Amount due -----	\$33,060 00 1,414 00 31,646 00
21	Western Pacific Railway Co.	25 years from August 1, 1910.	First 5 years ----- Second 5 years ----- Third 5 years ----- Fourth 5 years ----- Fifth 5 years -----	249 09 264 66 280 23 295 79 311 36	14,945 40 15,879 60 16,813 80 17,747 40 18,681 60	Amount due -----	\$84,067 80 84,067 80
22	Western Pacific Railway Co.	25 years from August 1, 1910.	First 5 years ----- Second 5 years ----- Third 5 years ----- Fourth 5 years ----- Fifth 5 years -----	1,346 39 1,430 54 1,514 69 1,598 84 1,682 98	80,783 40 86,832 40 90,881 40 95,930 40 100,978 80	Amount due -----	\$454,406 40 454,406 40
23	Southern Pacific Co.	25 years from October 1, 1909.	First 5 years ----- Second 5 years ----- Third 5 years ----- Fourth 5 years ----- Fifth 5 years -----	990 00 1,325 00 1,475 00 1,650 00 1,800 00	59,400 00 79,500 00 88,500 00 99,000 00 108,000 00	Less payments to June 30, 1910 ----- Amount due -----	\$434,400 00 8,910 00 425,490 00
24	Subdivision A. Associated Oil Co.	25 years from October 1, 1909.	First 5 years ----- Second 5 years ----- Third 5 years ----- Fourth 5 years ----- Fifth 5 years -----	214 00 245 00 275 00 306 00 337 00	12,840 00 14,700 00 16,560 00 18,360 00 20,220 00	Less payments to June 30, 1910 ----- Amount due -----	\$82,620 00 1,926 00 80,694 00
	Subdivision B. Southern Pacific Co.	25 years from October 1, 1909.	First 5 years ----- Second 5 years ----- Third 5 years ----- Fourth 5 years ----- Fifth 5 years -----	750 00 1,000 00 1,125 00 1,250 00 1,375 00	45,000 00 60,000 00 67,500 00 75,000 00 82,500 00	Less payments to June 30, 1910 ----- Amount due -----	\$330,000 00 6,750 00 323,250 00
						Total amount due -----	\$2,136,664 20

Monthly Income from Union Depot and Ferry Building.

Tenants.	Monthly rentals, July, 1908.	Monthly rentals, June, 1910.	Increase.	Decrease.
Southern Pacific Company-----	\$3,950 00	\$3,988 45	\$38 45	
Key Route-----	752 00	1,013 83	261 83	
Northwestern Pacific and Santa Fe-----	1,955 00	2,748 84	793 84	
Wells, Fargo & Co.-----	500 00	1,073 90	573 90	
Kilburn & Hayden-----	10 00	26 32	16 32	
Pullman Company-----	100 00	100 00		
Fred Harvey-----		15 00	15 00	
Foster & O'Rear-----	1,050 00	1,050 00		
McPartland & Reich-----	450 00	450 00		
F. W. Butler-----	150 00	200 00	50 00	
C. Cohen-----	75 00	139 50	64 50	
Union Transfer Company-----		49 12	49 12	
Pacific Transfer Company-----		15 00	15 00	
Postal Telegraph Company-----	50 00	50 00		
Dennison News Company-----		15 00	15 00	
Western Union Telegraph Company-----	50 00	80 00	30 00	
U. S. Customs Service-----	50 00	50 00		
State Labor Bureau-----	100 00	115 00	15 00	
State Railroad Commission-----	100 00	100 00		
State Prison Board-----	75 00	50 00		\$25 00
State Bureau of Horticulture-----	30 00	30 00		
State Mining Bureau-----	135 00	135 00		
California Development Board-----	115 00	241 20	126 20	
H. R. Thompson-----		15 00	15 00	
Bootblack privileges-----	125 00	100 00		25 00
Piano privileges-----	250 00	250 00		
Advertising privileges-----	175 00	175 00		
Weighing scale privileges-----	45 00	45 00		
Morton Special Delivery Company-----	50 00	50 00		
Pacific Telephone and Telegraph Co.-----	260 00	260 00		
Totals-----	\$10,602 00	\$12,631 16	\$2,079 16 50 00	\$50 00
Net increase-----			\$2,029 16	

COMPARATIVE STATEMENT OF RECEIPTS

Date	Description	Receipts		Disbursements		Balance
		Actual	Budget	Actual	Budget	
1917	Jan 1	100.00	100.00	100.00	100.00	100.00
	Feb 1	200.00	200.00	200.00	200.00	100.00
	Mar 1	300.00	300.00	300.00	300.00	100.00
	Apr 1	400.00	400.00	400.00	400.00	100.00
	May 1	500.00	500.00	500.00	500.00	100.00
	Jun 1	600.00	600.00	600.00	600.00	100.00
	Jul 1	700.00	700.00	700.00	700.00	100.00
	Aug 1	800.00	800.00	800.00	800.00	100.00
	Sep 1	900.00	900.00	900.00	900.00	100.00
	Oct 1	1000.00	1000.00	1000.00	1000.00	100.00
	Nov 1	1100.00	1100.00	1100.00	1100.00	100.00
	Dec 1	1200.00	1200.00	1200.00	1200.00	100.00
	Total	12000.00	12000.00	12000.00	12000.00	100.00

Statement of the San Francisco Harbor Improvement Fund (State Treasurer, custodian)
for the two fiscal years ending June 30, 1910.

Year.	Month.	Remittances to State Treasurer.		Drafts drawn by Board.
1908	July.....	\$86,790 10		\$49,376 18
	August.....	93,127 09		58,346 02
	September.....	107,744 29		53,698 11
	October.....	96,017 90		61,296 92
	November.....	102,900 41		80,980 39
	December.....	154,396 22		104,802 56
1909	January.....	88,549 20		88,573 61
	February.....	83,733 18		83,139 57
	March.....	259,730 55		69,438 25
	April.....	93,124 25		89,095 14
	May.....	87,746 36		84,899 47
	June.....	106,696 54		88,416 24
	Totals for 1908-09.....	\$1,360,556 09		\$912,062 46
1909	July.....	\$81,029 24		\$90,578 99
	August.....	123,060 05		114,546 77
	September.....	219,569 78		108,838 65
	October.....	112,290 08		75,301 06
	November.....	378,543 67		65,481 81
	December.....	98,002 98		72,259 85
1910	January.....	94,069 71		113,537 33
	February.....	87,328 08		127,736 21
	March.....	96,952 90		135,005 14
	April.....	97,310 95		159,728 31
	May.....	99,958 51		130,145 96
	June.....	149,621 75		114,725 97
	Totals for 1909-10.....	\$1,637,737 70		\$1,307,996 05
	Totals.....	\$2,998,293 79		\$2,220,058 51
	Drafts returned and canceled.....	51 40	Deferred payment drafts.....	125,654 16
	Balance in treasury June 30, 1908.....	62,688 91	Transfers to S. F. Seawall Sinking Fund.....	285,306 71
	Interest on bonds.....	2,375 63	Transfers to S. F. Depot Sinking Fund.....	111,144 00
	Special appropriation by legislature (act approved April 14, 1909).....	22,937 45	Part payment of loan from General Fund.....	114,000 00
		\$3,086,347 18		\$3,086,347 18

Statement of the San Francisco Harbor Improvement Fund, November 4, 1863, to June 30, 1910.

Fiscal Year. From the Organization of the Commission.	Remittances to the credit of San Francisco Harbor Improvement Fund (State Treas- urer, custodian).	Drafts on San Francisco Harbor Improvement Fund (State Treas- urer, custodian).
1863-64	\$71,897 39	\$47,680 02
1864-65	123,365 23	62,334 82
1865-66	132,023 96	47,568 50
1866-67	268,573 45	64,345 94
1867-68	217,528 06	354,121 12
1868-69	212,532 07	310,213 27
1869-70	180,623 37	272,670 93
1870-71	96,097 20	73,914 13
1871-72	105,877 82	53,944 40
1872-73	91,042 59	80,640 23
1873-74	106,150 23	168,769 62
1874-75	245,369 00	189,549 17
1875-76	249,450 44	146,716 69
1876-77	310,909 33	266,661 37
1877-78	285,521 50	162,712 80
1878-79	274,370 87	241,764 39
1879-80	240,414 91	419,429 27
1880-81	204,782 41	527,487 44
1881-82	249,919 90	131,140 42
1882-83	194,860 84	165,586 90
1883-84	254,497 78	186,588 60
1884-85	259,702 01	376,700 41
1885-86	249,431 18	289,838 61
1886-87	245,509 83	136,926 50
1887-88	294,861 66	244,452 11
1888-89	321,605 12	247,137 61
1889-90	306,148 20	311,633 96
1890-91	319,721 19	232,991 25
1891-92	360,206 68	366,205 44
1892-93	334,575 70	376,049 89
1893-94	281,417 59	315,899 66
1894-95	215,278 73	381,585 26
1895-96	285,523 57	346,501 16
1896-97	256,612 21	281,991 29
1897-98	224,702 65	245,385 94
1898-99	334,943 72	314,371 42
1899-1900	669,814 33	639,360 25
1900-01	725,703 72	745,015 51
1901-02	760,506 95	758,510 69
1902-03	761,337 47	687,986 78
1903-04	898,950 73	926,958 58
1904-05	1,220,947 50	962,696 47
1905-06	916,614 85	1,095,098 73
From State of California (act of special session 1906, chapter XXXVI)	100,000 00	
1906-07	1,171,142 68	1,286,934 73
1907-08	1,074,112 64	1,440,840 88
From State of California (act of special session 1907, chapter 202, act of March 13, 1907)	250,000 00	
1908-09	1,360,556 09	912,062 46
1909-10	1,637,737 70	1,307,996 05
Balance in treasury, July 1, 1908	62,688 91	
Interest on bonds	2,375 63	
Drafts returned and canceled	51 40	
Received from General Fund (act approved April 14, 1909)	22,937 45	
Deferred payment drafts		125,654 16
San Francisco Seawall Sinking Fund		285,306 71
San Francisco Depot Sinking Fund		111,144 00
Part payment of \$250,000 loan from General Fund		114,000 00
Balance on hand, June 30, 1910		230,183 80
Totals	\$20,101,525 45	\$20,101,525 45

Proceeds of the Sales of Bonds for the San Francisco Seawall Fund.

June 25, 1907.....	By sale of bonds, 250 at par value of \$1,000 each	\$250,000 00
June 25, 1907.....	By premium on same.....	11,850 00
July 27, 1908.....	By interest.....	739 73
July 27, 1908.....	By sale of bonds, 500 at par value of \$1,000 each	500,000 00
January 31, 1909.....	By interest.....	611 00
January 31, 1909.....	By sale of bonds, 500 at par value of \$1,000 each	500,000 00
January 31, 1909.....	By premium on same.....	5,025 00
July 19, 1909.....	By interest.....	719 35
July 19, 1909.....	By sale of bonds, 500 at par value of \$1,000 each	500,000 00
January 15, 1910.....	By interest.....	305 55
January 15, 1910.....	By sale of bonds, 250 at par value of \$1,000 each	250,000 00
Total proceeds.....		\$2,019,250 63
Less interest, transferred to Harbor Improvement Fund.....		2,375 63
		\$2,016,875 00
Total disbursements.....		\$1,707,900 31
Balance in treasury, June 30, 1910		308,974 69
		\$2,016,875 00

NOTE.—The items of interest are not included in the balance on hand of the Seawall Fund, as they were placed to the credit of the Harbor Improvement Fund.

Disbursements of the San Francisco Seawall Fund for the two fiscal years from July 1, 1908, to June 30, 1910, including construction, pay roll, materials, piledriving, and all other details of building seawall, bulkheads, etc.

Year.	Month—	Amount disbursed.	
1908..	July.....	\$27,163 94	
	August.....	651 95	
	September.....	2,036 25	
	October.....	15,206 89	
	November.....	43,145 63	
	December.....	85,931 72	
	1909..	January.....	29,937 00
		February.....	66,388 61
		March.....	26,921 91
		April.....	83,462 57
		May.....	62,453 77
		June.....	14,189 96
July.....		201,732 65	
August.....		123,109 82	
September.....		192,246 32	
October.....		120,433 95	
November.....		18,652 38	
December.....		109,509 90	
1910..	January.....	11,942 75	
	February.....	47,880 14	
	March.....	119,213 12	
	April.....	73,626 68	
	May.....	37,367 96	
	June.....	102,317 15	
Total disbursements.....		\$1,606,583 02	
Disbursed prior to July 1, 1908.....		101,317 29	
Grand total.....		\$1,707,900 31	

Statement of San Francisco Seawall Sinking Fund, June 30, 1910.

		Sinking Fund.	terest.	Total.
1908—July	To amount transferred from S. F. Harbor Improvement Fund....	\$1,168 22	\$833 25	\$2,001 47
Aug.	do	3,856 77	2,500 00	6,356 77
Sept.	do	3,856 39	2,500 00	6,356 39
Oct.	do	3,856 39	2,500 00	6,356 39
Nov.	do	3,856 39	2,500 00	6,356 39
Dec.	do	3,856 39	2,500 00	6,356 39
1909—Jan.	do	3,856 39	2,500 00	6,356 39
Feb.	do	6,635 56	4,166 75	10,802 31
Mar.	do	6,634 16	4,166 65	10,800 81
Apr.	do	6,634 16	4,166 65	10,800 81
May	do	6,634 16	4,166 65	10,800 81
June	do	6,634 16	4,166 65	10,800 81
July	do	6,634 16	4,166 65	10,800 81
Aug.	do	9,508 28	5,833 35	15,341 63
Sept.	do	9,507 72	5,833 33	15,341 05
Oct.	do	9,507 72	5,833 33	15,341 05
Nov.	do	9,507 72	5,833 33	15,341 05
Dec.	do	9,507 72	5,833 33	15,341 05
1910—Jan.	do	9,507 72	5,833 33	15,341 05
Feb.	do	10,996 69	6,666 75	17,663 44
Mar.	do	10,995 81	6,666 65	17,662 46
Apr.	do	10,995 81	6,666 65	17,662 46
May	do	10,995 81	6,666 65	17,662 46
June	do	10,995 81	6,666 65	17,662 47
	Totals for two fiscal years ending June 30, 1910	\$176,140 11	\$109,166 60	\$285,306 71
	Transferred prior to June 30, 1908	31,542 86	22,222 25	53,765 11
	Totals	\$207,682 97	\$131,388 85	\$339,071 82

Statement of San Francisco Depot Sinking Fund, June 30, 1910.

		Sinking Fund.	Interest.	Total.
1908—July	To amount transferred from S. F. Harbor Improvement Fund....	\$2,631 00	\$2,000 00	\$4,631 00
Aug.	do	2,631 00	2,000 00	4,631 00
Sept.	do	2,631 00	2,000 00	4,631 00
Oct.	do	2,631 00	2,000 00	4,631 00
Nov.	do	2,631 00	2,000 00	4,631 00
Dec.	do	2,631 00	2,000 00	4,631 00
1909—Jan.	do	2,631 00	2,000 00	4,631 00
Feb.	do	2,631 00	2,000 00	4,631 00
Mar.	do	2,631 00	2,000 00	4,631 00
Apr.	do	2,631 00	2,000 00	4,631 00
May	do	2,631 00	2,000 00	4,631 00
June	do	2,631 00	2,000 00	4,631 00
July	do	2,631 00	2,000 00	4,631 00
Aug.	do	2,631 00	2,000 00	4,631 00
Sept.	do	2,631 00	2,000 00	4,631 00
Oct.	do	2,631 00	2,000 00	4,631 00
Nov.	do	2,631 00	2,000 00	4,631 00
Dec.	do	2,631 00	2,000 00	4,631 00
1910—Jan.	do	2,631 00	2,000 00	4,631 00
Feb.	do	2,631 00	2,000 00	4,631 00
Mar.	do	2,631 00	2,000 00	4,631 00
Apr.	do	2,631 00	2,000 00	4,631 00
May	do	2,631 00	2,000 00	4,631 00
June	do	2,631 00	2,000 00	4,631 00
	Totals for two fiscal years ending June 30, 1910	\$63,144 00	\$48,000 00	\$111,144 00
	Transferred prior to June 30, 1908	486,735 00	370,000 00	856,735 00
	Totals	\$549,879 00	\$418,000 00	\$967,879 00

NOTE.—Bonds were issued in 1893 for the construction of San Francisco Depot and Ferry House to the amount of \$600,000. The bonds will expire in 1912, and amounts have been paid upon them as shown in the table above.

Statement of Deferred Payment Draft Account for the two fiscal years from July 1, 1908, to June 30, 1910.

I. DRAFTS MATURED AND PAID.

Date of payment.	Draft No.	To whom paid.	Amount.	Total.
1908.				
July -----	271	Southern Pacific Co. -----	\$763 87	
July -----	245	Robert Greig -----	1,194 00	
July -----	309	Gray Bros. -----	5,609 55	\$7,567 42
August ----	291	Healy, Tibbitts & Co. -----	\$1,596 83	
August ----	352	Healy, Tibbitts & Co. -----	4,591 52	6,188 35
September -	329	Pacific Construction Co. -----	\$2,988 92	2,988 92
October ---	310	Gray Bros. -----	\$5,609 55	
October ---	246	Robert Greig -----	1,194 00	
October ---	272	Southern Pacific Co. -----	763 87	7,567 42
November -	292	Healy, Tibbitts & Co. -----	\$1,596 83	
November -	353	Healy, Tibbitts & Co. -----	4,591 52	
November -	330	Pacific Construction Co. -----	2,988 92	9,177 27
1909.				
January ---	247	Robert Greig -----	\$1,194 00	
January ---	311	Gray Bros. -----	5,609 55	
January ---	273	Southern Pacific Co. -----	763 88	7,567 43
February --	293	Healy, Tibbitts & Co. -----	\$1,596 83	
February --	354	Healy, Tibbitts & Co. -----	4,591 52	
February --	331	Pacific Construction Co. -----	2,988 92	9,177 27
April -----	248	Robert Greig -----	\$1,194 00	
April -----	274	Southern Pacific Co. -----	763 88	
April -----	312	Gray Bros. -----	5,609 55	7,567 43
May -----	294	Healy, Tibbitts & Co. -----	\$1,596 83	
May -----	355	Healy, Tibbitts & Co. -----	4,591 52	
May -----	332	Pacific Construction Co. -----	2,988 92	9,177 27
July -----	249	Robert Greig -----	\$1,194 00	
July -----	313	Gray Bros. -----	5,609 55	6,803 55
August ----	295	Healy, Tibbitts & Co. -----	\$1,596 83	
August ----	275	Southern Pacific Co. -----	763 88	
August ----	356	Healy, Tibbitts & Co. -----	4,591 52	
August ----	333	Pacific Construction Co. -----	2,988 92	9,941 15
October ----	276	Southern Pacific Co. -----	\$763 88	
October ----	314	Gray Bros. -----	5,609 55	6,373 43
November -	296	Healy, Tibbitts & Co. -----	\$1,596 83	
November -	357	Healy, Tibbitts & Co. -----	4,591 52	
November -	334	Pacific Construction Co. -----	2,988 92	9,177 27
1910.				
January ---	315	Gray Bros. -----	\$5,609 55	5,609 55
February --	358	Healy, Tibbitts & Co. -----	\$4,591 52	
February --	335	Pacific Construction Co. -----	2 988 92	7,580 44
April -----	316	Gray Bros. -----	\$5,609 55	5,609 55
May -----	359	Healy, Tibbitts & Co. -----	\$4,591 52	
May -----	336	Pacific Construction Co. -----	2,988 92	7,580 44
Total -----				\$125,634 16

Statement of Deferred Payment Draft Account—Continued.

II. DRAFTS OUTSTANDING JUNE 30, 1910.

Date issued.	Draft No.	Issued to—	Date payable.	Account.	Amount.
Feb. 19, 1906	360	Healy, Tibbitts & Co. --	Aug. 15, 1910	Const'g pier No. 13	\$4,591 52
Feb. 19, 1906	361	Healy, Tibbitts & Co. --	Nov. 15, 1910	Const'g pier No. 13	4,591 52
Feb. 19, 1906	362	Healy, Tibbitts & Co. --	Feb. 15, 1911	Const'g pier No. 13	4,591 52
		Total.....			\$13,774 56

Cost of completed Seawall.

Section.	Length in feet.	Cost per lineal foot.	Total cost.
Section B, constructed in 1890-93.....	1,000	\$114 60	\$114,601 18
Section A, constructed in 1879-80.....	561	152 61	85,614 53
Section 1, constructed in 1878-79.....	1,000	165 63	165,631 40
Section 2, constructed in 1879-80.....	1,000	167 50	167,504 09
Section 3, constructed in 1879-81.....	1,000	235 50	235,049 51
Section 4, constructed in 1880-82.....	1,000	240 87	240,872 01
Section 5, constructed in 1883-84.....	1,000	169 89	169,893 57
Section 6, constructed in 1885-86.....	800	158 47	126,779 73
Section 7, constructed in 1887-89.....	1,000	109 32	109,327 99
Section 8, constructed in 1910.....	300	266 67	80,000 00
Section 8b, constructed in 1888-90.....	450	248 50	111,629 12
Section 8a, constructed in 1891-93.....	389.5	220 82	86,008 09
Section 11, constructed in 1909-10.....	600	141 85	*85,108 63
Section 12, constructed in 1907-08.....	1,000	97 25	97,249 95
Section 13, constructed in 1904-05.....	600	233 73	140,238 71
Totals.....	11,700.5	Av., \$172 27	\$2,015,508 51
In addition to the above amount of seawall constructed, there is approximately 800 feet of seawall breakwater at Fisherman's Wharf. These breakwaters were constructed in 1900-01 at a cost as follows:	800	\$19 58	\$15,665 54

* Subject to modification as a result of litigation pending June 30, 1910, with Gray Bros.

Cost of Dredging per hour.

	Year ending June 30, 1909.	Year ending June 30, 1910.	Percentage of decrease.
Labor.....	\$8 68	\$8 67	0
Repairs.....	4 00	2 21	44.75%
Fuel.....	2 40	1 50	37.50%
Miscellaneous supplies, towing, etc.....	2 13	1 69	20.65%
Total.....	\$17 21	\$14 07	18.24%

Statement of Cost of Dredging, by years, commencing June 30, 1875.

Fiscal year ending—	Salaries of employees.	Repairs.	Fuel.	Ship chandlery, water, etc.	Miscellaneous, including docking, dredgers, towing, etc.	Total.	Number of yards dredged.	Number of hours worked.	Cost per cubic yard, cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ¹ / ₂	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,658	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ¹ / ₂	9.01
June 30, 1878	17,188 80	7,372 48	7,754 86	2,686 37	3,032 55	38,214 40	423,654	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	743,879	4,694	7.16
June 30, 1880	27,202 59	8,824 19	11,115 11	4,184 65	318 75	749,011	849,011	4,323	6.89
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 ¹ / ₂	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,689 ¹ / ₂	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ¹ / ₂	8.13
June 30, 1884	26,358 00	20,906 30	9,838 60	3,627 45	30 00	60,780 40	643,100	3,663 ¹ / ₂	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ¹ / ₂	7.68
June 30, 1886	26,634 65	6,293 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ¹ / ₂	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ¹ / ₂	12.97
June 30, 1888	27,787 00	10,204 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 ¹ / ₂	7.52
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
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,299 40	53,230 81	569,300	3,206 ¹ / ₂	9.35
June 30, 1892	28,151 00	14,121 49	9,345 08	3,736 01	1,362 00	56,061 70	522,400	3,568	10.73
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	3,528 12	54,000 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,931 46	3,093 10	471 00	58,357 67	677,200	3,743 ¹ / ₂	8.75
June 30, 1895	28,516 20	39,226 19	7,459 10	3,683 94	279 00	79,664 43	537,400	2,751	14.823
June 30, 1896	28,493 81	14,132 13	8,713 25	5,208 95	90 88	56,639 02	657,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,600	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,600	2,917	8.407
June 30, 1899	30,967 00	12,490 90	5,874 71	4,539 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.034
June 30, 1901	27,720 40	8,352 02	7,603 23	2,480 59	30 00	46,166 24	794,800	3,521 ¹ / ₂	5.808
June 30, 1902	32,012 65	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.341
June 30, 1903	34,260 50	12,359 60	8,816 91	3,359 58	77 40	58,873 99	856,900	4,367	6.87
June 30, 1904	38,727 10	51,693 10	10,473 26	6,078 04	62 85	107,034 35	1,046,240	4,722	10.23
June 30, 1905	40,043 65	79,291 18	9,134 75	5,113 00	2,287 50	135,870 08	1,159,290	4,493	11.72
June 30, 1906	38,015 70	12,574 12	7,001 74	4,401 36	90 00	62,086 12	924,900	4,389	6.71
June 30, 1907	41,446 40	9,457 31	6,646 18	6,646 18	90 00	63,891 42	1,056,700	4,882	6.61
June 30, 1908	40,656 30	21,251 48	12,159 39	6,769 82	782 00	81,525 99	900,500	4,364	9.053
June 30, 1909	58,894 70	27,119 36	16,308 67	10,471 82	3,935 00	116,789 55	1,456,950	6,785	8.016
June 30, 1910	64,715 09	16,569 51	11,158 28	12,636 74	-----	105,019 62	1,536,250	7,464	6.886

Comparative Table of Receipts of four representative seaports with Publicly owned Wharves.

Year.	Port.	Source.	Amount.
1908-09	San Francisco	Dockage, tolls, rents, etc.	\$1,367,239 98
1907-08	New Orleans	Wharfage, harbor dues, etc.	441,854 45
1907	New York	Rents, ferries, etc.	4,771,563 31
1908	Montreal	Wharfage, rents, etc.	386,867 28

Expenditures at Typical Foreign Seaports for Harbor Improvements.

The following is a comparative statement of the sums expended at San Francisco and at various typical foreign seaports for harbor improvements in recent years :

Port.	Period.	Years.	Amount expended.
Havre, France	1900-1910	10	\$17,000,000
Rotterdam, Holland	1870-1908	38	30,827,062
Hamburg, Germany	1880-1908	28	100,000,000
Bristol, England	1848-1908	60	25,000,000
Glasgow, Scotland	1858-1907	49	44,000,000
The Tyne ports, England	1850-1908	58	85,000,000
Manchester, England	1885-1908	23	83,000,000
San Francisco	1863-1910	47	14,229,198

Indebtedness, in 1908, of five typical Seaports with Publicly owned Docks.

Port.	Indebtedness for harbor improvements.
Sydney, N. S. W.	\$25,352,686
Montreal, Canada	12,027,000
Wellington, N. Z.	8,972,500
New Orleans, La. (mortgage bonds)	2,000,000
San Francisco	1,171,151

NOTE.—The indebtedness of San Francisco is the sum of the seawall bonds sold during the calendar year of 1908, less the payments made upon them prior to July 1, 1908; the balance due July 1, 1908, upon the depot bonds; the balance due upon loan from State and the deferred payment drafts outstanding on July 1, 1908.

Rates of Towage for the Port of San Francisco.

(The Board of State Harbor Commissioners has no jurisdiction over towage charges, which are fixed by the towboat owners.)

TONNAGE OF VESSELS.

	350 to 450	450 to 550	550 to 650	650 to 750	750 to 850	850 to 950	950 to 1,050
Stream to city front.....	\$12 50	\$12 50	\$15 00	\$15 00	\$17 50	\$20 00	\$20 00
Stream to Oakland wharf or refinery.....	15 00	15 00	20 00	20 00	22 50	25 00	25 00
Stream to Oakland creek.....	22 50	25 00	30 00	30 00	35 00	40 00	40 00
Stream to sea with hawser.....	30 00	35 00	40 00	45 00	50 00	55 00	55 00
Stream to Point Richmond.....	25 00	30 00	35 00	37 50	40 00	42 50	45 00
Stream to Point San Pablo.....	30 00	35 00	37 50	40 00	42 50	45 00	47 50
Stream to Port Costa.....	45 00	50 00	52 50	55 00	57 50	62 50	65 00
Extra to lightship.....	20 00	25 00	25 00	25 00	25 00	25 00	25 00
	1,050 to 1,150	1,150 to 1,250	1,250 to 1,350	1,350 to 1,450	1,450 to 1,550	1,550 to 1,600	1,650 to 1,800
Stream to city front.....	\$22 50	\$22 50	\$25 00	\$25 00	\$25 00	\$25 00	\$25 00
Stream to Oakland wharf or refinery.....	27 50	27 50	30 00	30 00	35 00	35 00	35 00
Stream to Oakland creek.....	45 00	45 00	45 00	50 00	50 00	55 00	55 00
Stream to sea with hawser.....	55 00	60 00	60 00	65 00	65 00	65 00	70 00
Stream to Point Richmond.....	47 50	47 50	50 00	50 00	55 00	55 00	60 00
Stream to Point San Pablo.....	50 00	50 00	55 00	55 00	60 00	60 00	65 00
Stream to Port Costa.....	67 50	70 00	72 50	72 50	75 00	80 00	85 00
Extra to lightship.....	25 00	25 00	25 00	25 00	25 00	25 00	25 00

Oakland creek to sea direct pays Oakland creek towage and sea towage, less \$5.00.

Port Costa to sea direct pays Port Costa towage and sea towage, less \$10.00.

Pilot Charges at San Francisco.

(The State Board of Harbor Commissioners has no jurisdiction over pilot charges, which are fixed by act of legislature, Political Code, article VI, par. 2466.)

All vessels under 500 net tons.....\$3 per foot draft.

All vessels over 500 net tons.....\$3 per foot draft and 3 cents for every ton.

These rates are compulsory and must be paid by every vessel spoken, inward or outward bound, except vessels under enrollment and licensed and engaged in the coasting trade between San Francisco and other United States ports, and vessels engaged in the whaling and fishing trades, which shall be exempt from all pilotage unless a pilot is actually employed. In all cases where inward-bound vessels are not spoken until inside the bar, the rates are reduced one half.

Work under way at date of last Biennial Report and since finished.

No...	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
14	Electric current for lighting the Union Depot and Ferry House, and other buildings, wharves, streets, etc., within the jurisdiction of the Board of State Harbor Commissioners.*	Mutual Electric Light Co.	July 1, '07	Arc lights of 2,000 c. p., at the rate of \$1.30 per week each, the same to burn from sunset to sunrise each and every night during the seven days of each week. \$0.0294 per 1,000 watt hours for electric current for incandescent lighting, including the furnishing of incandescent arc lamps, trimming and keeping the same in order.	July 27, '07 Aug. 16, '07 Sept. 23, '07 Nov. 25, '07 Dec. 20, '07 Jan. 21, '08 Feb. 25, '08 Mar. 21, '08 Apr. 22, '08 May 22, '08 June 23, '08 July 18, '08 Aug. 21, '08 Sept. 23, '08 Oct. 23, '08 Nov. 21, '08 Dec. 19, '08 Jan. 25, '09 Feb. 18, '09 Mar. 19, '09 Apr. 16, '09 May 21, '09 June 21, '09 July 15, '09 Aug. 20, '09 Sept. 10, '09 Oct. 23, '09 Nov. 19, '09 Dec. 27, '09 Jan. 29, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$1,415 09 1,490 03 1,487 92 3,277 64 1,784 85 2,027 09 2,023 14 1,841 70 1,768 48 1,808 43 2,197 20 1,769 10 1,788 14 1,831 09 1,889 01 2,087 57 2,006 19 2,256 01 2,123 23 1,760 62 1,802 38 1,631 90 1,727 38 1,559 49 1,659 70 1,703 30 1,692 42 2,069 85 1,967 03 2,153 16 1,989 38 1,773 64 1,986 06 1,737 37 1,770 32	\$65,765 00	June 30, '10
15	Supply lumber to the Board of State Harbor Commissioners for one year.	Hickman & Masterson ...	Nov. 1, '07	\$15.75 per M feet B. M. Cartage \$1.00 per M feet, B. M., additional.	Dec. 20, '07 Jan. 21, '08 Feb. 25, '08 Mar. 21, '08 Apr. 22, '08	\$3,255 97 3,195 04 3,401 60 3,259 51 5,631 46		

*Note.—This contract was completed June 30, 1910, but payment for current consumed during the month of June, 1910, was not paid until July 28, 1910, same amounting to \$1,639 24, making total amount of contract \$7,404 50.

Work under way at date of last Biennial Report and since finished—Continued.

No...	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amount.	Total.	Date of completion.
29	Supply lumber to the Board of State Harbor Commissioners for one year.	Hickman & Masterson			May 22, '08 June 20, '08 July 18, '08 Aug. 21, '08 Sept. 25, '08 Oct. 23, '08 Nov. 21, '08	\$6,013 40 1,754 74 1,171 42 2,154 63 2,091 72 2,301 44 1,668 61		
51	Construction of freight shed on seawall lot No. 11.†	Fann & Hood	Apr. 16, '08	\$2,905 00	June 26, '08 July 31, '08	\$2,178 75 726 25	\$35,959 54	Nov. 1, '08
52	Purchase old lumber from Board of State Harbor Commissioners.	G. A. Love	Apr. 20, '08	\$2.25 per M feet B. M. -----	See "Credit Contract"		2,905 00 No. 52.	June 26, '08
53	Furnish materials and repave East street east of the United Railroads tracks between Washington and Clay streets.†	Eureka Construction Co.	Apr. 20, '08	\$0.08 per sq. ft. for taking up present pavement, preparing roadbed and repave with taken up blocks; \$0.25 per lin. ft. for taking up old curb, raising existing drains and cesspools to proper grade, and reset taken up curbing. Furnish and construct each new catch basin for cost plus 10 per cent. Furnish and lay 10-inch stone sewer pipe for cost plus 10 per cent.	May 29, '08 July 8, '08	\$2,016 06 672 02	2,688 08	May 29, '08
54	Furnish all labor and the necessary fastenings for placing stringers, planking and curbing along section 12 of the seawall.‡	Mercer-Fraser Co.	June 11, '08	\$849 00	June 29, '08 Aug. 14, '08	\$636 75 212 25	849 00	June 25, '08
55	Furnishing, delivering and placing 800 tons, more or less, of rock for raising the southerly end of the breakwater at Fisherman Wharf.	San Francisco Bay Improvement Company.	June 18, '08	\$0.98 per ton of 2,000 lbs. ----	July 8, '08 Aug. 14, '08	\$591 77 197 25	789 02	July 2, '08

†NOTE.—Contract completed June 26, 1908; 25 per cent of total amount of contract retained for 35 days.

‡NOTE.—Contract completed May 29, 1908; 25 per cent of total amount of contract retained for 35 days.

§NOTE.—Contract completed June 25, 1908; 25 per cent of total amount retained for 35 days.

Work contracted for and completed within the Biennial Term, July 1, 1908 to June 30, 1910.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
56	Cleaning East street.....	Sau Francisco Teaming Co.	July 1, '08	\$0.80 per 1,000 sq. yds. on districts 1, 2, 3, 4, 6, 7, 8, \$1.00 per 1,000 sq. yds. on district 5.	Aug. 21, '08 Sept. 25, '08 Oct. 23, '08 Nov. 21, '08 Dec. 19, '08 Jan. 25, '09 Feb. 18, '09 Mar. 19, '09 Apr. 27, '09 May 21, '09 June 21, '09 July 15, '09	\$1,576 83 1,515 79 1,347 20 1,424 96 1,153 55 1,129 28 704 37 581 97 1,280 31 1,623 91 1,566 92 1,600 29	\$15,505 38 1,575 00	June 30, '09 July 20, '08
57	Repairs to tug "Governor Irwin".....	Moore & Scott Iron Works	July 2, '08	\$1,575 00	Aug. 21, '08	\$1,575 00		
58	Furnishing and installing electric light plant on dredger No. 3.	Herzog & Dahl.....	July 16, '08	1,245 00	Aug. 28, '08 Oct. 2, '08	933 75 311 25	1,245 00	Aug. 27, '08
59	Furnishing and installing one electric light plant on each of the State tow boats "Governor Markham" and "Governor Irwin."	Herzog & Dahl.....	July 16, '08	2,750 00	Aug. 28, '08 Oct. 2, '08	\$2,082 50 637 50		
60	Removing present roof, and constructing new roof for Belt Railroad roundhouse.	Conlin & Roberts.....	July 16, '08	645 00	Aug. 21, '08 Sept. 28, '08	\$483 75 161 25		
61	Construction of shed over Pier No. 3 (Washington-street Wharf).	W. A. Fann.....	July 16, '08	6,175 55	Aug. 14, '08 Sept. 5, '08 Sept. 14, '08 Oct. 17, '08	\$1,762 50 2,406 00 463 16 1,543 89	645 00	Aug 20, '08
62	Repairs to bucket of dredger No. 3.....	Stockton Iron Works	July 16, '08	684 40	Sept. 5, '08 Oct. 12, '08	\$313 30 171 10	6,175 55	Sept. 10, '08
63	Dredging a part of Channel street*.....	J. S. McAnany.....	July 30, '08	\$27,550.00 and a unit price of 9c. per cubic yard to apply in case of increase or diminution of work.	Sept. 5, '08 Nov. 25, '08 Jan. 23, '09 July 3, '09 Aug. 3, '09 Aug. 12, '09	\$2,043 75 6,744 37 6,540 00 5,109 38 7,500 00 6,812 50	684 40	Sept. 3, '08
							34,750 00	July 8, '09

* Additional dredging \$7,500.00 of which amount the Southern Pacific Co. paid half.

Work contracted for and completed within the Biennial Term.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
64	Furnishing materials and repaving East street, between Washington and Vallejo streets.	Eureka Construction Co.	July 30, '08	7c. per sq. ft. for repaving with taken up blocks. \$1.94 for new curb in place. 22c. per lin. ft. for setting. \$65 for each new cesspool. 27c. per sq. ft. for new paving.	Oct. 28, '08 Oct. 1, '08 Nov. 5, '08 Nov. 25, '08 Dec. 31, '08	\$3,612 75 4,369 84 4,048 85 4,694 83 6,241 82	\$24,967 29	Nov. 25, '08
65	Labor and material (except cement) for reinforcing standard piles at Fisherman Wharf.	Healy-Tibbitts Construction Co.	Aug. 10, '08	\$1.78 per lineal foot.....	Nov. 6, '08 Nov. 25, '08 Dec. 11, '08 Dec. 31, '08	\$1,467 72 2,900 00 488 24 833 33	5,290 29	Nov. 5, '08
66	Labor and material for constructing an end cross embankment joining the northerly end of section 12 of the seawall.	Healy-Tibbitts Construction Co.	Aug. 10, '08	\$0.54 9-10 per ton of 2,000 lbs.	Sept. 5, '08 Oct. 12, '08 Nov. 13, '08	\$1,741 85 1,074 23 988 69	3,754 77	Oct. 8, '08
67	Construction of pier 40†	Robert Wakefield.....	Aug. 17, '08	\$302,400 00	Oct. 23, '08 Nov. 25, '08 Dec. 24, '08 Feb. 25, '09 Mar. 26, '09 Apr. 29, '09 May 27, '09 July 1, '09 Aug. 5, '09	\$11,340 00 31,020 00 61,236 00 47,628 00 18,876 00 34,020 00 11,340 00 11,940 00 75,800 00	303,200 00	June 26, '09
68	Paving East street in the vicinity of piers 42 and 44, and parts of Berry and King streets.	Eureka Construction Co.	Sept. 3, '08	1. 24c. per sq. ft. for furnishing and paving with new basalt blocks. 2. \$1.98 per lineal foot for furnishing and setting granite curbing. 3. 20c. per lineal foot for furnishing and setting redwood curbing. 4. \$50 for furnishing and constructing each cesspool. 5. \$45 for furnishing and constructing each drain. 6. 75c. per lineal foot for furnishing and laying 10-inch stone sewer pipe.	Oct. 30, '08 Nov. 25, '08 Dec. 31, '09 Jan. 14, '09 Feb. 18, '09	\$2,028 75 7,077 79 10,726 29 947 64 6,926 83	27,707 30	Jan. 14, '09

69	Laying asphalt pavement on bulkhead north of Chief Wharfinger's office.	Flinn & Treacy			Oct. 30, '09 Dec. 4, '09	\$495 79 185 26	551 05	Oct. 30, '09
70	Alterations on ground floor of the south wing of the Ferry Building.	McLaughlin & Walsh	\$3,950 00		Nov. 25, '08 Dec. 23, '08 Jan. 23, '09 Feb. 25, '09	\$740 62 740 63 1,481 25 987 50	3,950 00	Jan. 21, '09
71	Furnish all labor and material and repair shingle roofs on property of the State of California under the jurisdiction of the Board.	R. L. Kalloch Co.	1. Furnish and lay each square for \$4.37. 2. Refasten each 1,000 old shingles for \$1.38. 3. Furnish and fasten each 1,000 feet of roof boards for \$32.50.	Sept. 24, '08	Oct. 17, '08 Oct. 30, '08 Nov. 21, '08 Dec. 4, '08 Dec. 4, '08 Jan. 11, '09 Feb. 11, '09 Mar. 8, '09 Apr. 9, '09 Nov. 12, '09 Dec. 23, '09 Jan. 7, '10	\$676 82 2,837 67 225 61 2,479 39 945 89 826 46 2,599 21 116 80 38 93 199 14 66 38 55 98		
72	Lay concrete foundation under walk across East street.	C. S. Harney	7½c. per square foot	Sept. 24, '08	July 1, '09	\$226 69	11,068 28	Dec. 31, '09
73	Alterations of postoffice quarters in the Ferry Postoffice Building.	W. A. Fann	\$1,248 00	Oct. 1, '08	Nov. 13, '08 Dec. 19, '08	\$936 00 312 00	226 69	Jan. 28, '09
74	Construction of a bulkhead wharf along section 12 of the seawall*.	Pacific Construction Co.	64,500 00 Additional 10,000 00		Nov. 25, '08 Dec. 24, '08 Jan. 23, '09 Feb. 25, '09 Mar. 26, '09 Apr. 22, '09 May 6, '10	\$6,046 87 12,578 13 10,430 00 7,263 75 8,006 25 14,775 00 12,275 00	1,248 00	Nov. 12, '08
75	Repiling and repairing the several wharves, piers, bulkhead, and ferry slips under the control of the Board.	Thomson Bridge Co.		Oct. 8, '08	Nov. 20, '08 Dec. 11, '08 Jan. 14, '09 Feb. 8, '09 Mar. 12, '09 Mar. 12, '09 Apr. 9, '09 May 7, '09 June 3, '09 July 9, '09 July 15, '09 Aug. 7, '09 Sept. 8, '09 Oct. 8, '09 Nov. 19, '09	\$2,701 11 3,786 63 6,385 19 6,372 91 6,026 99 130 00 10,208 11 7,832 10 6,249 45 10,441 91 862 12 8,305 14 11,024 67 5,231 03 1,769 12	71,375 00	Mar. 18, '09

\$7,925 48 Oct. 12, '09
to allow for settlement.

* Penalty exacted—50 days at \$50 per day, \$2,500. Also, \$225 retained for asphalt wearing surface not laid between railroad tracks to allow for settlement.
† Bonus paid 8 days at \$100 per day, \$800.

Work contracted for and completed within the Biennial Term—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
78	Construction of two freight chutes on pier No. 10 (Howard-street Wharf No. 3).	Hyde, Harjes & Co.	Nov. 12, '08	\$287 00	Dec. 4, '08	\$287 00	\$287 00	Dec. 3, '08
79	Alterations on ground floor north wing of the Union Depot and Ferry House.*	M. M. Finlayson	Nov. 12, '08	23,623 00	Dec. 4, '08 Jan. 11, '09 Feb. 18, '09 Mar. 26, '09 Apr. 29, '09	\$3,543 45 9,744 49 3,543 45 685 86 5,905 75	23,423 00	Mar. 25, '09
80	Furnishing and delivering rock for the construction of section 11 of the seawall.**	Gray Bros. Crushed Rock Co.	Nov. 25, '08	69½c per short ton	Mar. 8, '09 Apr. 9, '09 May 7, '09 June 4, '09	\$820 57 1,592 37 1,281 42 2,207 94	5,902 30	
81	Furnish labor and material and construct a Chief Wharfinger's office at the foot of Clay street.***	Frank Gallagher	Dec. 3, '08	3,489 00	Jan. 11, '09 Mar. 26, '09 Apr. 29, '09 Apr. 1, '09	\$785 02 1,796 73 872 25 45 00	3,490 00 (extras)	Mar. 25, '09
82	Removing portions of Beale and Brannan-street wharves.	Healy-Tibbitts Construction Co.	Dec. 10, '08	1,390 00	Jan. 14, '09 Feb. 18, '09	\$1,042 50 347 50	1,390 00	Jan. 14, '09
83	Construction of a wharf along Illinois street, south of Santa Clara street, in Central Basin.†	Mercer-Fraser Company.	Dec. 31, '08	57,741 00	Mar. 26, '09 Apr. 29, '09 May 27, '09 July 1, '09 Aug. 12, '09 Sept. 23, '09 Dec. 30, '09 Feb. 3, '10	\$6,062 80 1,702 24 9,627 26 12,991 72 6,495 87 4,330 57 4,565 29 14,435 25	1,390 00	Jan. 14, '09
84	Construction of a concrete bulkhead and office foundation at pier No. 3†	Healy-Tibbitts Construction Co.	Feb. 4, '09	960 00	Apr. 29, '09 Apr. 29, '09 June 4, '09	\$720 00 854 79 240 00	56,141 00	Dec. 30, '09
85	Construction of pier No. 38‡	Healy-Tibbitts Construction Co.	Nov. 25, '08	279,000 00	Apr. 29, '09 May 29, '09 July 1, '09 July 23, '09 Sept. 2, '09 Sept. 16, '09 Oct. 22, '09	\$31,387 50 48,127 30 36,960 00 31,387 50 20,925 00 17,662 50 72,150 00	1,814 79 (extras)	Apr. 29, '09
86	Construction of office buildings under sheds on piers 42 and 44.	W. L. Graff	Feb. 25, '09	2,894 00	Mar. 8, '09 Apr. 1, '09 May 7, '09	\$651 15 1,519 35 723 50	2,894 00	Apr. 1, '09

87	Furnishing and installing two hot water heating plants in the offices on piers 42 and 44.	John G. Sutton Co.	Feb. 25, '09	1,080 00	Apr. 29, '09 June 4, '09	\$810 00 270 00	1,080 00	Apr. 29, '09	
88	Construction of shed on pier No. 8 (Howard-street Wharf No. 2).	J. I. Mitrovich	Mar. 4, '09	750 00	Apr. 29, '09 June 4, '09	\$562 50 187 50	750 00	Apr. 29, '09	
89	Construction of pier No. 36|| .....	Associated Contracting Co.	Apr. 15, '09	361,000 00	July 1, '09 July 29, '09 Sept. 2, '09 Sept. 30, '09 Oct. 28, '09 Dec. 2, '09 Dec. 30, '09 Feb. 3, '10 Feb. 18, '10 Mar. 3, '10 May 6, '10	\$13,650 00 54,600 00 81,900 00 27,300 00 27,300 00 27,300 00 27,300 00 15,862 50 769 81 300 00 85,319 00 6,418 50	(extras) (changes)	368,019 81	Feb. 3, '10
91	Furnishing steel beams for section 7 of the seawall.	Judson Manufacturing Co.	Apr. 29, '09	\$1,540 00	Aug. 20, '09 Sept. 23, '09	\$1,155 00 385 00	1,540 00	Aug. 19, '09	
92	Construction of a shed over pier No. 21 (Filbert-street Wharf).	W. L. Graff	May 6, '09	12,843 00 5,232 15 Plus for 165 ft. extension.	May 27, '09 June 17, '09 July 15, '09 Aug. 12, '09 Sept. 15, '09 Aug. 20, '09 Sept. 10, '09 Oct. 22, '09	\$1,926 45 4,846 12 2,408 07 481 61 3,210 75 2,354 47 1,569 64 1,008 04			
93	Furnishing and installing an ornamental iron fence in the Southern Pacific Co.'s and Key Route waiting rooms.	Ralston Iron Works	May 13, '09	1,515 00	July 1, '09 Aug. 20, '09	\$1,136 25 378 75	1,515 00	Sept. 16, '09	
95	Furnishing eucalyptus piles	N. H. Hickman	May 20, '09	20c. per lin. ft. for 12 in. 21c. per lin. ft. for 13 in. 22c. per lin. ft. for 14 in. 23c. per lin. ft. for 15 in. 24c. per lin. ft. for 16 in.	June 21, '09 July 30, '09 Aug. 20, '09 Sept. 16, '09 Oct. 23, '09	\$2,402 07 2,854 82 5,303 90 6,431 53 704 18		July 1, '09	

Suit instituted against

• Bonus paid—4 days at \$50 per day, \$200.
 **Contract canceled June 10, 1909, on account of failure to complete contract within time specified. See Contract 104 for completion.
 Gray Bros. Crushed Rock Co. and bondsmen for damages. See report of Attorney.
 ... Penalty exacted—31 days at \$10 per day, \$309.
 †\$1,000 retained because contractor was unable to coat 70 piles on account of insufficient dredging.
 ‡ Extra work not included in specifications ordered done amounting to \$54 79.
 § Bonus paid—66 days at \$100 per day, \$6,600.
 ¶ Bonus paid—24 days at \$100 per day, \$2,400.

Work contracted for and completed within the Biennial Term.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
97	Construction of section 8 of seawall	American Construction Co. (assigned to Associated Contracting Co., June 17, 1909).	June 17, '09	\$80,000 00	Dec. 30, '09 Jan. 27, '10 Feb. 24, '10 Mar. 10, '10 Mar. 18, '10 Mar. 18, '10 Apr. 14, '10	\$15,000 00 7,500 00 28,000 00 9,000 00 9,079 70 300 00 3,589 36 20,000 00	(extra rock) (false work) (extra rock)	Mar. 10, '10
98	Cover with reinforced concrete such standard and mooring piles as the Board may direct for a period of one year.	Mercer-Fraser Co.	June 24, '09	\$1.55 per lin. ft.	Feb. 18, '10 Mar. 24, '10	\$1,854 48 618 16	\$92,969 06	Mar. 10, '10
99	Repairing clam-shell bucket for dredger No. 3.	Union Iron Works	June 24, '09	696 00	Aug. 5, '09 Sept. 23, '09	\$522 00 174 00	2,472 64	June 24, '10
100	Furnish one four-yard dredger bucket for dredger No. 3.	Stockton Iron Works	July 1, '09	1,890 00	Oct. 22, '09	\$1,890 00	696 00	Aug. 19, '09
101	Paving a portion of seawall lot No. 8	H. B. Mayo	Contract canceled November 11, 1909.				1,890 00	Oct. 5, '09
102	Furnishing ornamental iron ticket taker booths for Southern Pacific and Key Route waiting rooms.	Guilfoy Cornice Works	July 1, '09	\$94.00 per booth	Oct. 15, '09 Nov. 19, '09	\$916 50 305 50	1,222 00	Oct. 14, '09
104	Furnish and deliver stone for the completion of section 11 of the seawall.	Healy-Tibbitts Construction Co.	July 8, '09	\$1.045 per ton of 2,000 lbs. for rock delivered in core. \$1.48 per ton of 2,000 lbs. for rock delivered on slope.	Aug. 5, '09 Sept. 2, '09 Sept. 30, '09 Oct. 28, '09 Dec. 2, '09	\$16,523 55 23,389 50 14,533 08 4,959 12 13,801 58		
105	Furnishing materials and paving Second street from King street south to bulkhead wharf.	Flinn & Treacy	July 8, '09	1. Furnishing and paving with basalt blocks (preparing roadbed included) 286 per sq. ft. 2. Furnishing and setting granite curb (curved curb included), \$1.95 per lin. ft. 3. Constructing storm water catch basins, \$75 each. 4. Furnishing and laying 10-inch stone sewer pipe, \$1 per lin. ft. 5. Furnishing and laying 15-inch stone sewer pipe, \$6 per lin. ft.	Sept. 2, '09 Oct. 28, '09 Dec. 2, '09	\$1,679 47 4,548 11 2,075 86	79,206 33	Oct. 28, '09
							8,303 44	Oct. 28, '09

106	Furnish materials and erect two office buildings on the bulkhead at pier No. 5 (Washington-street Wharf)*	M. M. Finlayson and Herman R. Stettin, Jr.	July 22, '09	\$16,600 00	Sept. 8, '09 Oct. 8, '09 Dec. 2, '09 Dec. 23, '09	\$4,980 00 4,837 50 1,920 00 3,968 75	Dec. 2, '09
107	Furnish and deliver all the structural steel for bulkhead section 7 of the seawall.	Mortenson Construction Co.	July 29, '09	1,898 00	Aug. 20, '09 Sept. 23, '09	\$1,423 50 474 50	Aug. 19, '09
108	Construction of office building, with storage rooms underneath, under shed on pier No. 21 (Elbert-street Wharf).	W. L. Graff	July 29, '09	1,335 00	Aug. 28, '09 Sept. 30, '09	\$1,001 25 333 75	Aug. 26, '09
109	Furnish materials and construct an approach to pier 40 and a bulkhead wharf between piers 38 and 40.**	Western Bridge and Construction Co.	Aug. 5, '09	28,463 00	Sept. 16, '09 Oct. 18, '09 Nov. 12, '09 Nov. 19, '09 Dec. 23, '09	\$2,775 14 7,898 48 9,606 27 392 36 6,890 75	Nov. 18, '09
110	Furnish materials and labor for alterations in Southern Pacific baggage room in south wing of Ferry Building.†	McLaughlin & Walsh	Aug. 11, '09	2,974 00	Sept. 8, '09 Sept. 16, '09 Oct. 22, '09	\$1,679 88 707 62 793 50	Sept. 8, '09
111	Furnish materials and lay asphalt pavement on bulkhead wharf of section 7 of seawall.	Flinn & Treacy	Sept. 23, '09	9c. per sq. foot	Oct. 22, '09 Nov. 23, '09	\$1,406 97 408 99	Oct. 21, '09
112	Construct wing wall extending from westerly line of Beale street with northerly line of Brannan street to inner slope of section 11 of the seawall.	Healy-Tibbitts Construction Co.	Oct. 7, '09	99c. per ton of 2,000 lbs.	Nov. 26, '09 Dec. 30, '09 Dec. 30, '09	\$2,227 50 1,887 27 742 50	Dec. 30, '09
114	Removing pier No. 2 (Mission-street Wharf No. 1).	Associated Contracting Company.	Oct. 28, '09	1,947 00	Mar. 18, '10 Apr. 22, '10	\$1,400 25 486 75	Mar. 17, '10
115	Furnish labor and materials for construction of bulkhead wharf along section 11 of the seawall.‡	Associated Contracting Company.	Nov. 11, '09	45,743 00	Mar. 31, '10 Apr. 29, '10 May 19, '10 June 23, '10	\$10,292 17 17,839 77 6,175 31 12,635 75	May 19, '10
116	Paving a portion of seawall lot No. 8.....	Benjamin M. Cram	Nov. 18, '09	27c. per sq. foot for paving, 22c. per lin. ft. for redwood curbing.	Jan. 14, '10 Feb. 18, '10	\$1,865 57 622 19	Jan. 13, '10
119	Remove Spear-street Wharf (including shed over same) and portion of adjoining bulkhead wharf.	Associated Contracting Company.	Dec. 9, '09	2,793 00 and contractor to keep the material therefrom.	Mar. 3, '10	\$2,793 00	Mar. 3, '10

Contractors differed from amount of specifications to amount of \$684.75.

* Penalty exacted—29 days at \$25 per day, \$725.
** Penalty exacted—13 days at \$50 per day, \$650.
† Bonus paid—8 days at \$25 per day, \$200.
‡ Penalty exacted—4 days at \$50 per day, \$200.

Work contracted for and completed within the Biennial Term.—Continued.

No...	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
20	Furnish and deliver girder rails and special work at the Belt Railroad along sections 11, 12, and 13 of the seawall.	Pennsylvania Steel Co...	Dec. 9,'09	\$57.75 per ton for 9-inch girder rail. \$4.50 per pair for channel plates complete. 55c. each for brace tie plates. 30c. each for cushion tie plates. All special work as shown on plans with manganese hard center construction for \$14,563.00.	Apr. 14,'10 May 20,'10	\$23,833 67 7,961 23	\$31,844 90	Apr. 14,'10
121	Furnish materials and construct three portable coke hoppers.	Moore & Scott Iron Works	Dec. 16,'09	\$2,175 00	Jan. 27,'10 Mar. 3,'10	\$1,631 25 543 75	2,175 00	Jan. 27,'10
122	Furnish and install a hot water heating plant in the offices on pier No. 40.	T. M. Collins	Dec. 23,'09	438 00	Jan. 20,'10 Feb. 24,'10	\$328 50 109 50	438 00	Jan. 20,'10
124	Furnish and set granite and redwood curbing along the east side of Illinois street, and construct storm water catch basins. §	Benjamin M. Cram. (Assigned to C. Demetrek February 3, 1910)	Feb. 3,'10	\$1.75 per lin. ft. for furnishing and setting granite curb. \$0.22 per lin. ft. for furnishing and setting 6-inch by 10-inch redwood curb. \$55 to construct each corner storm water catch basin. \$50 to construct each intermediate catch basin. \$80.75 per lin. ft. to furnish, lay and connect 10-inch stone sewer pipe. 1. To furnish and pave with basalt blocks (removing present pavement and preparing roadbed included) 24c. per sq. ft. 2. To furnish and set granite curb (curved curb included) \$1.75 per lin. ft. 3. To furnish and set 6 in. by 10 in. redwood curb, 1c. per lin. ft.	Apr. 14,'10 May 20,'10	\$1,842 16 614 06	2,456 22	Apr. 7,'10
126	Furnishing materials and paving Francisco street from the center line of Montgomery street to the westerly line of seawall lot No. 5.	A. E. Hennessey	Mar. 23,'10		May 5,'10	\$3,384 24 1,128 08	4,512 32	June 9,'10
52	Purchase old lumber from Board of State Harbor Commissioners for term of one year from date of contract.....	G. A. Love.....	Apr. 20,'08	\$2.25 per M feet			1,603 77	Apr. 20,'09

CREDIT CONTRACT.

§ Bonus paid—17 days at \$10 per day, \$170.

Work contracted for since date of last Biennial Report, but not yet completed.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.
37	Furnish and deliver fuel oil at the round-house of the Belt Railroad.	Union Oil Company	Jan. 2, '08	\$1.00 per barrel	Feb. 25, '08 Apr. 22, '08 June 23, '08 Aug. 21, '08 Oct. 27, '08 Nov. 21, '08 Jan. 25, '09 Mar. 19, '09 June 21, '09 Aug. 25, '09 Oct. 23, '09 Dec. 18, '09 Feb. 19, '10 Apr. 22, '10 June 18, '10	\$1,143 00 930 00 1,065 00 1,250 00 1,250 00 1,250 00 1,253 75 1,253 75 1,250 00 1,244 88 1,233 68 1,250 00 1,255 62 1,248 76 1,248 76	\$18,062 20
76	Furnishing piles for 3 years	Hammond Lumber Co.	Oct. 29, '08	12 and 13-inch butts 14c. per lin. ft. 14 and 15-inch butts 16c. per lin. ft. 16, 17 and 18-inch butts 18c. per lin. ft.	Dec. 19, '08 Jan. 23, '09 Feb. 18, '09 Mar. 19, '09 Apr. 16, '09 May 21, '09 June 21, '09 July 15, '09 Aug. 20, '09 Sept. 16, '09 Oct. 23, '09 Nov. 19, '09 Dec. 18, '09 Jan. 22, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$1,725 04 6,549 82 6,788 88 4,360 94 10,777 14 5,106 92 3,160 46 3,255 76 4,050 50 2,405 04 913 46 1,724 58 1,663 38 5,870 36 3,270 38 3,341 46 3,405 16 3,952 24 1,214 24	\$2,382 53 4,025 76 2,388 67 3,468 51 3,463 87 4,068 66 4,113 31 4,867 11 4,155 95
77	Furnishing lumber for two years	Hickman & Masterson (Assigned to N. H. Hickman May 31, '09.)	Nov. 5, '08	Fir (known as pine) from \$15 to \$22.75 per M ft., according to size. Lath from \$3 to \$12 per M pieces, according to length. Pickets from \$6 to \$16 per M pieces, according to length. Ship plank: Rough \$45 per M ft. Decking: Rough \$50 per M ft.	Dec. 19, '08 Jan. 23, '09 Feb. 18, '09 Mar. 19, '09 Apr. 16, '09 May 21, '09 June 21, '09 July 15, '09 Aug. 20, '09 Sept. 16, '09 Oct. 23, '09 Nov. 19, '09 Dec. 18, '09 Jan. 22, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$2,382 53 4,025 76 2,388 67 3,468 51 3,463 87 4,068 66 4,113 31 4,867 11 4,155 95	76,730 26

Work contracted for since date of last Biennial Report, but not yet completed.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.
77	Furnishing lumber for two years.....	Hickman & Masterson (Assigned to N. H. Hickman May 31, '09.)	Nov. 5, '08	Tongue and grooved flooring from \$22 to \$42, according to selection. Stepping S 1 S from \$25 to \$48 per M ft., according to selection. Rustic from \$25 to \$36 per M ft., according to selection. Rough spruce from \$16 to \$45 per M ft., according to size. Kiln dried fir (known as pine) from \$16 to \$45 per M ft., according to grain. Redwood from \$23 to \$46 per M ft., according to size. Pickets from \$20 to \$25. Kustic: Stock patterns, from \$26 to \$48, according to length. Tongue and grooved: Stock patterns, from \$20 to \$42, according to length. Sundries: Shingles, \$3 to \$4.25 per 1,000; shakes, \$18 and \$19 per 1,000; siding, \$30, $\frac{1}{2}$ by 6, surface measure; battens, $\frac{3}{4}$ by 3, $\frac{3}{4}$ c. per lin. ft.	Aug. 20, '09 Sept. 16, '09 Oct. 23, '09 Nov. 19, '09 Dec. 18, '09 Jan. 22, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 Jun. 18, '10	\$12,760 80 16,304 94 2,886 94 3,052 45 4,761 32 15,351 06 15,288 82 7,085 87 5,161 27 5,138 90 4,179 27	\$109,105 33
88	Construction of pier No. 34.....	Associated Contracting Co. (Assigned to Western Pacific Railway Co. Sept. 16, '09.)	Mar. 18, '09	\$167,730 00	Jan. 14, '10 Feb. 18, '10 Mar. 10, '10 Apr. 14, '10 May 12, '10 June 9, '10	\$18,869 62 18,869 63 16,353 67 33,965 33 18,869 63 12,579 74	
93	Furnish not less than 60,000 nor more than 200,000 barrels of cement from Davenport, California.*	Santa Cruz Portland Cement Co.	May 6, '09	\$1.90 per barrel f.o.b. San Francisco.....	June 21, '09 July 15, '09 Aug. 20, '09 Oct. 22, '09 Nov. 19, '09 May 6, '10	\$5,658 88 20,762 90 23,922 50 5,158 15 4,052 80 11,311 15	119,507 62
96	Construction of section 9 of the seawall.....	Associated Contracting Co.	June 10, '09	261,000 00	Apr. 29, '10 June 2, '10 June 30, '10	\$31,320 00 25,447 50 60,682 50	70,866 38 117,450 00

*NOTE—It was stipulated in this contract that if at any time during its life cement was sold in the market at a lower price than that specified in the contract, the Board of State Harbor Commissioners should receive the benefit of the difference. Evidence of such sales having been proved, the contractor, on April 30, 1910, issued a credit memorandum against outstanding bills, as follows: 25 cents per barrel on 31,755 barrels from May 29, 1909, to January 1, 1910, \$7,938.75.

103	Cleaning East street	San Francisco Teaming Co.	July 1, '09	98c. per 1,000 sq. yds. on district No. 7. 67c. per 1,000 sq. yds. on districts Nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12.			
113	Repling and repairing the different wharves, piers, bulkheads and ferry slips on the water front of the city and county of San Francisco.	Healy-Tibbitts Construction Co.	Oct. 7, '09	<ol style="list-style-type: none"> 1. Drive, fit and fasten each standard pile (floating driver), \$3.50 per pile. 2. Drive, fit and fasten each standard pile (top driver), \$1.50 per pile. 3. Drive, fit and fasten each standard pile (lowered through roof, including repairing roof), \$15.00 per pile. 4. Drive, fit and fasten each fender pile, \$3.40 per pile. 5. Drive, fit and fasten each brace pile, \$7.00 per pile. 6. Drive, fit and fasten each cluster pile, \$5.00 per pile. 7. Drive, fit and fasten each mooring pile, \$8.00 per pile. 8. Drive, fit and fasten each spring pile along sides and ends of piers, \$3.00 per pile. 9. Drive, fit and fasten each spring pile in slips, \$8.00 per pile. 10. Drive, fit and fasten each cluster pile in nose of slip, \$15.00 per pile. 11. F. M. lay and fasten each one M ft. 12. F. M. of caps, \$10.00 per M ft. 13. F. M. of compound stringers, \$9.00 per M ft. 14. F. M. of inner stringers, \$6.00 per M ft. 15. F. M. of chocks, \$14.00 per M ft. 16. F. M. of planking, \$7.50 per M ft. 17. F. M. of curb, \$10.00 per M ft. 18. F. M. of ribbing in spring fender lines, \$25.00 per M ft. 19. F. M. of taken-up sound planking, etc., \$5.50 per M ft. 			
			<p>Sept. 16, '09 Oct. 23, '09 Nov. 19, '09 Jan. 7, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10</p>				
			<p>Nov. 19, '09 Dec. 2, '09 Jan. 7, '10 Feb. 5, '10 Mar. 4, '10 Apr. 3, '10 May 6, '10 June 2, '10</p>				

\$13,717 64

53,295 99

\$1,091 45
5,582 51
7,291 37
9,059 94
8,071 25
6,873 48
6,869 15
5,417 84

Work contracted for since date of last Biennial Report, but not yet completed.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.
113	Repiiling and repairing the different wharves, piers, bulkheads and ferry slips on the water front of the city and county of San Francisco.	Healy-Tibbitts Construction Co.	Oct. 7, '09	<p>19. Raise and refasten each shed post, \$5.00 per M ft.</p> <p>20. Fit fasten and trim each one M ft. B. M. of sheathing in slips, \$18.00 per M ft.</p> <p>21. Fit, lay and fasten each one M ft. B. M. of corbel, \$35.00 per M ft.</p> <p>22. Fit, lay and fasten each one M ft. B. M. of track stringers, \$8.00 per M ft.</p> <p>23. Rebolting brace piles with 1½-inch screw bolts, \$2.00 per pile.</p> <p>24. Rebolting standard piles with 1 by 22-inch blunt bolts, \$1.50 per pile.</p> <p>25. Rebolting mooring piles with 1-inch screw bolts, \$2.00 per pile.</p> <p>26. Rent of driver and crew of 8 men, \$10.00 per hour</p> <p>27. Rent of driver and crew of 7 men, \$9.50 per hour.</p> <p>28. Rent of driver and crew of 5 men, \$8.50 per hour.</p> <p>29. Pulling piles to be redriven in new location, \$10.00 per pile.</p> <p>30. Percentage of increase for substitution of approved eucalyptus piles for pine piles, 40 per cent.</p>	<p>Feb. 18, '10 \$9,862 50</p> <p>Mar. 31, '10 33,532 50</p> <p>Apr. 29, '10 27,615 00</p> <p>May 27, '10 31,560 00</p> <p>June 23, '10 29,587 50</p>	\$132,157 50	
117	Construction of pier No. 54.....	Thomson Bridge Co.	Nov. 24, '09	\$263,000 00			
118	Paye East street from King street to north of First street, and also portions of King, Japan, and Townsend streets.	Flinn & Tracey	Dec. 2, '09	To furnish and pave with basalt blocks (including preparing roadway), 29½ c. per sq. ft. To furnish and set granite curb (curved curb included), \$2 per lin. ft. To furnish and set 6 by 10-inch redwood curb, 25c. per lin. ft. To construct each corner catch basin, \$40. To construct each intermediate catch basin, \$40. To furnish, set and lay 10-inch stone sewer pipe, \$1 per lin. ft.	<p>Jan. 7, '10 \$3,992 51</p> <p>Jan. 22, '10 9,358 13</p> <p>Jan. 22, '10 146 91</p>		13,497 55

123	Furnish all labor and materials and repair all shingle roofs under the jurisdiction of the Board of State Harbor Commissioners.	Ralph Kalloch Company	Jan. 13, '10	1. Furnishing and laying new shingles, per square \$4.87. 2. Each thousand old shingles refastened, \$0.33. 3. Furnishing and fastening each 1,000 ft. B.M. new boards, \$22.50.	
125	Remove pier No. 20 (Stewart-street Wharf)	Associated Contracting Company.	Feb. 24, '10	\$2,985 00	
127	Furnish and deliver 1,100 more or less creosoted piles, ship's tackle, San Francisco.	Puget Sound Wood Preserving Company.	Apr. 21, '10	42c. per lin. ft. (estimated at \$31,500 00)	
128	Purchase old lumber from the Board of State Harbor Commissioners for the term of one year from date of contract.	G. A. Love.....	June 23, '10	\$2.25 per thousand feet B.M.	
129	Blasting rock at pier No. 54	Thomson Bridge Company.	June 23, '10	\$18,600 00	

PART VII.

SHIPPING STATISTICS.

Freight Discharged and Loaded over the State Wharves of San Francisco during the fiscal year from July 1, 1908, to June 30, 1909.

Items.	Units.	By shipping other than railroad ferryboats.		Totals, discharged and loaded.	By railroad ferryboats and cars.	Grand totals.
		Discharged.	Loaded.			
Hay	Tons	13,791	5,941	19,732	52,402	72,134
Soft wood lumber	Feet (B. M.)	292,956,184	11,954,118	304,910,302	53,215,400	357,525,702
Hard wood lumber	Feet (B. M.)	1,144,722	293,936	1,438,658	1,363,400	2,802,058
Piles	Number	4,341	1,084	5,425	1,615	7,040
Fence posts	Number	19,655	3,950	23,605	5,095	28,700
Railroad ties	Feet (B. M.)	2,427,400	44,947	2,472,347	2,472,347	2,472,347
Redwood shingles	Bundles	207,668	10,481	218,149	91,133	309,282
Laths	Bundles	169,137	3,225	172,362	9,397	181,759
Shakes	Bundles	18,234	23,444	41,678	7,631	49,309
Cordwood	Cords	281	106	387	7,173	7,560
Tanbark	Cords	66	66	132	1,639	1,771
Fire bricks	Number	678,009	95,500	773,509	153,500	927,009
Bricks, other than fire bricks	Number	9,585,100	163,000	9,748,100	21,315,000	31,063,100
Bricks discharged from one vessel into another	Number	50,000	50,000	100,000	44,663	144,663
Wool and cotton	Sacks	5,977	256	6,233	36,103	50,896
Wool and cotton	Bales	8,024	3,795	11,819	8,794	20,613
Hops	Number	62,878	50,485	113,363	264,046	377,769
Hides of cattle, green and dry	Number	39,072	80,301	119,373	41,229	160,602
Skins	Number	3,357	6,143	9,500	106,306	115,806
Cattle, horses, and mules	Number	743	777	1,520	30,131	31,651
Colts and calves	Number	15,994	1,827	17,821	518,756	536,577
Sheep, hogs, and goats	Number	135,129	10,703	145,832	830	146,662
Crushed rock or ballast	Number	1,894	2,494	4,388	481	4,869
Wheeled vehicles and agricultural implements, set up	Number	3,745	14,512	18,257	82,001	100,258
Empty barrels	Sacks	24,080	3,166	27,246	85,645	112,891
Charcoal	Tons	3,004	2,511	5,515	74	5,589
Cement	Tons	46,456	17	46,473	5,607	52,080
Lime	Tons	74,425	16	74,441	3,324	77,765
Beef, pork, and fish	Tons	51,058	54,234	105,292	89,965	195,257
Sugar and syrup	Barrels	2,065	235	2,300	17,559	19,859
Wines and liquors	Pipes	2,065	235	2,300	17,559	19,859
Wines and liquors	Number	1,153,000	1,153,000	2,306,000	17,559	2,323,559
Coconuts	Number	1,153,000	1,153,000	2,306,000	17,559	2,323,559

Bananas	126,726	237,530	126,726	20,411	147,137
Crude oil, naphtha, and gasoline	530,673	768,203	530,673	41,181	809,384
Grain	60,699	10,108	60,699		70,807
Merchandise, by weight or measurement	986,272	723,495	1,709,767	1,846,799	3,556,566
Flour in transit	5,181	64	5,181		5,245
Coal	288,511	15,187	303,698	80,225	383,923
Salt	38,118	1,984	40,052		40,052
Copra	1,988		1,988		1,988
Sand and gravel	27,843	400	28,243		28,243
Asphalt		76	76		76
Cliff stone	1,682		1,682		1,682
Coke	4,443	581	5,024		5,024
Scrap and pig iron	3,093	10	3,103		3,103
Fertilizer	1,363		1,363		1,363
United States Government freight	25	1,461	1,486		1,486
Ship stores and supplies		6,752	6,752		6,752

Freight Discharged and Loaded over the State Wharves, San Francisco, during the fiscal year from July 1, 1909, to June 30, 1910.

Items.	Units.	By shipping other than railroad ferryboats.		By railroad ferryboats and cars.		Grand totals.
		Discharged.	Loaded.	Totals, discharged and loaded.	Discharged and loaded.	
Hay	Tons	17,703	18,012	35,715	49,197	84,912
Soft wood lumber	Feet (B. M.)	299,696,966	15,529,189	314,626,155	45,418,000	360,044,155
Hard wood lumber	Feet (B. M.)	2,383,937	180,357	2,364,294	1,845,400	4,409,694
Piles	Number	12,955	1,466	14,451	2,515	16,966
Fence posts	Number	35,016	1,767	36,783	3,850	40,633
Railroad ties	Feet (B. M.)	1,017,660	164,520	1,182,180	510,000	1,692,180
Bedwood shingles	Bundles	254,420	4,026	258,446	53,790	312,236
Laths	Bundles	197,156	3,043	200,199	21,096	221,295
Shakes	Bundles	17,200	8,187	25,387		25,387
Cord wood	Cords	1,483	139	1,622	7,056	8,678
Tanbark	Cords	326		326	933	1,259
Fire bricks	Number	456,280	257,500	713,780	610,475	1,324,255
Bricks other than fire bricks	Number	2,246,760	284,775	2,531,535	14,869,800	17,401,335
Bricks discharged from one vessel into another	Number	24,000		24,000		24,000
Wool and cotton	Sacks	2,764	446	3,210	22,924	26,134
Wool and cotton	Bales	19,635	65,876	85,511	29,136	105,647
Hops	Bales	3,667	808	4,475	14,133	18,608

Freight Discharged and Loaded over the State Wharves, San Francisco, during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Items.	Units.	By shipping other than railroad ferryboats.			Totals, discharged and loaded.	By railroad ferryboats and cars.	Grand totals.
		Discharged.	Loaded.	Discharged and loaded.			
Hides of cattle, green and dry	Number	46,164	51,629	97,793	327,892	425,685	
Skins	Number	10,928	369	11,297	133,228	144,525	
Cattle, horses, and mules	Number	2,841	3,010	5,851	96,323	102,174	
Cotts and calves	Number	17	19	36	20,611	20,647	
Sheep, hogs, and goats	Number	20,804	1,474	22,278	639,000	661,278	
Crushed rock or ballast	Long tons	75,076	10,048	85,124	2,051	87,175	
Wheeled vehicles and agricultural implements, set up	Number	1,877	2,392	4,269	19,818	24,087	
Empty barrels	Number	394	13,261	13,655	274,502	288,157	
Charcoal	Sacks				38,732	38,732	
Cement	Tons	9,959	4,766	14,725		14,753	
Lime	Tons	292		387		387	
Beef, pork, and fish	Tons	42,450	158	42,608		42,608	
Sugar and syrup	Tons	83,837	766	84,603		84,603	
Wines and liquors	Barrels	75,587	106,664	182,251	156,212	338,463	
Wines and liquors	Pipes	1,589	32	1,621	27,418	29,039	
Cocoanuts	Number	930,500		930,500		930,500	
Bananas	Bunches	634,923	19	208,223		307,308	
Crude oil, naphtha, and gasoline	Tons	66,230	183,349	818,272		818,272	
Grain	Tons	4,481		70,711	458	71,169	
Merchandise, by weight or measurement	Tons	1,002,468	744,658	1,747,126	1,990,615	3,737,741	
Flour in transit	Tons	7,330	6,077	13,407		13,407	
Coal	Long tons	294,956	39,308	334,264	114,002	448,266	
Salt	Tons	52,234	417	52,651	35	52,686	
Copra	Tons	10,288		10,288		10,288	
Sand and gravel	Long tons	34,066	140	34,206		34,206	
Asphalt	Long tons	158	67	225		225	
Cliffstone	Long tons	2,458		2,458		2,458	
Coke	Long tons	10,452	355	10,807		10,807	
Scrap and pig iron, tin and copper	Long tons	7,998		7,998		7,998	
Fertilizer	Tons	3,306	1,006	4,312		4,312	
United States Government freight	Tons	64	1,015	1,079		1,079	
Ships' stores and supplies	Tons		5,236	5,236		5,236	

Tons of Freight Discharged and Loaded over the State Wharves during the sixteen years from 1894 to 1910.

Year.	Tons.
1894-95	3,729,367
1895-96	3,848,401
1896-97	3,637,210
1897-98	3,804,362
1898-99	4,154,453
1899-00	4,646,157
1900-01	5,048,831
1901-02	4,899,679
1902-03	5,203,485
1903-04	5,528,048
1904-05	5,292,113
1905-06	5,748,962
1906-07	6,862,703
1907-08	6,468,527
1908-09	6,325,078
1909-10	6,866,148
Total	82,104,713

Schedule of Dockings at the State Wharves of San Francisco during the fiscal year from July 1, 1908, to June 30, 1909.

Wharf.	American ocean steamers.	Foreign steamers.	Bay and river steamers.	American ships, barks, etc.	Foreign ships, barks, etc.	Tugs and launches.	Schooners and sloops.	Barges and lighters.	U. S. Government steamers and tugs.	Total.
Fisherman, Small fishing boats only.										
Section 1, seawall	1,633		127	4	8	106	115	301	1	2,290
Section 2, seawall	143		466			1	69	24		703
Section 3, seawall	219		29			29	92	101		470
Pier No. 23 (Greenwich street No. 2)	71	2	20	2		4	47	44		190
Pier No. 23 (Greenwich street No. 1)	92		14	7		69	81	22		286
Pier No. 21 (Filbert street)	23	6	7	28	47	74	148	19		352
Pier No. 19 (Union street No. 2)	47	58	66	7	9	1	170	29		388
Pier No. 17 (Union street No. 1)	37	5	28	26	21	21	143	90	5	376
Pier No. 15 (Green street)	1		31			41	12	378		464
Pier No. 13 (Vallejo street)	196		24	5	10	111	228	420		994
Pier No. 11 (Broadway No. 2)	187		5		1		40	52	1	286
Pier No. 9 (Broadway No. 1)	272		60				135	21		488
Pier No. 7 (Pacific street)	365	4	36	12	2		81	107		607
Pier No. 5 (Jackson street)	1		1,862			5	289	98	52	2,307
Pier No. 3 (Washington street)			923			18	4	4	1,460	2,409
Pier No. 1 (Chay street)			784			1,217		4		2,005
Union Depot and Ferry House, Transbay ferry service.										
Pier No. 2 (Mission street No. 1)	1,258		512	1		8	60	6		1,845
Pier No. 4 (Mission street No. 2)	272	9	4	24	6	2,200*	63	90	6	2,674
Pier No. 6 (Howard street No. 1)	74	1	14	24	57	6,580*	169	132	18	7,069
Pier No. 8 (Howard street No. 2)	100		63		1	301	50	87	29	631
Pier No. 10 (Howard street No. 3)	107		9	24		1,540	152	126	3	1,961
Pier No. 12 (Folsom street No. 1), U. S. Army transport service.										
Pier No. 14 (Folsom street No. 2)	61	41	9	9		6	144	149	6	425
Pier No. 16 (Harrison street)	308	1	297	7		1	212	15	1	842
Pier No. 20 (Steuart street)	308	7	152	31			454	216		1,168
Pier No. 24 (Spear street)	210		12				185	99	2	508
Pier No. 28 (Main street)	534		7	5		18	392	164	31	1,152
Pier No. 32 (Beale street)	98	1	4	20	11	11	111	66	3	320
Piers Nos. 42 and 44 (Pacific Mail dock)	704	49	147	5	3	378	155	520	44	2,005
Third street	125		5	5		110	1,047	79		1,371
Berry street	87		1	2	4		124	76	4	290
Channel street	148	2	5	2	13	1	434	106		706
Center street	627	38	126	20		90	246	499	10	1,669
Totals	8,303	225	5,849	270	190	12,941	5,652	4,144	1,677	39,251

* Launches estimated.

Ocean steamships docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationality.	Name.	Net tonnage.	Nationality.	Name.	Net tonnage.
American	Aberdeen	394	British	Cambrian King	9,344
American	Acapulco	1,759	British	Cariboo	7,587
American	Acme	269	British	Celtic King	2,586*
American	Admiral Sampson	1,432	British	Celtic Monarch	1,882*
American	Alameda	1,939	British	Century	3,923
American	Alaskan	5,621	British	Chatham	3,986
American	Albion	140	British	Clan MacInnes	3,781
American	Alcatraz	193	British	Claverley	2,689
American	Alitak	73	German	Cleveland	10,309
American	Aquilo (yacht)	103	French	Corse	5,921*
American	Arcata	415	Norwegian	Cecll	2,523
American	Arctic	277	Japanese	Chiyo Maru	7,250
American	Argo	112	American	Daisy	379
American	Argyll	1,880	American	Daisy Freeman	436
American	Arizona	5,621	American	Daisy Mitchell	393
American	Asuncion	1,323	American	Delhi	682
American	Aurelia	233	American	Del Norte	279
American	Aztec	2,298	American	Despatch	529
British	Aeon	3,025	American	Doris	453
British	Ardmount	2,577	British	Dakotah	2,368*
British	Ashtabula	4,541	American	Edith	1,495
British	Asia	2,936*	American	Elizabeth	284
German	Acilia	5,764	American	Ellen	229
German	Alesia	3,371*	American	Enterprise	1,681
German	Amasis	2,938	American	Eureka	312
German	Ammon	2,944*	American	Excelsior	261
German	Anubis	3,089*	American	Expansion	112
German	Arabia	3,080	British	Earl of Elgin	3,558
German	Assuan	3,081*	British	El Lobo	2,948*
German	Augustus	3,783	British	English Monarch	7,471
French	Amiral Dupere	3,254	German	Ella	3,359*
French	Amiral Exelmans	3,221	German	Erna	2,178*
French	Amiral Fourichon	3,186*	Norwegian	Eir	2,687
French	Amiral Hamelin	3,188	American	F. A. Kilburn	458
French	Amiral Magon	3,588*	American	F. S. Loop	447
French	Amiral Oiry	3,570	American	Fairhaven	477
Norwegian	Aagot	2,931	American	Fair Oaks	538
Norwegian	Alden	2,430*	American	Falcon	937
American	Bandon	350	American	Fifield	440
American	Bear	2,779	American	Francis H. Leggett	975
American	Beaver	2,779	American	Fulton	593
American	Bee	375	British	Forerle	3,119
American	Bowdoin	448	American	G. C. Lindauer	287
American	Breakwater	793	American	George Loomis	491
American	Brooklyn	216	American	Geo. P. Haller	81
American	Brunswick	349	American	Geo. W. Elder	1,224
American	Buckman	1,259	American	Geo. W. Fenwick	1,193
British	Bannockburn	4,052	American	Governor	2,491
British	Bessie Dollar	3,682	American	Grace Dollar	290
British	Boverie	3,722	American	Gray's Harbor	374
American	Capastrano	362	American	Greenwood	144
American	Carlos	541	American	Gualala	158
American	Carmel	401	British	Gymrele	3,144
American	Cascade	539	American	Hannal	309
American	Casco	298	American	Harold Dollar	987
American	Centralia	324	American	Helen	307
American	Charles Nelson	397	American	Helen P. Drew	178
American	Chehalis	421	American	Herman (whaler)	750
American	Chilkat	98	American	Hlonlon	1,330
American	China	3,186	American	Homer	221
American	City of Long Beach	191	American	Honulua	440
American	City of Panama	1,046	American	Hornet	407
American	City of Para	2,504	American	Humboldt	988
American	City of Puebla	1,712	American	Huydes	2,000
American	City of Sydney	1,965	British	Hazel Dollar	9,381
American	City of Topeka	746	British	Hyndford	3,308
American	Claremont	418	German	Hermionths	2,174
American	Coaster	353	Austrian	Hermine	2,116*
American	Colonel E. L. Drake	3,397	Norwegian	Henrik Ibsen	7,784
American	Columbian	5,598	Norwegian	Hercules	7,411
American	Coos Bay	403	Norwegian	Hern	2,731
American	Coquille River	265	Norwegian	Hornelen	3,080
American	Coronado	381	American	Lucan	192
American	Costa Rica	1,166	American	Indiana	2,391
American	Curacao	895	American	Isthmian	3,473
American	Czarina	793	British	Indiana	7,081

Ocean steamships docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—Continued.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nation-ality.	Name.	Net tonnage.	Nation-ality.	Name.	Net t
British	Inveric	3,387	American	Pasadena	235
British	Inverkip	3,589	American	Pennsylvania	2,567
British	Inverness	2,428	American	Peru	2,539
British	Invertay	3,766	American	Phoenix	160
German	Itauri	2,941*	American	Plejades	2,932
American	J. Marhoffer	334	American	Point Arena	171
American	J. A. Chanslor	3,121	American	Pomo	235
American	J. B. Stetson	521	American	Prentiss	267
American	J. C. Elliot	29	American	President	2,393
American	J. J. Loggie	220	American	Queen	1,672
American	J. L. Luckenbach	3,192	American	Quinault	426
American	James S. Higgins	249	American	R. D. Inman	427
American	Jeanette (whaler)	217	American	Rainier	519
American	Jeanie	862	American	Ramona	671
American	Jennie	69	American	Ravalli	777
American	Jim Butler	343	American	Raymond	350
American	Johan Poulsen	423	American	Rcdondo	462
British	Janeta	3,136	American	Riverside	955
American	Kadiak	58	American	Roanoke	1,654
American	Kansas City	2,163	American	Roma	2,164
American	Karluk (whaler)	247	American	Rose City	2,154
American	Katherine	292	American	Rosecrans	1,816
American	Klamath	662	British	River Clyde	2,738
American	Korea	5,651	British	Riverdale	3,408
American	Kyichak	610	German	Radames	3,119*
British	Katanga	2,321	German	Ramses	2,352
British	Kilburn	2,196	American	Saginaw	498
British	Knight of St. George	1,154	American	St. Croix	1,064
American	Lakme	404	American	St. Helens	779
American	Lansing	3,428	American	Samoa	237
American	Leclanaw	1,377	American	San Gabriel	312
American	Lehua	129	American	San Jacinto	352
American	Lucero (yacht)	21	American	San Jose	1,538
American	Lucy Neff	759	American	San Juan	1,496
American	Lurline	3,725	American	San Pedro	359
British	Lord Sefton	3,026	American	Santa Barbara	527
American	M. F. Plant	941	American	Santa Clara	1,208
American	Mackinaw	2,005	American	Santa Monica	318
American	Majestic	449	American	Santa Rosa	1,335
American	Manchuria	8,750	American	Sea Foam	205
American	Mandalay	266	American	Senator	1,835
American	Mariposa	1,939	American	Shasta	517
American	Marshfield	294	American	Shawmut	1,100
American	Maverick	1,118	American	Shn Yak	452
American	Mayfair	420	American	Shoshone	341
American	Melville Dollar	921	American	Siberia	5,655
American	Mexican	5,598	American	Sibly Marston	647
American	Missourian	5,077	American	Sierra	3,756
American	Mongolia	3,750	American	Signal	392
American	Montara	1,695	American	South Bay	279
British	M. S. Dollar	2,699	American	South Coast	225
British	Magdala	3,543	American	Spokane	1,289
British	Mancunia	2,287*	American	Stanley Dollar	955
German	Memphis	2,519	American	State of California	1,260
German	Mera	3,087*	American	Svea	370
American	Nann Smith	1,192	British	St. Denis	302*
American	National City	220	British	Seminole	3,798
American	Navarro	171	British	Strathlorne	3,573
American	Nebraskan	2,824	British	Strathord	3,016
American	Nevadan	2,824	British	Strathspey	3,017
American	Newburg	333	British	Strathtay	2,850*
American	Newport	1,806	German	Sais	4,091
American	Nome City	597	German	Sakkarah	3,928
American	North Fork	244	German	Salatis	4,453
American	Northland	560	German	Sebara	3,828
American	Norwood	492	German	Serak	3,819
American	Noyo	229	German	Serapis	3,933
American	Nushagak	478	German	Setos	4,492
German	Neptun	141*	German	Sisak	3,845
German	Nicomedia	3,747	Norwegian	Selja	2,789*
German	Numantia	3,696	American	Tahoe	419
Japanese	Nippon Maru	3,442	American	Tallac	1,103
American	Olson and Mahony	779	American	Tamalpais	422
American	Olympia	1,730	American	Tampico	1,451
American	Olympic	454	American	Temple E. Door	453
British	Oberon	3,161*	American	Texan	5,636
French	Ouessant	5,317*	American	Thistle	56

Ocean steamships docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—Continued.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationality.	Name.	Net tonnage.	Nationality.	Name.	Net tonnage.
American	Thos. L. Wand	413	American	Washealore	178
American	Tiverton	336	American	Washington	297
American	Tyee, Jr.	71	American	Washtenaw	2,003
British	Taunton	2,461*	American	Wasp	360
British	Tonawanda	2,183	American	Watson	1,237
British	Tweddale	3,149	American	Wellesley	430
British	Tymeric	2,324	American	Westerner	269
Norwegian	Thode Pagelund	3,095	American	Westport	154
Norwegian	Thor	3,152	American	Whitesboro	144
Norwegian	Titania	2,315*	American	Whittier	708
Norwegian	Tordenskjold	2,527	American	Wilhelmina	4,402
Norwegian	Tricolor	3,283	American	Willapa	433
Japanese	Tenyo Maru	7,265	American	William H. Murphy	673
American	Umatilla	2,168	American	Winnebago	700
American	Unimak	158	British	Wellington	1,267*
German	Uarda	3,853	German	Walkure	2,520
American	Vanguard	228	German	Wotan	2,463
American	Virginian	5,077	American	Yellowstone	476
German	Vadso	698*	American	Yosemite	625
American	W. S. Porter	3,524	British	Yeddo	3,231

Square-rigged sailing vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationality.	Rig.	Name.	Net tons
American	Ship	Abner Coburn	1,878
American	Ship	Acme	2,387
American	Bark	Agate	305
American	Bark	Albert	694
American	Ship	Alex. Gibson	2,043
American	Barkentine	Amaranth	1,002
American	Barkentine	Amazon	1,105
American	Bark	Amy Turner	900
American	Bark	Andrew Welch	893
American	Bark	Annie Johnson	975
American	Barkentine	Archer	843
American	Ship	Aryan	1,909
American	Ship	Astral	2,387
American	Barkentine	Aurora	1,070
British	Ship	Acamas	1,713*
British	Ship	Allerton	1,958*
British	Bark	Antiope	1,280*
French	Bark	Anne de Bretagne	1,371*
German	Ship	Adolf	1,030*
German	Ship	Albert Riekmers	1,880*
German	Bark	Alsterberg	3,040*
German	Bark	Alsterufer	2,307*
Italian	Ship	Amphitrite	1,688*
Chilean	Bark	Andromeda	1,170*
American	Bark	B. P. Cheney	1,200
American	Barkentine	Benjela	663
American	Bark	Big Bonanza	1,343
American	Ship	Bohemia	1,328
British	Bark	Bolasore	2,302*
British	Bark	Battle Abbey	1,400*
British	Ship	Beacon Rock	1,736*
British	Ship	Blackbraes	2,130*
British	Bark	British Yeoman	1,800*
British	Ship	Bueclutch	1,304*
French	Bark	Bayard	1,979*
French	Ship	Bayonne	2,241*
French	Bark	Belen	1,987*
French	Ship	Blarritz	2,250*
French	Bark	Boleldieu	1,563*
French	Bark	Brenn	1,311*
French	Bark	Bretagne	1,960*
French	Bark	Brizeux	1,960*

Square-rigged sailing vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—*Continued.*

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationalty.	Rig.	Name.	Net tons.
American	Bark	C. D. Bryant	823
American	Barkentine	Centennial	1,138
American	Ship	Charles E. Moody	1,734
American	Barkentine	Charles F. Crocker	762
American	Bark	Charmer	1,727
American	Barkentine	Chehalis	642
American	Barkentine	City of Papeete	370
American	Ship	Columbia	1,328
American	Barkentine	Coronado	1,007
British	Bark	California	2,461*
British	Bark	Carmanian	1,773*
British	Bark	Cissie	1,848*
British	Bark	Colony	1,598*
British	Bark	Crown of Germany	2,154*
American	Bark	Diamond Head	952
British	Bark	Dowan Hill	1,976*
British	Bark	Drummuir	1,798*
British	Ship	Dunsyre	2,056*
French	Bark	Duc d'Aumale	1,944*
American	Barkentine	Echo	650
American	Ship	Edward Sewall	2,916
American	Bark	Electra	939
American	Bark	Emily F. Whitney	1,207
British	Barkentine	Everett G. Griggs	2,351*
French	Bark	Emilie Siegfried	2,754*
French	Ship	Ernest Reyer	2,278*
French	Bark	Ernest Siegfried	2,754*
German	Bark	Edmund	2,914*
American	Ship	Falls of Clyde	1,748
American	Barkentine	Fremont	328
American	Bark	Fresno	1,149
American	Barkentine	Fullerton	1,494
French	Bark	Francois	1,945*
French	Bark	Francoise d'Amboise	1,741*
American	Brigantine	Galliee	328
American	Barkentine	Gardiner City	451
American	Bark	Gayhead (whaler)	252
American	Brigantine	Geneva	451
American	Bark	George Curtis	1,680
American	Barkentine	Gleaner	392
American	Ship	Governor Robie	1,481
British	Bark	Glenmark	1,252*
French	Bark	Germaine	1,695*
French	Bark	Grande Duchesse Olga	1,748*
German	Ship	Gertrud	1,627*
American	Bark	Hecla	1,435
American	Ship	Henry Failing	1,824
British	Bark	Holt Hill	2,269*
British	Bark	Hougomont	2,230*
American	Ship	Indiana	1,413
American	Barkentine	Irmgard	614
American	Bark	Isaac Reed	1,488
American	Barkentine	J. M. Griffith	529
American	Bark	James Nesmit	1,632
American	Barkentine	James Tuff	1,043
American	Bark	John and Winthrop (whaler)	321
American	Barkentine	John C. Meyer	794
American	Ship	John Ena	2,706
American	Barkentine	John Palmer	1,080
French	Ship	Jean Bart	1,981*
French	Bark	Jeanne Cordonnier	1,967*
American	Barkentine	Kohala	776
American	Bark	Koko Head	1,011
British	Bark	Killoram	1,569*
British	Bark	Kilmeny	1,469*
American	Barkentine	Lahaina	994
American	Bark	Levi G. Burgess	1,475
American	Ship	Lewellyn G. Morse	1,271
American	Bark	Louisiana	1,343
British	Bark	Lord Templetown	2,048*
British	Bark	Lucipara	1,779*
French	Bark	Le Perouse	1,913*
French	Bark	Leon Blum	2,316*
American	Ship	McLaurin	1,312
American	Ship	Manga Reva	2,052
American	Barkentine	Mary Winkelman	482
American	Bark	Mohican	784

Square-rigged sailing vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June, 30, 1910—Continued.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationalty.	Rig.	Name.	Net tons.
British	Bark	Marlborough Hill	2,393*
British	Ship	Milverton	2,070*
British	Bark	Musselcrag	1,871*
French	Bark	Marechal Davout	1,941*
French	Bark	Marechal de Turenne	1,938*
French	Bark	Marie Madeleine	1,285*
French	Bark	Marie Molinos	1,718*
French	Bark	Max	1,788*
French	Bark	Mezly	1,891*
German	Bark	Mariechen	2,291*
American	Barkentine	Newsboy	509
American	Bark	Olympic	1,853
American	Ship	Oriental	1,559
American	Bark	Pactolus	1,594
American	Bark	Paramita	1,444
American	Barkentine	Planter	458
American	Barkentine	Puako	1,401
British	Bark	Pegasus	2,438*
British	Bark	Poltalloch	2,139*
French	Bark	Pierre Antonine	2,089*
Norwegian	Ship	Prince George	1,768*
American	Bark	R. P. Rithet	1,048*
American	Barkentine	Retriever	470
American	Ship	Reuce	1,601
French	Bark	Rene	1,976*
German	Bark	R. C. Rickmers	4,096*
American	Barkentine	S. G. Wilder	567
American	Barkentine	S. N. Castle	464
American	Ship	St. David	1,676
American	Ship	St. Francis	1,737
American	Bark	St. James	1,453
American	Bark	St. Katherine	1,990
American	Ship	Santa Clara	1,453
American	Ship	Shenandoah	3,154
American	Ship	Sintram	1,495
American	Ship	Standard	1,461
American	Ship	Star of Alaska	1,654
American	Bark	Star of Chile	874
American	Bark	Star of England	1,795
American	Bark	Star of Finland (formerly Kajulani)	1,430
American	Ship	Star of France	1,622
American	Ship	Star of Greenland (formerly Hawaiian Isles)	1,974
American	Bark	Star of Holland (formerly Homeward Bound)	1,987
American	Bark	Star of Iceland (formerly Willseott)	1,826
American	Bark	Star of India	1,247
American	Ship	Star of Italy	1,474
American	Bark	Star of Peru	979
American	Ship	Star of Russia	1,888
American	Ship	Star of Scotland	2,146
British	Ship	Samona	1,899*
British	Ship	Scottish Glens	1,668*
British	Ship	Scottish Moors	2,289*
British	Bark	Simla	2,087*
British	Bark	Strathgryfe	2,139*
French	Bark	St. Louis	1,759*
Norwegian	Bark	Sverre	1,979*
American	Ship	Tacoma	1,671
American	Barkentine	Thos. P. Emigh	923
British	Bark	Tinto Hill	2,067*
French	Ship	Thiers	1,211*
French	Bark	Turgot	1,439*
French	Bark	Ville du Havre	1,448*
French	Bark	Ville de Mulhouse	2,738*
American	Bark	W. B. Flint	746
American	Ship	William P. Frye	2,978
American	Barkentine	Wrestler	493
British	Ship	Wayfarer	1,462*
British	Ship	Wiscombe Park	2,079*
British	Bark	Wynford	1,466*

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Schooners.

Name.	Net tonnage.	Name.	Net tonnage.
A. B. Johnson	460	Emily Lundt	32
A. J. West	483	Emma	45
A. M. Baxter	480	Energy	22
Ada McCune	32	Erma	79
Adele Hobson	60	Espada	686
Adelia	29	Esther Buhne	245
Adelia Griffin	26	Ethel Zane	407
Admiral	26	Eva	35
Admiral	605	Eveline	38
Advance	265	Expansion	512
Advent	399	Fidelity	50
Aeolus (German)	150	Florence Caduc	41
Agnes	42	Forester	621
Agnes Jones	23	Forest Home	682
Alameda	33	Four Sisters (gas)	31
Albertine	48	Fourth of July	47
Albion	75	Frank Lawrence	54
Alice McDonald	604	Fred E. Sander	389
Allen A.	266	G. W. McNear	88
Alma	39	G. W. Watson	397
Aloha	742	Gamble	626
Alpena	853	Gaslight	37
Alpine	91	George E. Billings	1,103
Amelia	23	George Washington	22
Americana	839	Georgia Woods	57
Anastasia	35	Glendale	281
Andrew Jackson	34	Golden Fleece	45
Andy Mahony	495	Gotoma	189
Anna Aden	33	Grace and Amy	33
Annie	39	Granger	55
Annie E.	68	Guide	137
Annie L.	53	H. Bendel	70
Annie Eliza	28	H. Eppinger	89
Annie E. Smale	809	H. C. Wright	275
Annie Maria	32	H. D. Bendixsen	570
Ariel	684	Harry	23
Arthur	45	Heckla	43
Bangor	398	Helene	828
Benicia	30	Henrietta M.	45
Black Diamond	39	Henry Wilson	403
Bonita	27	Hercules	45
Borealis	683	Hermine Blum	50
Brothers	35	Hiawatha (gas)	10
C. L. Place	27	Hiram Bingham (gas)	5
C. T. Hill	133	Horace Templeton	40
Camano	631	Howard	69
Caroline Dixon	45	Hugh Hogan	355
Carrier Dove	51	Ida A. (gas)	26
Cecilia Maria	22	Ida McKay	178
Cecilia Sudden	545	Impossible (gas)	20
Champion	42	Inca	901
Charles W.	71	Invincible	1,267
Charles E. Falk	246	J. H. Lunsman	952
Charles Hansen (gas)	182	J. J. Stofen	30
Charles R. Wilson	328	James Byrnes	32
Chetco (gas)	98	James F. McKenna	81
Col. Baker	72	James H. Bruce	476
Columbia	584	James Rolph	517
Columbus	34	Jane L. Stanford	861
Comet	368	Jennie and Edna	60
Confianza (gas)	84	Jennie Griffin (gas)	16
Coquelle	97	Jessie Matsen (gas)	31
Covina	74	John D. Spreckels	253
Crescent	1,334	John Nagel	62
Crockett	56	Katata (gas)	9
Czarina	218	Karie S.	74
David Evans	748	Kona	642
Defender	382	Lew Young	31
Dora	42	Lillian	37
Dora Bluhm	315	Lily	135
Dreadnaught	38	Lime Point	18
E. K. Wood	447	Lizzie Prien	91
Eddy	37	Lizzie S. Sorensen (gas)	49
Ellen Gunderson	34	Lizzie T. Adams	25
Emily F. Bichard	44	Lizzie Theresa	53

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—Continued.

Schooners—Continued.

Name.	Net tonnage.	Name.	Net tonnage.
Lizzie Vance	383	Prosper	229
Lucy	294	Quock See Wo	15
Ludlow	643	R. C. Slade	601
Lyman D. Foster	692	R. W. Bartlett	473
Mabel and Edith	46	Redwood	25
Mabel Gale	619	Redwood City	32
Madeline	32	Reginia S.	65
Maggie V. Hartman	34	Repeat	410
Magnolia	44	Rio Rey (gas)	60
Mahukona	653	Robbie Hunter	54
Margaret C.	55	Robert and Jennie	47
Marie Chevallier	46	Robert Henry	38
Marina Mariscano	20	Robert R. Hind	520
Mariposa	81	Robert Searles	504
Martinez	23	Rock Island	27
Mary	50	Roderick Dhu	1,438
Mary C. (gas)	25	Rosella	37
Mary A. Fernandez	46	Rough and Ready	53
Mary E. Foster	839	Roy Somers	298
Mary Francis	28	Ruby	48
Mary Francis Cruz	44	S. T. Alexander	696
Master Mariner	37	St. Thomas	50
Matilda	92	Salem	668
May Flower	86	Salvator	386
Melrose	542	Samar	673
Melvina	35	San Buenaventura	171
Meta	36	Santa Paula	682
Meteor	518	Santiago	928
Metha Nelson	399	Sausalito	320
Miami	36	Sehome	620
Ming Lee	—	Shasta	91
Minnie A. Caine	779	Snow and Burgess	1,528
Mizpah (gas)	41	Solano	63
Modoc	45	Sophie E.	40
Mono	126	Sophie Christensen	570
Monterey	1,694	Spokane	370
Montezuma	69	Stanley	288
Mountain View	41	Star	45
Mt. Eden (gas)	8	Surprise (gas)	65
Muriel	483	T. Alonzo	22
Narrow Gauge	22	Tartar	46
Nellie Carter	45	Theodore Roosevelt	31
Nellie Rich	43	Theresa	24
Nettie	62	Traveler	30
Newark (gas)	114	Twilight (gas)	10
Nokomis	462	Undine	81
Nonpareil (gas)	31	Virginia	541
O. M. Kellogg	331	W. H. Dimond	370
Oakland	383	W. H. Marston	1,119
Okanogan	606	W. H. Walker (gas)	8
Olga F.	51	War Eagle	41
Oliver J. Olson	596	Watson A. West	747
Omega	522	Wavelet	30
Oregon	304	William and Albert	31
Ottillie Fjord	247	William Bowden	695
Paul and Willie	33	William Renton	378
Pike County (gas)	29	Willie R. Hume	386
Pinole	77	Willis A. Holden	1,490
Plow Boy	37	Winfield Scott	47
Polaris	717	Wonder	46
Port Costa	62	Zampn	302
Premier	292		

Sloops.

Gjoa (Norwegian)	47	Mascot	10
Baribera	7	Red Wing	6
Bonita (yacht)	9	Say Lung	17
Century	10	Smiths	10
Fung Hi	17	Union	10

**Bay and river steamers docking at the State Wharves of San Francisco during
the two fiscal years from July 1, 1908, to June 30, 1910.**

Name.	Net tonnage.	Name.	Net tonnage.
A. C. Freese	120	Monticello	89
Aetna	43	Napa City	126
Alvira	253	Navajo	506
Alviso	113	Onisbo	332
Apache	537	Petroleum	43
Arrow	133	Potrero	320
Aurora	223	Pride of the River	391
Capt. Weber	349	Reform	348
Caroline	94	Requa	34
Constance	222	Resolute	161
Dauntless	349	St. Helena	222
Dimond	117	San Joaquin No. 2	134
Empress	45	San Joaquin No. 3	139
Etta B.	27	San Joaquin No. 4	276
F. M. Smith	102	San Rafael City	63
Fort Bragg	264	Sehome	369
General Frisbie	289	Sonoma	177
Gold	184	Suisun City	73
Grace Barton	119	Sunol	203
H. E. Wright	372	T. C. Walker	469
Herald	148	Topo	173
Hercules	347	Trilby	63
Isleton	331	Valletta	307
J. D. Peters	502	Victory	78
Juliette	276	W. P. Fuller	24
Leader	334	Zinfandel	204
Modoc	538		

Ferryboats.

Bay City	648	Piedmont	998
Berkeley	978	San Francisco	727
Cazadero	897	San Jose	588
Claremont	774	San Pablo	881
Fernwood	789	Sausalito	903
Garden City	730	Solano	3,057
James M. Donahue	400	Tamalpais	929
Melrose	1,677	Tiburon	634
Newark	833	Transit	1,079
Oakland	992	Ukiah	1,206
Ocean Wave	507	Yerba Buena	588

The ferryboats which run between San Francisco and transbay points make approximately 170 trips and carry over 100,000 passengers daily.

**Tugs docking at the State Wharves of San Francisco during the two fiscal years
from July 1, 1908, to June 30, 1910.**

Name.	Net tonnage.	Name.	Net tonnage.
Ada Warren	26	Liberty	30
Annie	10	Louise	21
Arabs	91	Marian	13
Blanco	9	Mariner	60
Christopher Columbus	19	Millie	6
Crolona	81	Milton	11
Dauntless	144	Navigator	282
David Scannell (fire boat)	140	Pedro Costa	32
Defiance	127	Pilot	43
Dennis T. Sullivan (fire boat)	140	Priscilla	31
Despatch	9	Redondo	42
Dixie	19	Restless	27
Dow No. 1	15	Rover	30
Eleu	35	Sea Fox	35
Elizabeth	12	Sea Lark	35
Elsie	37	Sea Prince	27
Elsie	12	Sea Queen	55
Farragut	23	Sea Rover	116
Fearless	87	Sea Witch	37
Fox	13	Tiger	43
Gleaner	71	Transit	18
Goliath	221	U. S. Grant	17
H. H. Buhne	97	Union No. 1	67
Henrietta	20	Union No. 2	67
Hercules	48	Virgil G. Bogue	159
Ida W.	16	Walter Hackett	22
Iolanda	31	Water Nymph	15
Klihyam	55		

United States Government vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Name.	Class.	Net tonnage.
Active	Navy tug	87
Argonaut	Quarantine tug	127
Bear	Revenue cutter	714
Burnside	Army cable steamer	1,405
Colonel George Armistead	Mine planter	304
Crook	Transport	2,703
Explorer	Surveying steamer	228
Fortune	Navy tug	30
General Mifflin	Army tug	250
Glacier	Refrigerator ship	2,007
Golden Gate	Revenue cutter	220
Grampus	Submarine	102
Hartley	Revenue cutter	48*
Inspector	Immigration tug	15
Kukui	Lighthouse tender	300
Madrono	Lighthouse tender	206
No. 70	Lightship	225
No. 76	Lightship	225
No. 83	Lightship	225
No. 88	Lightship	225
No. 92	Lightship	225
No. 93	Lightship	225
Perry	Revenue cutter	282
Pike	Submarine	102
Sequoia	Lighthouse tender	300
Slocum	Army tug	207
Unadilla	Navy tug	100
Vigilant	Navy tug	80

* Displacement.

United States Army Transports docking at Folsom-street Wharf No. 1 (State Property Rented by Federal Government) during the two fiscal years from July 1, 1908, to June 30, 1910.

Name.	Net tonnage.	Arriv- als.	Product of arrivals multiplied by net tonnage.
Buford	3,621	7	25,347
Crook	2,703	4	10,812
Logan	3,653	11	40,183
Sheridan	3,654	15	54,810
Sherman	3,725	2	7,450
Thomas	3,653	14	51,142
Totals	21,009	53	189,744

During the two fiscal years these transports loaded 30,582 tons and discharged 6,211 tons of Government freight.

Recapitulation of Vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.
(Barges and lighters are not included.)

Class.	American.		Austrian.		British.		Chilean.		French.		German.		Italian.		Japanese.		Norwegian.		Total.	
	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.
Ocean steamers.....	237	206,586	1	2,416	51	149,780			8	30,645	32	109,472			3	17,957	14	40,318	346	617,174
Bay and river steamers.....	74	32,348																	74	32,348
Tugs.....	55	2,950																	55	2,950
Government vessels*.....	38	12,035																	38	12,035
Ships, barks, etc.....	103	129,799			39	76,659	1	1,176	34	68,101	8	20,684	1	1,683			2	2,844	188	300,946
Schooners.....	272	68,885									1	150							273	69,035
Sloops.....	9	86															1	47	10	133
Totals.....	788	512,689	1	2,416	90	226,439	1	1,176	42	98,746	41	130,306	1	1,683	3	17,957	17	43,209	984	1,034,621

* Does not include Army transports docking at Folsom-street Wharf No. 1. See page 109.

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910.

NOTE.—By "arrival" is meant arrival in port, accompanied by docking at the State wharves. Arrivals without docking at the State wharves are not recorded. There may be more than one docking for any arrival. Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds, and marked*.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Aberdeen	31	394	12,241
American	Acapulco	5	1,759	8,795
American	Acme	50	269	13,450
American	Admiral Sampson	46	1,432	65,872
American	Alameda	13	1,939	25,207
American	Asaskan	5	5,621	28,105
American	Albion	51	140	7,140
American	Alcatraz	35	193	6,755
American	Alitak	2	73	146
American	Aquilo (yacht)	1	103	103
American	Arcata	2	415	830
American	Arctic	23	277	6,371
American	Argyll	1	1,880	1,880
American	Arizona	4	5,621	22,484
American	Aurelia	18	233	4,194
American	Aztec	5	2,298	11,490
British	Ardmount	1	2,577	2,577
British	Ashtabula	1	4,541	4,541
British	Asia	5	2,936*	14,680
French	Amiral Duperre	1	3,254	3,254
French	Amiral Exclmans	2	3,221	6,442
French	Amiral Fourichon	2	3,189*	6,372
French	Amiral Olry	1	3,570	3,570
German	Amasis	2	2,938	5,876
German	Anubis	1	3,082*	3,082
German	Assuan	1	3,081*	3,081
German	Augustus	1	3,783	3,783
Norwegian	Aagot	2	2,931	5,862
Norwegian	Aiden	1	2,340*	2,340
American	Bandon	27	350	9,450
American	Bea	7	2,770	19,433
American	Beaver	3	2,779	8,337
American	Bee	10	375	7,125
American	Bowdoin	12	448	6,376
American	Breakwater	2	793	1,586
American	Brooklyn	36	216	7,776
American	Brunswick	51	349	17,799
American	Buckman	29	1,259	36,511
British	Bannockburn	1	4,092	4,092
British	Bessie Dollar	2	3,682	7,364
American	Capastrano	17	392	6,154
American	Carlos	39	541	21,099
American	Carmel	21	491	8,421
American	Cascade	20	339	6,780
American	Casco	23	298	6,854
American	Centralia	35	324	11,340
American	Charles Nelson	21	397	8,337
American	Chehalis	31	421	13,051
American	Chilkat	1	98	98
American	China	5	3,189	15,945
American	City of Panama	4	1,046	4,184
American	City of Para	6	2,504	15,024
American	City of Puebla	21	1,712	35,952
American	City of Sydney	6	1,995	11,790
American	City of Topeka	57	746	42,522
American	Claremont	26	418	10,868
American	Coaster	23	253	8,119
American	Colonel E. L. Drake	2	3,397	6,614
American	Columbian	8	5,598	44,784
American	Coos Bay	39	493	19,717
American	Coquille River	3	265	785
American	Coronado	33	381	12,573
American	Curacao	8	893	7,144
American	Czarina	12	799	9,588
British	Celtic King	1	2,599*	2,599
British	Century	3	3,022	9,066
British	Chatham	1	3,026	3,026
British	Clan MacInnes	1	3,791	3,791
British	Claverley	1	2,629	2,629
German	Cleveland	1	10,890	10,890
Japanese	Chiyo Maru	4	7,250	29,000
American	Daisy	26	379	9,854

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Daisy Freeman	22	436	9,592
American	Daisy Mitchell	24	395	9,480
American	Delhi	6	582	3,492
American	Del Norte	37	279	10,323
American	Despatch	16	539	8,624
American	Doris	18	425	7,650
British	Dakotah	4	2,593*	10,372
American	Elizabeth	35	284	9,940
American	Enterprise	11	1,681	18,491
American	Fureka	11	312	3,432
American	Excelsior	20	261	5,220
American	Expansion	1	113	113
British	Earl of Elgin	1	3,598	3,598
British	El Lobo	1	2,948*	2,948
British	English Monarch	1	3,471	3,471
German	Ella	6	2,250*	13,500
German	Erna	6	2,173*	13,038
American	F. A. Kilburn	84	458	38,472
American	F. S. Loop	22	445	9,790
American	Fairhaven	16	437	6,992
American	Pair Oaks	15	533	7,995
American	Falcon	28	955	26,740
American	Fifield	36	440	15,840
American	Francis H. Leggett	16	975	15,600
American	Fulton	31	265	8,215
American	G. C. Lindauer	27	287	7,749
American	George Loomis	18	401	7,218
American	Geo. F. Haller	2	81	162
American	Geo. W. Elder	51	1,224	62,424
American	George W. Fenwick	10	1,193	11,930
American	Governor	45	2,401	108,045
American	Grace Dollar	20	289	5,780
American	Gray's Harbor	20	374	7,480
American	Greenwood	11	144	1,584
American	Gualala	33	158	5,214
American	Hanalei	65	502	32,630
American	Harold Dollar	14	607	8,498
American	Helene	22	307	6,754
American	Helen P. Drew	37	178	6,586
American	Herman (whaler)	1	229	229
American	Hilonian	12	1,819	21,828
American	Homer	6	331	1,986
American	Hoguiam	17	440	7,480
American	Hornet	16	402	6,432
American	Humboldt	2	683	1,376
American	Hyades	8	2,932	23,456
Austrian	Hermine	1	2,416*	2,416
British	Hazel Dollar	1	3,581	3,581
British	Hyndford	2	3,506	7,012
German	Hermontis	2	3,174	6,348
Norwegian	Hercules	1	3,411	3,411
Norwegian	Herm	1	2,751	2,751
Norwegian	Hornelen	3	2,660	7,980
American	Iaqua	22	462	5,082
American	Isthmian	4	3,463	13,852
British	Induna	1	3,681	3,681
British	Inverkip	1	3,589	3,589
British	Inverness	1	2,428	2,428
British	Invertay	1	3,766	3,766
German	Itauri	2	2,941*	5,882
American	J. Marhoffer	18	334	6,012
American	J. A. Chanslor	1	3,121	3,121
American	J. B. Stetson	29	521	15,109
American	J. J. Loggie	32	220	7,040
American	J. L. Luckenbach	2	3,192	6,384
American	James S. Higgins	63	249	15,687
American	Jeanette (whaler)	1	217	217
American	Jeanie	2	862	1,724
American	Jennie	2	69	138
American	Jim Butler	24	343	8,232
American	Johan Poulsen	22	423	9,306
British	Janeta	1	3,136	3,136
American	Kadiak	2	58	116
American	Kansas City	20	2,163	43,260
American	Katherine	25	292	7,300
American	Klamath	17	662	11,254

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Nationality.	Name.	Arriv- als.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Korea	6	5,651	33,966
American	Kvichak	2	610	1,220
British	Katanga	3	2,321	6,963
British	Kilburn	2	2,195	4,392
British	Knight of St. George	1	3,154	3,154
American	Lakme	18	494	7,272
American	Lansing	2	3,428	6,856
American	Leelanaw	6	1,377	8,292
American	Lehua	2	129	258
American	Lucy Neff	15	759	11,385
American	Lurline	14	3,725	52,150
American	M. F. Plant	48	941	45,168
American	Maekinaw	2	2,065	4,010
American	Majestic	7	449	3,143
American	Manchuria	4	8,760	65,000
American	Mandalay	42	266	11,172
American	Mariposa	11	1,989	21,879
American	Marshfield	16	294	4,704
American	Mayfair	24	420	10,080
American	Melville Dollar	14	921	12,894
American	Mexican	7	5,598	39,186
American	Missourian	7	5,077	35,539
American	Mongolia	5	8,750	48,750
American	Montara	6	1,695	10,170
British	M. S. Dollar	2	2,660	5,328
British	Magdala	1	3,543	3,543
British	Mancunia	1	2,287	2,287
American	Nann Smith	17	1,192	20,264
American	National City	60	920	19,200
American	Navarro	27	171	4,617
American	Nebraskan	11	2,824	31,064
American	Nevadan	13	2,824	37,112
American	Newburg	25	323	8,325
American	Newport	6	1,806	10,836
American	Nome City	25	597	14,925
American	North Fork	42	244	10,248
American	Northland	20	560	11,200
American	Norwood	37	492	18,304
American	Noyo	32	990	7,328
American	Nushagak	2	478	956
Japanese	Nippon Maru	5	3,442	17,210
American	Olson & Mahony	18	779	14,022
American	Olympic	6	454	2,724
British	Oberon	1	3,161	3,161
American	Pasadena	16	236	3,760
American	Pennsylvania	6	2,567	15,402
American	Peru	6	2,539	15,234
American	Phoenix	34	199	5,440
American	Pleiades	11	2,362	26,002
American	Point Arena	34	171	5,814
American	Pomo	54	225	12,090
American	Prentiss	35	267	9,345
American	President	45	2,300	107,050
American	Queen	25	1,672	41,800
American	Quinault	24	430	10,324
American	Rainier	22	519	11,418
American	Ramona	2	671	1,342
American	Ravalli	38	777	29,526
American	Raymond	22	280	7,700
American	Redondo	35	462	16,170
American	Riverside	9	630	5,670
American	Roanoke	32	1,964	63,608
American	Roma	1	2,164	2,164
American	Rose City	25	2,134	53,350
British	River Clyde	1	2,739	2,739
British	Riverdale	1	2,498	2,498
German	Radames	1	3,119	3,119
German	Ramses	1	2,892	2,892
American	Saginaw	21	498	10,458
American	St. Croix	18	1,064	19,152
American	St. Helens	11	779	8,569
American	Samoa	59	237	13,983
American	San Gabriel	9	212	664
American	San Jacinto	24	332	7,744
American	San Jose	5	1,528	7,640
American	San Juan	5	1,480	7,400

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Nationality,	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	San Pedro	32	359	11,488
American	Santa Barbara	37	527	19,499
American	Santa Clara	12	1,208	14,496
American	Santa Monica	31	318	9,858
American	Santa Rosa	64	1,385	85,440
American	Sea Foam	45	205	9,840
American	Senator	7	1,835	12,845
American	Shasta	14	517	7,238
American	Shna Yak	15	452	6,780
American	Shoshone	28	341	9,548
American	Siberia	5	5,655	28,275
American	Sierra	5	3,753	18,780
American	South Bay	1	279	279
American	South Coast	41	225	9,225
American	Spokane	3	1,289	3,867
American	Stanley Dollar	12	955	11,460
American	State of California	28	1,260	35,280
American	Svea	26	370	9,620
British	Seminole	2	3,798	7,596
British	Strathlorne	1	3,573	3,573
British	Strathspey	1	3,017	3,017
British	Strathtay	1	2,850*	2,850
German	Sais	2	4,091	8,182
German	Salatis	2	4,453	8,906
German	Serak	2	3,819	7,638
German	Setos	2	4,492	8,984
German	Sisak	1	3,845	3,845
Norwegian	Selja	1	2,789	2,789
American	Tahoe	17	419	7,323
American	Tallac	14	1,103	15,442
American	Tamalpais	26	422	10,972
American	Tampico	10	1,451	14,510
American	Temple E. Dorr	16	453	7,248
American	Texan	1	5,636	5,636
American	Thomas L. Wand	18	413	7,434
American	Tiverton	22	336	7,392
British	Taunton	1	2,461*	2,461
British	Tonawanda	2	2,183	4,366
British	Tymeric	2	2,324	4,648
Norwegian	Thode Fagelund	1	3,095	3,095
Norwegian	Thor	10	3,152	31,520
Norwegian	Titania	3	2,315*	6,945
Norwegian	Tordenskjold	1	2,527	2,527
Norwegian	Tricolor	2	3,283	6,566
Japanese	Tenyo Maru	5	7,265	36,325
American	Umatilla	16	2,168	34,688
American	Unimak	2	158	316
German	Uarda	2	3,853	7,706
American	Vanguard	44	228	10,032
American	Virginian	6	5,077	30,462
American	Washelore	12	174	2,088
American	Washtenaw	1	2,003	2,003
American	Wasp	16	360	5,760
American	Watson	28	1,237	34,636
American	Wellesley	14	430	6,020
American	Westerner	20	369	7,380
American	Westport	31	154	4,774
American	Whitesboro	46	144	6,624
American	Whittier	14	798	11,172
American	Wilhelmina	6	4,402	26,412
American	Willapa	19	433	8,227
American	William H. Murphy	6	673	4,038
American	Winnebago	1	500	500
American	W. S. Porter	2	3,524	7,048
British	Wellington	6	1,287*	7,602
German	Walkure	1	2,520	2,520
German	Wotan	1	2,463	2,463
American	Yellowstone	32	456	14,592
American	Yosemite	38	525	19,950
	Totals	4,407		3,612,420

Sailing Vessels, other than Schooners and Sloops, docking at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910.

NOTE.—By "arrival" is meant arrival in port, accompanied by docking at the State wharves. Arrivals without docking at the State wharves are not recorded. There may be more than one docking for any arrival. Net tonnage of American vessels is by American measurement; of foreign vessels, by Lloyds measurement.

Nation-ality.	Rig.	Name.	Ar-riv-als.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Ship	Abner Coburn	1	1,878	1,878
American	Ship	Acme	1	2,987	2,987
American	Ship	Alex. Gibson	1	2,043	2,043
American	Barkentine	Amaranth	1	1,062	1,062
American	Barkentine	Amazon	1	1,105	1,105
American	Bark	Andrew Welch	1	863	863
American	Bark	Annie Johnson	3	976	2,923
American	Ship	Aryan	1	1,939	1,939
American	Ship	Astral	1	2,987	2,987
British	Bark	Antiope	1	1,280	1,280
French	Bark	Anne de Bretagne	1	1,671	1,671
American	Bark	B. P. Cheney	1	1,200	1,200
American	Ship	Bohemia	1	1,528	1,528
British	Bark	Balasore	1	2,562	2,562
British	Ship	Blackbraes	1	2,116	2,116
British	Bark	British Yeoman	1	1,869	1,869
British	Ship	Buecleuch	1	1,934	1,934
French	Bark	Bayard	1	1,970	1,970
French	Ship	Bayonne	1	2,241	2,241
French	Bark	Boieldieu	1	1,981	1,981
French	Bark	Brenn	1	1,950	1,950
French	Bark	Brizeux	1	1,933	1,933
American	Barkentine	Centennial	1	1,138	1,138
American	Ship	Charles E. Moody	1	1,734	1,734
American	Barkentine	Charles F. Crocker	1	762	762
American	Barkentine	City of Papete	1	370	370
American	Barkentine	Coronado	2	1,007	2,014
British	Bark	California	1	2,461	2,461
British	Bark	Colony	1	1,598	1,598
American	Bark	Diamond Head	1	932	932
British	Bark	Dowan Hill	1	1,976	1,976
British	Bark	Drummuir	1	1,798	1,798
British	Ship	Dunsyre	1	2,066	2,066
American	Barkentine	Echo	1	650	650
American	Bark	Electra	1	989	989
American	Bark	Emily F. Whitney	1	1,207	1,207
British	Barkentine	Everett G. Griggs	1	2,351	2,351
French	Bark	Emilie Siegfried	1	2,754	2,754
French	Bark	Ernest Siegfried	1	2,754	2,754
German	Bark	Edmund	1	2,914	2,914
American	Barkentine	Fremont	1	323	323
American	Bark	Fresno	1	1,149	1,149
American	Barkentine	Fullerton	1	1,494	1,494
French	Bark	Francoise d'Amboise	1	1,741	1,741
American	Barkentine	Gardiner City	3	451	1,353
American	Bark	Gayhead (whaler)	1	252	252
American	Brigantine	Geneva	1	451	451
American	Bark	George Curtis	1	1,680	1,680
American	Barkentine	Gleancr	1	392	392
American	Ship	Governor Robie	1	1,481	1,481
British	Bark	Glenmark	1	1,332	1,332
French	Bark	Grande Duchesse Olga	1	1,748	1,748
American	Ship	Henry Falling	1	1,364	1,364
British	Bark	Holt Hill	1	2,290	2,290
British	Bark	Hougomont	1	2,339	2,339
American	Ship	Indiana	1	1,413	1,413
American	Barkentine	Irrgard	2	614	1,228
American	Bark	Isaac Reed	1	1,488	1,488
American	Bark	James Nesmith	1	1,622	1,622
American	Barkentine	James Tuft	1	1,043	1,043
American	Bark	John and Winthrop (whaler)	1	321	321
American	Barkentine	John C. Meyer	1	794	794
American	Ship	John Ena	1	2,706	2,706
American	Barkentine	Kohala	2	776	1,552
American	Bark	Koko Head	1	1,011	1,011
American	Barkentine	Lahaina	1	994	994
American	Bark	Levi G. Burgess	3	1,475	4,425
American	Ship	Llewellyn J. Morse	1	1,371	1,371
French	Bark	Leon Blum	1	2,316	2,316

Sailing Vessels, other than Schooners and Sloops, docking at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

NOTE.—By "arrival" is meant arrival in port, accompanied by docking at the State wharves. Arrivals without docking at the State wharves are not recorded. There may be more than one docking for any arrival. Net tonnage of American vessels is by American measurement; of foreign vessels, by Lloyds measurement.

Nationality.	Rig.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Ship	Manga Reva	1	2,052	2,052
American	Barkentine	Mary Winkelman	1	482	482
British	Bark	Musselcrag	1	1,871	1,871
French	Bark	Mezly	1	1,391	1,391
German	Bark	Mariechen	1	2,291	2,291
American	Barkentine	Newsboy	1	509	509
American	Bark	Olympic	1	1,353	1,353
American	Ship	Oriental	1	1,550	1,550
American	Bark	Pactolus	1	1,564	1,564
American	Bark	Paramita	1	1,444	1,444
American	Barkentine	Puako	1	1,011	1,011
British	Bark	Pegasus	1	2,438	2,438
British	Bark	Poltalloch	1	2,139	2,139
American	Bark	R. P. Rithet	5	1,043	5,215
American	Barkentine	Retriever	1	470	470
French	Bark	Rene	1	1,976	1,976
German	Bark	R. C. Rickmers	1	4,696	4,696
American	Barkentine	S. G. Wilder	5	557	2,785
American	Barkentine	S. N. Castle	3	464	1,392
American	Ship	St. Francis	1	1,757	1,757
American	Bark	St. Katherine	3	1,090	3,270
American	Ship	Santa Clara	1	1,453	1,453
American	Ship	Shenandoah	1	3,154	3,154
American	Ship	Sintram	1	1,495	1,495
American	Ship	Standard	1	1,461	1,461
American	Ship	Star of Alaska	1	1,554	1,554
American	Bark	Star of Chile	1	874	874
American	Bark	Star of England	1	1,705	1,705
American	Bark	Star of Finland (formerly Kalulani)	1	1,430	1,430
American	Ship	Star of France	1	1,522	1,522
American	Ship	Star of Greenland (formerly Hawaiian Isles)	1	1,974	1,974
American	Bark	Star of Holland (formerly Homeward Bound)	1	1,987	1,987
American	Bark	Star of Iceland (formerly Willseott)	1	1,855	1,855
American	Bark	Star of India	1	1,247	1,247
American	Ship	Star of Italy	1	1,474	1,474
American	Bark	Star of Peru	1	976	976
American	Ship	Star of Russia	1	1,898	1,898
American	Ship	Star of Scotland	1	1,898	1,898
British	Bark	Sir'la	1	2,087	2,087
British	Bark	Strathgryfe	1	2,190	2,190
French	Bark	St. Louis	1	1,779	1,779
American	Ship	Tacoma	1	1,671	1,671
American	Barkentine	Thos. P. Emigh	1	923	923
British	Bark	Tinto Hill	1	2,067	2,067
French	Ship	Thiers	1	2,251	2,251
French	Bark	Ville du Havre	1	2,446	2,446
French	Bark	Ville de Mulhouse	1	2,798	2,798
American	Ship	William P. Frye	1	2,998	2,998
British	Ship	Wiscombe Park	1	2,075	2,075
Totals			138		206,004

Recapitulations of arrivals of ocean steamers and square-rigged sailing vessels at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910.

Class.	American.		Austrian.		British.		French.		German.		Japanese.		Norwegian.		Totals.	
	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.
Ocean steamers	4,262	3,138,356	1	2,416	61	173,077	6	19,638	37	120,612	14	82,535	26	75,786	4,407	3,612,420
Ships	27	51,950			4	8,181	2	4,492							33	64,623
Barks	35	41,493			16	32,196	15	31,138	3	9,901					69	114,728
Barkentines	34	23,851			1	2,351									35	26,202
Brigantine	1	451													1	451
Totals	4,359	3,256,101	1	2,416	82	215,805	23	55,268	40	130,513	14	82,535	26	75,786	4,546	3,818,424

Steamers Docking at the Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Arranged according to net tonnage.

Over 8,000 tons.....	3
From 7,000 to 8,000 tons.....	2
From 6,000 to 7,000 tons.....	0
From 5,000 to 6,000 tons.....	12
From 4,000 to 5,000 tons.....	6
From 3,000 to 4,000 tons.....	51
From 2,000 to 3,000 tons.....	43
From 1,000 to 2,000 tons.....	39
From 500 to 1,000 tons.....	29
Under 500 tons.....	161
Total.....	346

NOTE.—The largest steamer which docked at the State wharves was the German steamer Cleveland, of 10,300 net tons. The largest sailing vessel was the German 5-masted bark R. C. Rickmers, of 4,696 net tons.

Principal Ocean Steamship lines regularly using the State Wharves of San Francisco.

I. FOREIGN-GOING (HAWAII INCLUDED).

Pacific Mail S. S. Co. Honolulu, Yokohama, Kobe, Nagasaki, Manila, Shanghai, Hong Kong.

S. S. Asia	2,936 tons	S. S. Manchuria	8,750 tons
S. S. China	3,186 tons	S. S. Mongolia	8,750 tons
S. S. Korea	5,651 tons	S. S. Siberia	5,655 tons

Mexican and Central American ports, and Ancon, Canal Zone.

S. S. Acapulco	1,759 tons	S. S. Newport	1,806 tons
S. S. Aztec	2,298 tons	S. S. Pennsylvania	2,567 tons
S. S. City of Panama	1,046 tons	S. S. Peru	2,539 tons
S. S. City of Para	1,504 tons	S. S. San Jose	1,538 tons
S. S. City of Sidney	1,965 tons	S. S. San Juan	1,496 tons

Toyo Kisen Kaisha. Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila.

S. S. Chiyo Maru	7,250 tons	S. S. Tenyo Maru	7,265 tons
S. S. Nippon Maru	3,442 tons		

Australian Mail Line. Sydney, Auckland.

S. S. Alden	2,340 tons	S. S. Hyndford	3,506 tons
S. S. Boveric	3,722 tons	S. S. Inveric	3,387 tons
S. S. Celtic King	2,589 tons	S. S. Katanga	2,321 tons
S. S. Century	3,023 tons	S. S. Kilburn	2,196 tons
S. S. Foreric	3,119 tons	S. S. Tymeric	2,324 tons
S. S. Gymeric	3,144 tons		

Kosmos Line. Ports on the west coast of Mexico, Central and South America; London, Hamburg.

S. S. Amasis	2,938 tons	S. S. Ramses	2,352 tons
S. S. Ammon	2,944 tons	S. S. Sais	4,091 tons
S. S. Anubis	3,089 tons	S. S. Sakkarah	3,928 tons
S. S. Assuan	3,081 tons	S. S. Salatis	4,453 tons
S. S. Hermonthis	3,174 tons	S. S. Serak	3,819 tons
S. S. Itauri	2,941 tons	S. S. Serapis	3,933 tons
S. S. Memphis	2,519 tons	S. S. Setos	4,492 tons
S. S. Mera	3,087 tons	S. S. Sisak	3,845 tons
S. S. Radames	3,119 tons	S. S. Uarda	3,853 tons

American-Hawaiian S. S. Co. Salina Cruz, Honolulu, Seattle.

S. S. Alaskan	5,621 tons	S. S. Mexican	5,598 tons
S. S. Arizonan	5,621 tons	S. S. Missourian	5,077 tons
S. S. Columbian	5,598 tons	S. S. Nebraskan	2,824 tons
S. S. Falcon	955 tons	S. S. Pleiades	2,932 tons
S. S. Isthmian	3,463 tons	S. S. Virginian	5,077 tons

Oceanic S. S. Co. Honolulu, Tahiti, New Zealand.

S. S. Almeda	1,939 tons	S. S. Sierra	3,756 tons
S. S. Mariposa	1,939 tons		

Chargeurs Reunis. Mexican ports, Montevideo, Buenos Ayres, Swansea, Liverpool, Avonmouth, Dunkirk, Havre, Antwerp.

S. S. Admiral Duperre	3,254 tons	S. S. Admiral Exelmans	3,221 tons
S. S. Admiral Magon	3,588 tons	S. S. Admiral Oly	3,570 tons
S. S. Admiral Fourichon	3,186 tons	S. S. Admiral Hamelin	3,188 tons

German Mexican Line. Mazatlan, Corinto, and other Central American ports.

S. S. Ella	2,250 tons	S. S. Erna	2,173 tons
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Dollar S. S. Co. Chinese and Japanese ports.

S. S. Bessie Dollar	3,862 tons	S. S. M. S. Dollar	2,713 tons
S. S. Hazel Dollar	3,581 tons		

Matson Navigation Co. Honolulu, Hilo, Kahului, and other Hawaiian ports.

S. S. Enterprise	1,681 tons	S. S. Lurline	3,725 tons
S. S. Hiltonian	1,819 tons	S. S. Nevanan	2,824 tons
S. S. Hyades	2,932 tons	S. S. Wilhelmina	4,402 tons

Principal Ocean Steamship lines using State Wharves—Continued.

II. COASTWISE.

(Steamers marked * carry freight only.)

Union Lumber Co. Fort Bragg.

S. S. Arctic	277 tons	S. S. National City.....	220 tons
S. S. Brunswick.....	349 tons	S. S. Noyo*.....	229 tons

Hammond Lumber Co. Eureka, Arcata, Field's Landing, etc.

S. S. Francis H. Leggett.....	975 tons	S. S. Ravalli*.....	777 tons
S. S. Geo. W. Fenwick*.....	1,193 tons		

Hobbs, Wall & Co. Crescent City.

S. S. Del Norte.....	279 tons	S. S. Mandalay*.....	266 tons
S. S. Navarro*.....	171 tons	S. S. Westport*.....	154 tons

Robert Dollar Co. Alaskan, Puget Sound, and Mexican ports.

S. S. Delhi.....	582 tons	S. S. Melville Dollar*.....	921 tons
S. S. Grace Dollar.....	289 tons	S. S. Stanley Dollar*.....	955 tons
S. S. Harold Dollar.....	607 tons		

Pacific Coast Steamship Co. Alaskan and Puget Sound ports, Eureka, Santa Barbara, Los Angeles, San Diego ports.

S. S. City of Puebla.....	1,712 tons	S. S. President.....	2,393 tons
S. S. City of Topeka.....	746 tons	S. S. Queen.....	1,672 tons
S. S. Coos Bay.....	403 tons	S. S. Senator.....	1,835 tons
S. S. Curacao.....	895 tons	S. S. State of California.....	1,260 tons
S. S. Governor.....	2,401 tons	S. S. Tampico.....	1,451 tons

Alaska-Pacific S. S. Co. Los Angeles, Puget Sound, and Alaskan ports.

S. S. Admiral Sampson.....	1,432 tons	S. S. Watson.....	1,237 tons
S. S. Buckman.....	1,259 tons		

North Pacific S. S. Co. Eureka, Field's Landing, Arcata, Astoria, Portland.

S. S. Eureka.....	312 tons	S. S. Roanoke.....	1,654 tons
S. S. F. A. Kilburn.....	458 tons	S. S. Santa Clara.....	1,208 tons
S. S. Geo. W. Elder.....	1,224 tons		

West Coast S. S. Line. Los Angeles ports.

S. S. Capastrano*.....	362 tons	S. S. Excelsior*.....	281 tons
S. S. Carlos.....	541 tons	S. S. Homer.....	331 tons
S. S. Carmel*.....	401 tons		

Pollard S. S. Co. Astoria, Portland, Gray's Harbor, Puget Sound ports.

S. S. Centralia.....	324 tons	S. S. Newburg.....	333 tons
S. S. Coronado.....	381 tons	S. S. Rainier.....	519 tons
S. S. Fair Oaks.....	533 tons	S. S. Tallac*.....	1,103 tons

J. R. Hanify & Co. Los Angeles ports.

S. S. Santa Barbara*.....	527 tons	S. S. Santa Monica.....	318 tons
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Henry Templeman. Point Arena, Mendocino, Caspar, Albion, Greenwood, Whitesboro, etc.

S. S. Brooklyn.....	216 tons	S. S. Sea Foam.....	205 tons
S. S. Phoenix.....	160 tons		

Fred Linderman. Eureka.

S. S. Bee*.....	375 tons	S. S. Hornet*.....	402 tons
S. S. Gualala*.....	158 tons	S. S. Wasp*.....	360 tons

Charles Nelson Co. Eureka, Puget Sound ports.

S. S. Charles Nelson.....	397 tons	S. S. North Fork.....	244 tons
S. S. Lakme*.....	404 tons	S. S. Riverside*.....	955 tons

E. K. Wood Lumber Co. Hoquaim, Puget Sound ports.

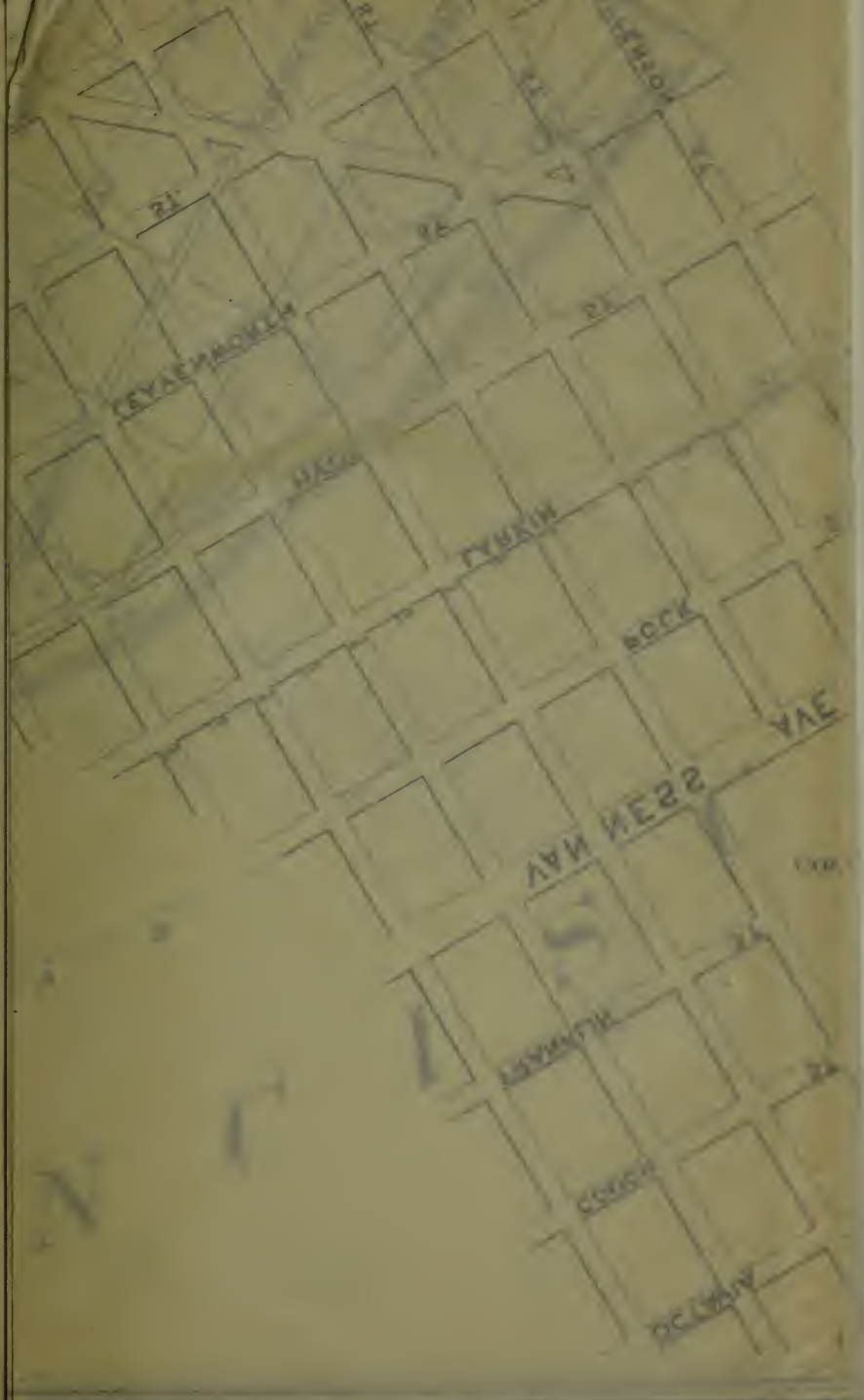
S. S. Olympic*.....	454 tons	S. S. Shasta*.....	517 tons
S. S. San Jacinto*.....	352 tons	S. S. Tamalpais.....	422 tons

Geo. S. Beadle, Inc. Northern California and Oregon ports.

S. S. J. Marhoffer* (lost)....	334 tons	S. S. Mayfair*.....	420 tons
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Principal Ocean Steamship lines using State Wharves—Continued.

<i>P. L. Transportation Co.</i> Eureka.			
S. S. Aberdeen.....	394 tons	S. S. Temple E. Door*.....	453 tons
S. S. Despatch.....	539 tons	S. S. William H. Murphy*.....	673 tons
S. S. Prentiss.....	267 tons		
<i>Chas. R. McCormick Co.</i> Astoria and Portland.			
S. S. Klamath.....	662 tons	S. S. Yellowstone*.....	456 tons
S. S. Shoshone*.....	341 tons	S. S. Yosemite.....	525 tons
<i>Hart-Wood Lumber Co.</i> Gray's Harbor, Aberdeen, Hoquiam, and other Washington ports.			
S. S. Claremont*.....	418 tons	S. S. Saginaw*.....	498 tons
S. S. Quinault.....	426 tons		
<i>S. S. Freeman & Co.</i> Puget Sound ports.			
S. S. Daisy*.....	379 tons	S. S. Daisy Mitchell.....	395 tons
S. S. Daisy Freeman*.....	436 tons		
<i>Chas. H. Higgins & Co.</i> San Pedro, Fort Bragg.			
S. S. Coaster*.....	353 tons	S. S. Jas. S. Higgins.....	249 tons
<i>Loop Lumber Co.</i> Columbia River ports.			
S. S. F. S. Loop*.....	445 tons	S. S. Johan Poulsen*.....	423 tons
<i>Independent S. S. Co.</i> Los Angeles ports.			
S. S. Hanalei.....	502 tons	S. S. Nome City.....	597 tons
<i>Olson-Mahony S. S. Line.</i> Puget Sound ports, Portland, Astoria.			
S. S. Jim Butler*.....	343 tons	S. S. Olson & Mahony*.....	779 tons
<i>Swayne & Hoyt.</i> Portland, Astoria.			
S. S. Caseo*.....	298 tons	S. S. Pomo.....	235 tons
<i>E. F. Estabrook Co.</i> Oregon ports.			
S. S. Bandon*.....	350 tons	S. S. Fifield*.....	440 tons
<i>Wilson Bros.</i> Aberdeen.			
S. S. G. C. Lindauer.....	287 tons	S. S. Svea*.....	370 tons
<i>Sudden & Christensen.</i> Gray's Harbor, Hoquiam, and other Washington ports.			
S. S. Chehalis.....	421 tons	S. S. Raymond*.....	350 tons
S. S. Gray's Harbor*.....	374 tons	S. S. Willapa*.....	433 tons
S. S. Norwood.....	492 tons		
<i>E. J. Dodge & Co.</i> Oregon and Alaskan ports.			
S. S. Northland.....	560 tons	S. S. Vanguard.....	228 tons
S. S. St. Helens*.....	779 tons		
<i>Caspar Lumber Co.</i> Caspar.			
S. S. Samoa.....	237 tons	S. S. South Coast*.....	225 tons
<i>J. O. Davenport.</i> Puget Sound and Oregon ports.			
S. S. Fairhaven*.....	437 tons	S. S. Tiverton*.....	336 tons
<i>L. E. White Lumber Co.</i> Northern California ports.			
S. S. Alcatraz.....	193 tons	S. S. Whitesboro.....	144 tons
S. S. Helen P. Drew.....	178 tons		
<i>F. and E. T. Kruse.</i> Coquille River, Bandon, Prosper, Port Orford, etc.			
S. S. Doris*.....	425 tons	S. S. Helene*.....	307 tons
S. S. Elizabeth.....	284 tons		
<i>Bowes & Andrews.</i> Puget Sound ports.			
S. S. Hoquiam*.....	440 tons	S. S. Tahoe*.....	419 tons
<i>W. G. Tibbitts.</i> Puget Sound and Oregon ports.			
S. S. Bowdoin*.....	448 tons	S. S. Wellesley*.....	430 tons
<i>San Francisco and Portland S. S. Co.</i> Portland.			
S. S. Bear.....	2,779 tons	S. S. Kansas City.....	2,103 tons
S. S. Beaver.....	2,779 tons	S. S. Rose City.....	2,154 tons



БУВАЕВСКАЯ

НАСОВ

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ВАН И ЕЗЗ

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