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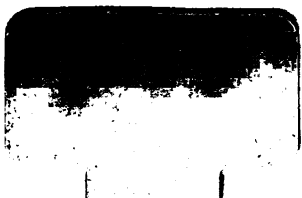
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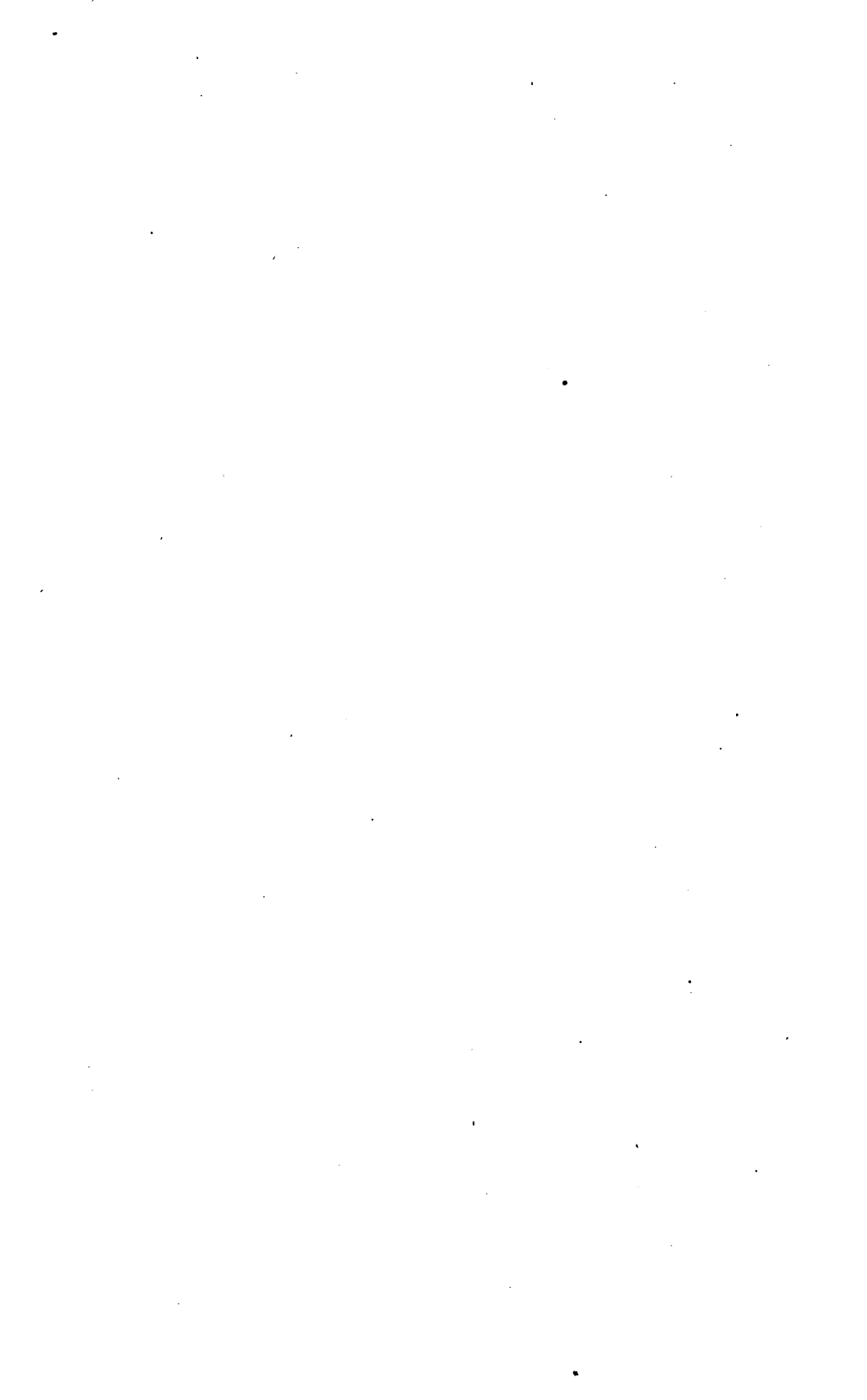
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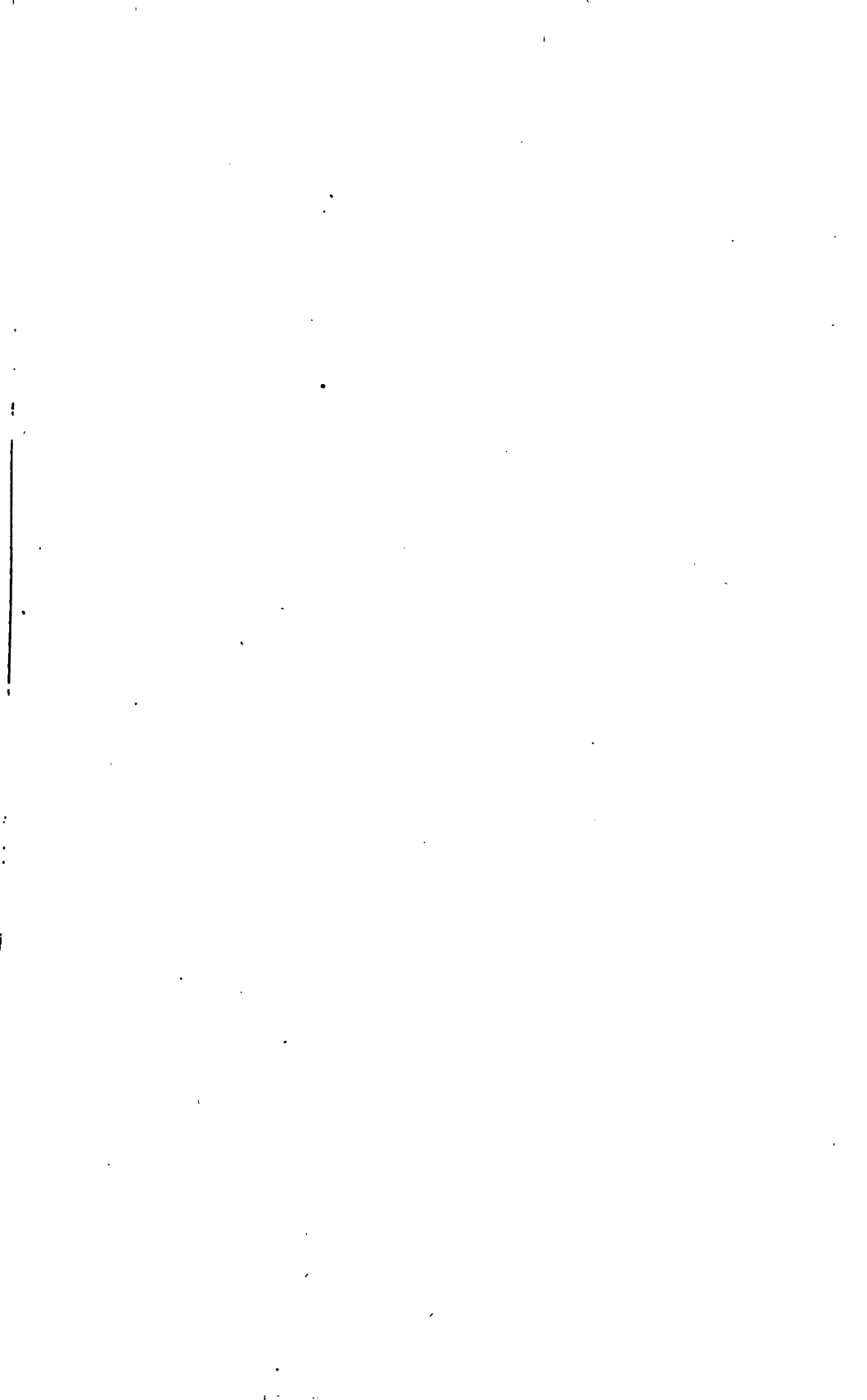






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BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners,

FOR THE

TWO FISCAL YEARS, COMMENCING JULY 1, 1890,
AND ENDING JUNE 30, 1892.



SACRAMENTO:

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

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

In 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). From miscellaneous (damages to property, etc.)..... | 4,030 50 | 3,936 20 | 7,966 70 |
| From defalcation suits..... | 264 60 | 604 55 | 869 15 |
| From Belt Railroad switching..... | | 2,909 65 | 2,909 65 |
| | | 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 |
| | <u>\$952,464 99</u> |
| Amount drawn out to June 30, 1892 | \$599,196 69 |
| Amount in fund July 1, 1892 | 353,268 30 |
| | <u>\$952,464 99</u> |

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

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 |
| Profit and loss (damages to vessels, etc.)..... | 109 50 | ----- | 109 50 |
| Advertising privileges..... | 1,720 00 | 3,720 00 | 5,440 00 |
| Legal expenses refunded..... | ----- | 100 00 | 100 00 |
| Defalcation suits..... | ----- | 2,909 65 | 2,909 65 |
| 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 | 3,128 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 |

CY. 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 42 |
| 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. Crissman | 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. Crissman | 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 Kennedy 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. | Golden Gate Lum. Co. | 413 | Lumber | \$6,266 38 |
| July 7. | D. H. Bibb | 414 | Piles | 699 00 |
| July 7. | Champion & Elder | 415 | Macadamizing East Street | 1,012 00 |
| July 7. | Darby Laydon & Co. | 417 | Constructing Belt Railroad | 14,613 75 |
| July 7. | W. M. Fowler | 418 | Shed, Lombard Street Pier | 1,096 00 |
| July 14. | F. J. & J. V. Owens | 419 | Constructing seawall | 1,728 52 |
| July 14. | F. J. & J. V. Owens | 420 | Constructing seawall | 1,881 00 |
| July 21. | Healy, Tibbits & Co. | 421 | Repairing Spear Street Wharf | 1,741 58 |
| July 30. | Thomas Thomson | 422 | Repairing Channel Street Wharf | 1,824 51 |
| July 30. | Golden Gate Lum. Co. | 423 | Lumber | 5,679 37 |
| July 30. | D. H. Bibb | 425 | Piles | 2,675 06 |
| Aug. 6. | W. S. Gage | 426 | Building wharf, Channel Street | 1,250 00 |
| Aug. 6. | A. J. Raisch | 427 | Paving East Street | 2,752 82 |
| Aug. 6. | Darby Laydon & Co. | 428 | Constructing Belt Railroad | 7,125 00 |
| Aug. 11. | D. McLeod | 429 | Paving East Street | 2,011 52 |
| Aug. 20. | Williams, Dimond & Co. | 430 | Rails for Belt Railroad | 6,935 00 |
| Sept. 1. | B. McMahon & Son | 431 | Constructing bulkhead | 2,597 02 |
| Sept. 1. | D. H. Bibb | 432 | Piles | 2,036 43 |
| Sept. 1. | Golden Gate Lum. Co. | 433 | Lumber | 4,292.18 |
| Sept. 8. | S. F. Bridge Co. | 434 | Constructing seawall | 4,880 25 |
| Sept. 8. | Darby Laydon & Co. | 435 | Constructing Belt Railroad | 4,463 44 |
| Sept. 8. | Paraffine Paint Co. | 436 | Coating piles | 1,463 70 |
| Sept. 17. | Healy, Tibbits & Co. | 437 | Constructing sewer | 450 00 |
| Sept. 22. | F. J. & J. V. Owens, T. E. Green, assignee | 438 | Constructing seawall | 990 00 |
| Sept. 22. | J. J. Dowling | 439 | Paving East Street | 3,975 95 |
| Sept. 24. | Healy, Tibbits & Co. | 440 | Constructing Freight Sheds | 2,529 90 |
| Sept. 29. | D. H. Bibb | 441 | Piles | 2,749 68 |
| Oct. 1. | S. F. Bridge Co. | 442 | Constructing seawall | 5,953 50 |
| Oct. 6. | Paraffine Paint Co. | 443 | Coating piles | 2,900 10 |
| Oct. 6. | Golden Gate Lum. Co. | 444 | Lumber | 5,267 84 |
| Oct. 13. | Paraffine Paint Co. | 445 | Coating piles | 519 40 |
| Oct. 15. | B. McMahon & Son | 446 | Bulkhead on East Street | 6,480 00 |
| Oct. 15. | D. McLeod | 447 | Paving | 1,878 75 |
| Oct. 22. | Darby Laydon & Co. | 448 | Addition to Fishermen's Wharf | 6,424 60 |
| Oct. 27. | D. McLeod | 449 | Paving | 1,923 15 |
| Oct. 27. | Darby Laydon & Co. | 450 | Constructing Belt Railroad | 12,639 83 |
| Nov. 3. | S. F. Bridge Co. | 451 | Constructing seawall | 5,184 00 |
| Nov. 3. | Golden Gate Lum. Co. | 452 | Lumber | 4,524 51 |
| Nov. 3. | D. H. Bibb | 453 | Piles | 2,361 57 |
| Nov. 10. | Isaac H. Cory | 454 | Rails for Belt Railroad | 18,496 96 |
| Nov. 10. | Healy, Tibbits & Co. | 455 | Constructing Freight Sheds | 3,668 35 |
| Nov. 12. | B. McMahon & Son | 456 | Repairing Center Street Wharf | 3,188 25 |
| Nov. 19. | Healy, Tibbits & Co. | 457 | Constructing Freight Sheds | 2,254 75 |
| Nov. 19. | B. McMahon & Son | 458 | Repiling Center Street Pier | 1,234 55 |
| Nov. 24. | Golden Gate Lum. Co. | 459 | Lumber | 4,036 15 |
| Nov. 27. | D. H. Bibb | 460 | Piles | 7,826 80 |
| Dec. 2. | Daniel Harney | 461 | Paving | 8,327 89 |
| Dec. 2. | S. F. Bridge Co. | 462 | Constructing seawall | 4,926 75 |
| Dec. 2. | Thomas Thomson | 463 | Repairs to Merchants' Dry Dock | 2,083 20 |
| Dec. 8. | F. J. & J. V. Owens, T. E. Green, assignee | 464 | Constructing seawall | 4,735 83 |
| Dec. 8. | Chas. A. Warren | 465 | Sand, filling East Street | 916 41 |
| Dec. 15. | Thomas Thomson | 466 | Repairs, Merchants Dry Dock | 1,138 67 |
| Dec. 24. | D. McLeod | 467 | Paving Seawall Lot No. 11 | 1,840 25 |
| Dec. 31. | Thomas Thomson | 468 | Repairs, East Street | 1,523 25 |
| Dec. 31. | D. H. Bibb | 469 | Piles | 1,732 71 |
| 1892. | | | | |
| Jan. 5. | Golden Gate Lum. Co. | 470 | Lumber | 3,729 86 |
| Jan. 5. | S. F. Bridge Co. | 471 | Constructing seawall | 4,635 42 |
| Jan. 12. | Pacific Imp. Co. | 472 | Creosoting piles | 10,489 98 |
| Jan. 26. | Golden Gate Lum. Co. | 473 | Lumber | 2,425 73 |
| Jan. 26. | D. H. Bibb | 474 | Piles | 3,452 12 |
| Jan. 26. | Chas. A. Warren | 475 | Filling East Street | 1,671 09 |
| Jan. 28. | Daniel Harney | 476 | Paving Seawall Lot No. 12 | 6,559 48 |
| Jan. 28. | Daniel Harney | 477 | Paving crossings, East Street | 1,220 68 |
| Feb. 2. | 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 | |
| <i>Dr.</i> CASH. | | 11,359,422 77 |
| 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 | |
| | | \$6,532,994 22 |

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 | |
| | | 10,060 66 |
| | | \$18,761 75 |

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 |
| | | <u>\$27,876 32</u> |
| Less penalty for failure to complete work within contract time..... | \$411 50 | |
| Less 13 piles not driven, at \$14 50 per pile..... | 188 50 | |
| | | <u>600 00</u> |
| | | <u>\$27 276 32</u> |
| Paid prior to June 30, 1890..... | | \$19,895 62 |
| Paid August 7, 1890..... | | 7,380 70 |
| | | <u>\$27,276 32</u> |

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 | |
| | | <u>\$5,370 00</u> |

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 | |
| 2½ 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 | |
| | <u>\$2,820 31</u> | |
| Deduct for removal of shed..... | 100 00 | |
| | | <u>2,720 31</u> |
| | | <u>\$46,503 31</u> |

Coating piles. Date of contract, August 26, 1890. Paraffine Paint Co., contractors.

| | |
|---|-------------|
| 31,358 linear feet, at 35 cents per foot..... | \$10,975 30 |
|---|-------------|

Scow for pile driver. Date of contract, August 5, 1890. A. Bertelsen and W. Campbell, contractors.

| | |
|---------------------|------------|
| Contract price..... | \$2,100 00 |
|---------------------|------------|

Wooden sewer 4x5 feet, from Market and East Streets to foot of Merchant Street. Date of contract, December 11, 1890. Healy, Tibbits & Co., contractors.

| | |
|--|------------|
| 405½ linear feet sewer, at \$11 95 per foot..... | \$4,845 72 |
|--|------------|

Temporary depot at foot of Market Street. Date of contract, December 18, 1890. C. L. Crisman, contractor.

| | |
|----------------------------|------------|
| Contract price..... | \$9,669 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 |
|---|------------|

Shed over pier at Lombard Street Wharf. Date of contract, May 1, 1891. W. M. Fowler, contractor.

| | |
|---------------------|------------|
| Contract price..... | \$1,096 00 |
|---------------------|------------|

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 |
|--|------------|

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 |
|---------------------|------------|

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 |
|---|------------|

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 |
| 2,649½ 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 53 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.

| | |
|--|------------|
| 13,254½ square feet paving, at 18½ cents per square foot | \$2,485 29 |
| 391 linear feet curb, at 6½ 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 32½ 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 |
| | \$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 82 |
|---------------------|----------|

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 |
|---|------------|

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 |
| | \$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. McMahon & 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 | 30 | 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. McMahon & 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) | <hr/> \$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 81 | |
| 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 |
| | <u>\$800,000 00</u> |

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 |
| | <u>\$40,127 02</u> |
| 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 |
| | <u>\$40,127 02</u> |

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 square feet paving, at 16 $\frac{3}{4}$ cents per square foot | \$12,359 21 |
| 14,697 $\frac{3}{4}$ 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 $\frac{3}{4}$ linear feet curbing, at 15 cents per foot | 65 13 |
| 201 $\frac{1}{2}$ 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 $\frac{1}{4}$ 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 Chan- clery and Water. | Miscellaneous, including Docking, Dredgers, 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 | \$33,885 71 | 308,429 | 2,348% | 10.76-100 |
| June 30, 1876 | 11,932 98 | 7,639 43 | 8,224 04 | 1,660 85 | 1,906 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% | 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% | 7.2-100 |
| June 30, 1882 | 25,860 00 | 9,566 57 | 8,925 33 | 4,101 10 | 300 46 | 639,570 | 639,570 | 3,639% | 7.62-100 |
| June 30, 1883 | 25,860 01 | 12,152 06 | 9,063 05 | 3,800 58 | 551 80 | 51,457 50 | 635,322 | 3,776% | 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% | 9.45-100 |
| June 30, 1885 | 26,896 24 | 11,610 58 | 10,074 34 | 3,657 64 | 20 00 | 52,258 80 | 678,900 | 3,652% | 7.68-100 |
| June 30, 1886 | 26,634 65 | 6,293 18 | 9,886 55 | 3,841 02 | 20 00 | 46,675 40 | 687,100 | 3,758% | 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% | 12.97-100 |
| June 30, 1888 | 27,787 00 | 10,284 87 | 11,369 27 | 4,154 26 | 537 30 | 54,082 70 | 717,600 | 3,797% | 7.52-100 |
| June 30, 1889 | 27,847 00 | 21,004 76 | 9,382 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 | 53,230 81 | 569,300 | 3,206% | 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>\$32,683 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..... | <u>24,911 16</u> |
| | \$353,268 34 |
| 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. 10933, 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.

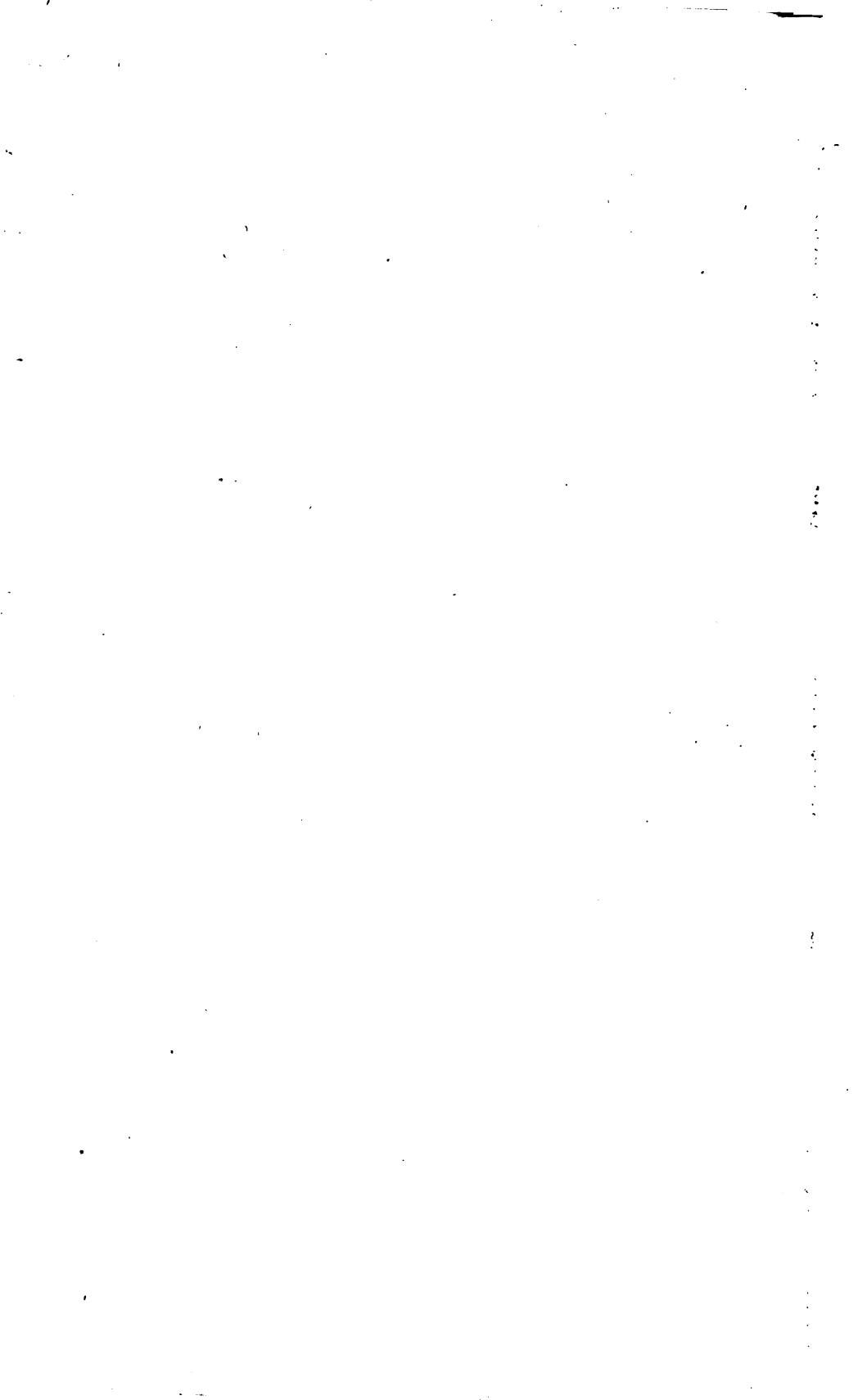
The People, etc., ex rel. Board of State Harbor Commissioners vs. James Kerwin et al. No. 21614, Superior Court. No. 13077, Supreme Court.

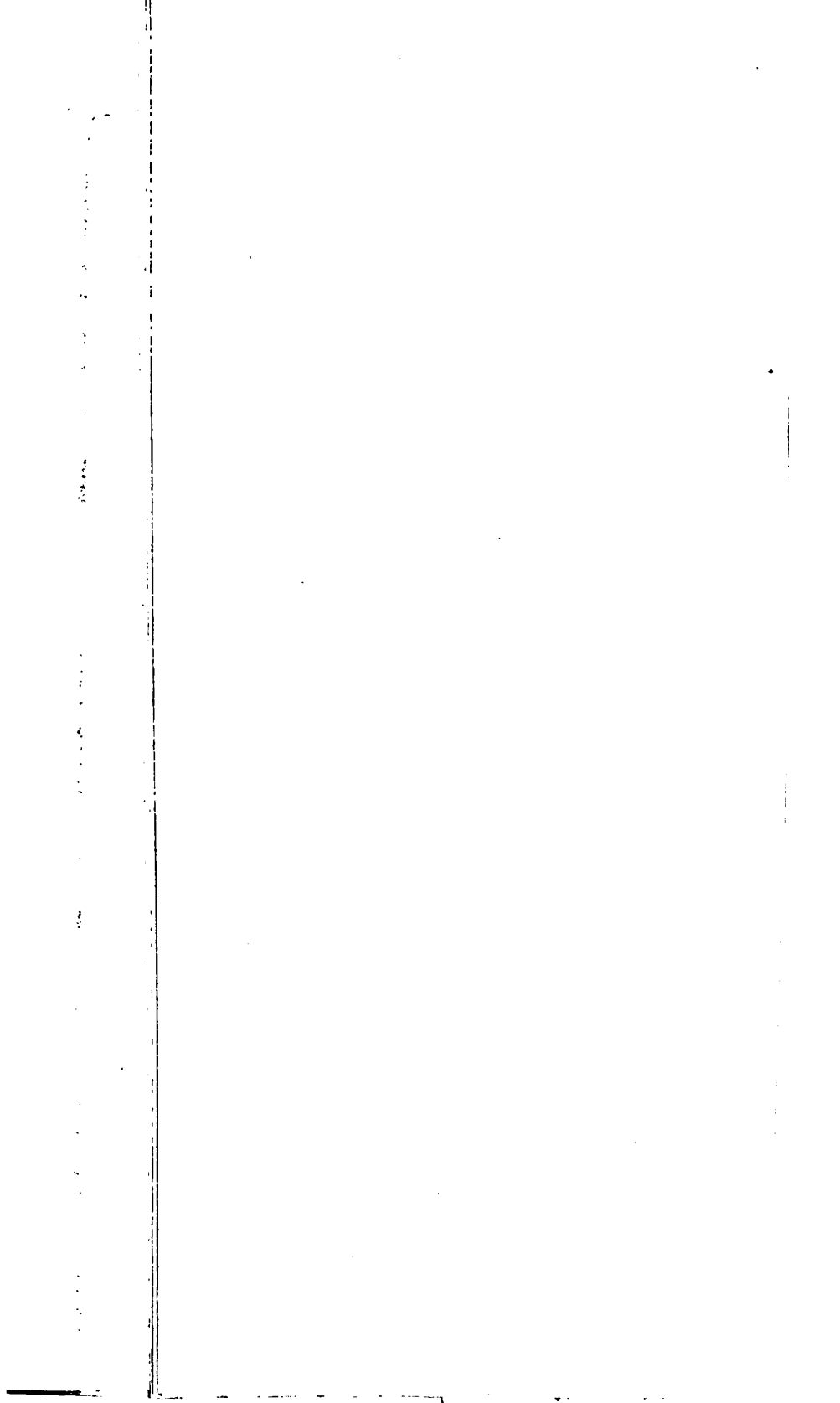
In this case the Board sought to remove the defendants from their unlawful occupancy of Seawall Lot No. 7, being within the jurisdiction of the Commissioners and the property of the State.

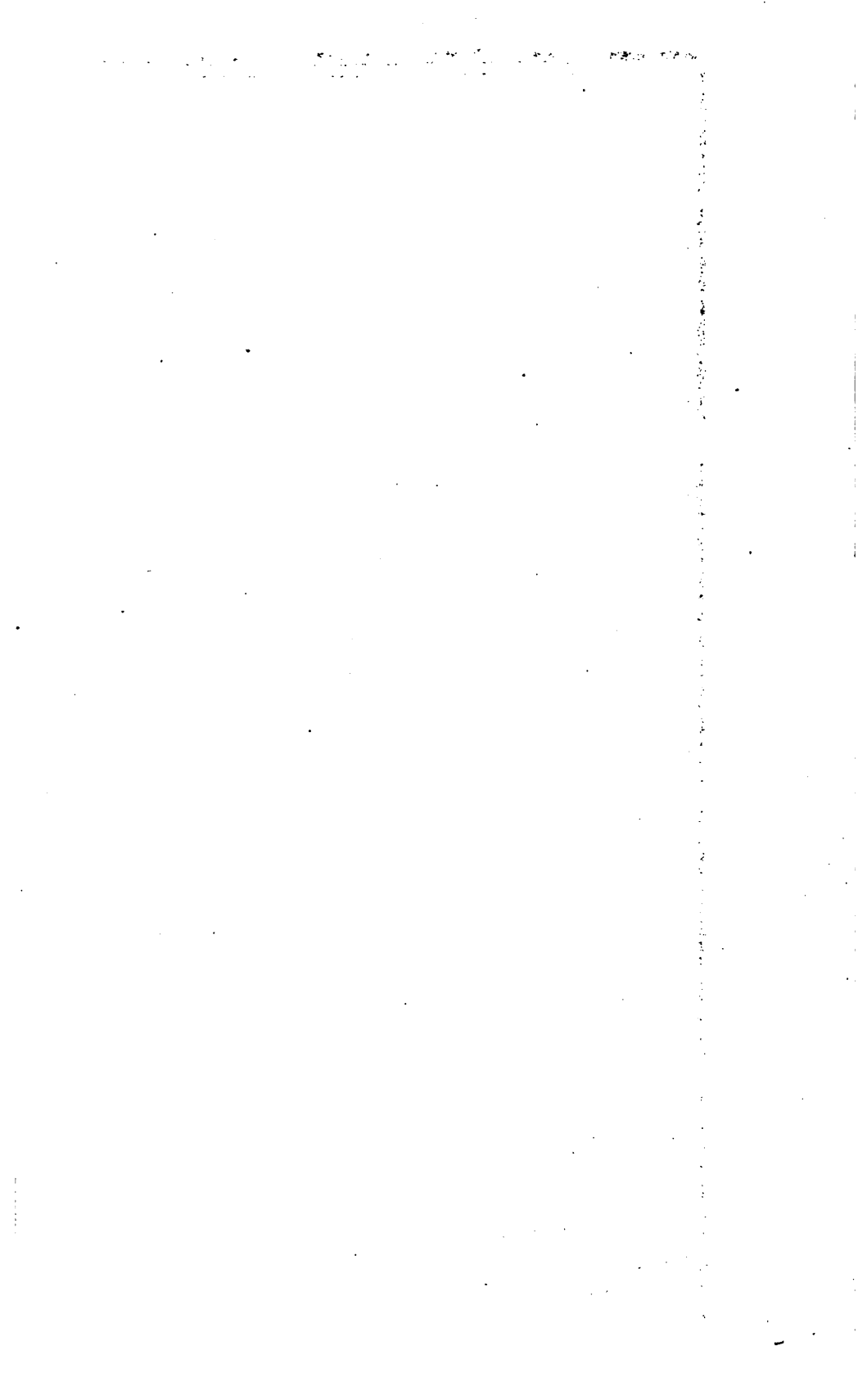
The complaint was filed November 8, 1887, and on September 27, 1888, the cause was tried and decision rendered in favor of the Board, for the restitution of the premises as demanded. Defendants then appealed from that decision, and on March 6, 1892, the judgment was finally affirmed by the Supreme Court 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.

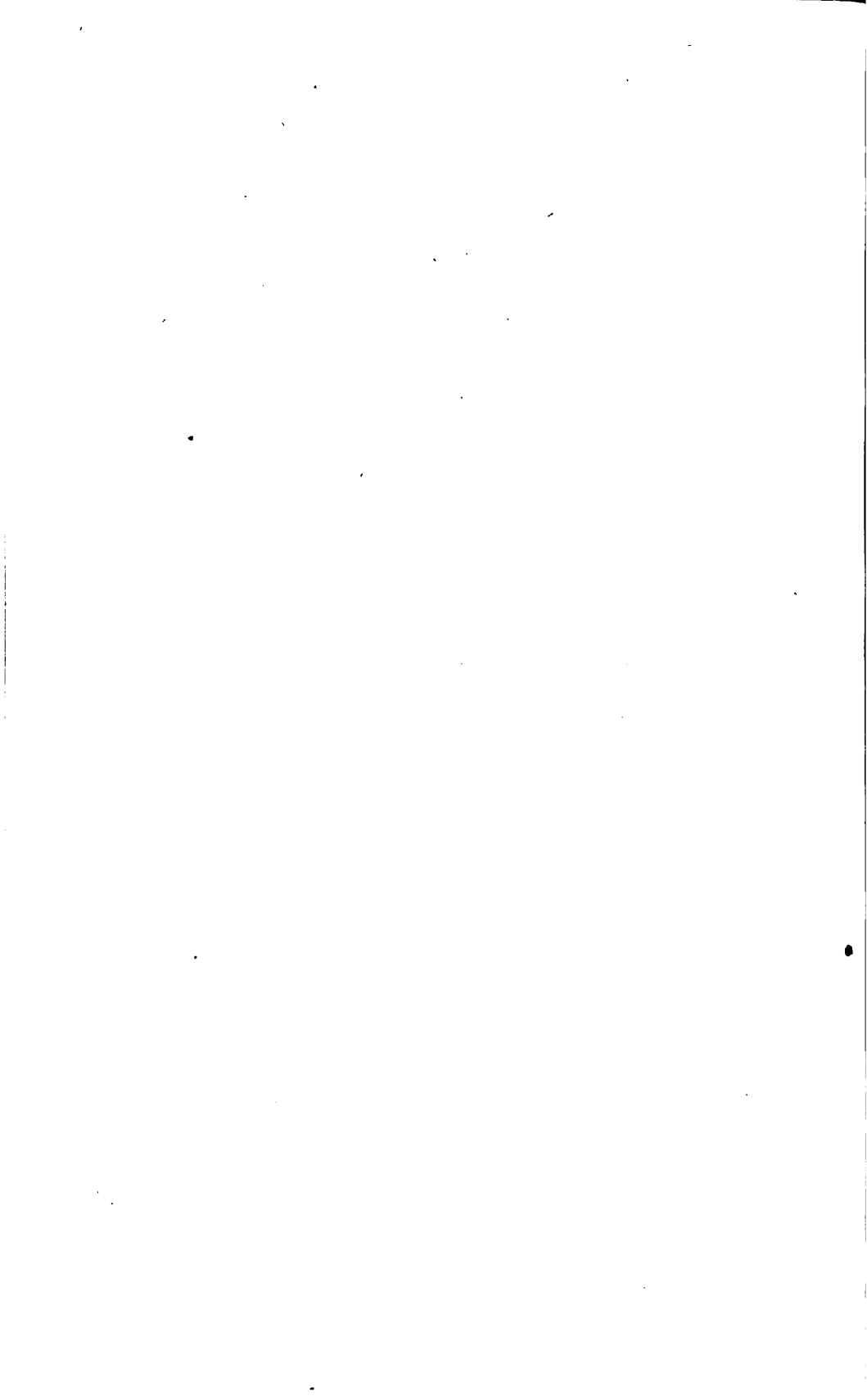
F. S. STRATTON,
Attorney for the Board of State Harbor Commissioners.

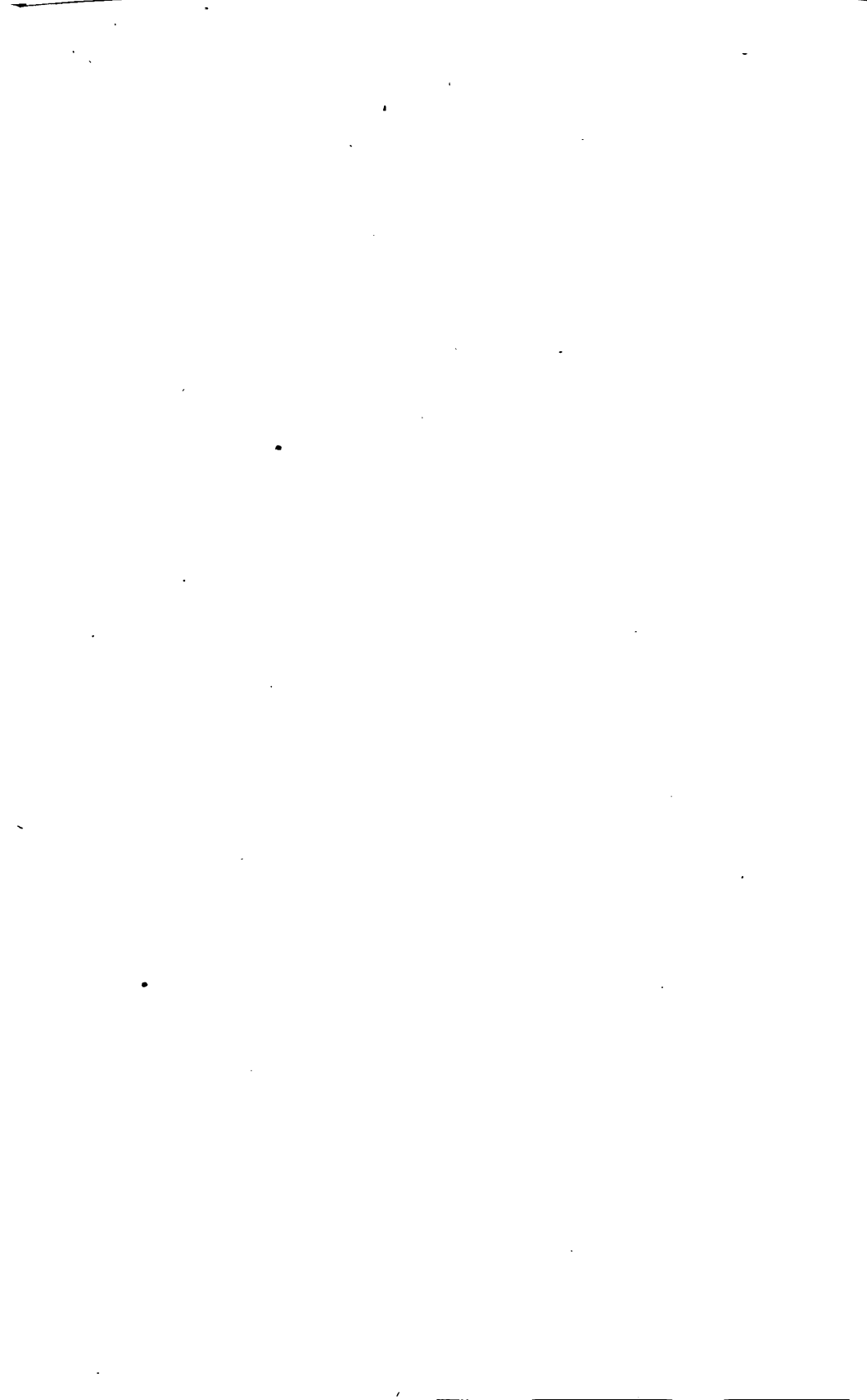


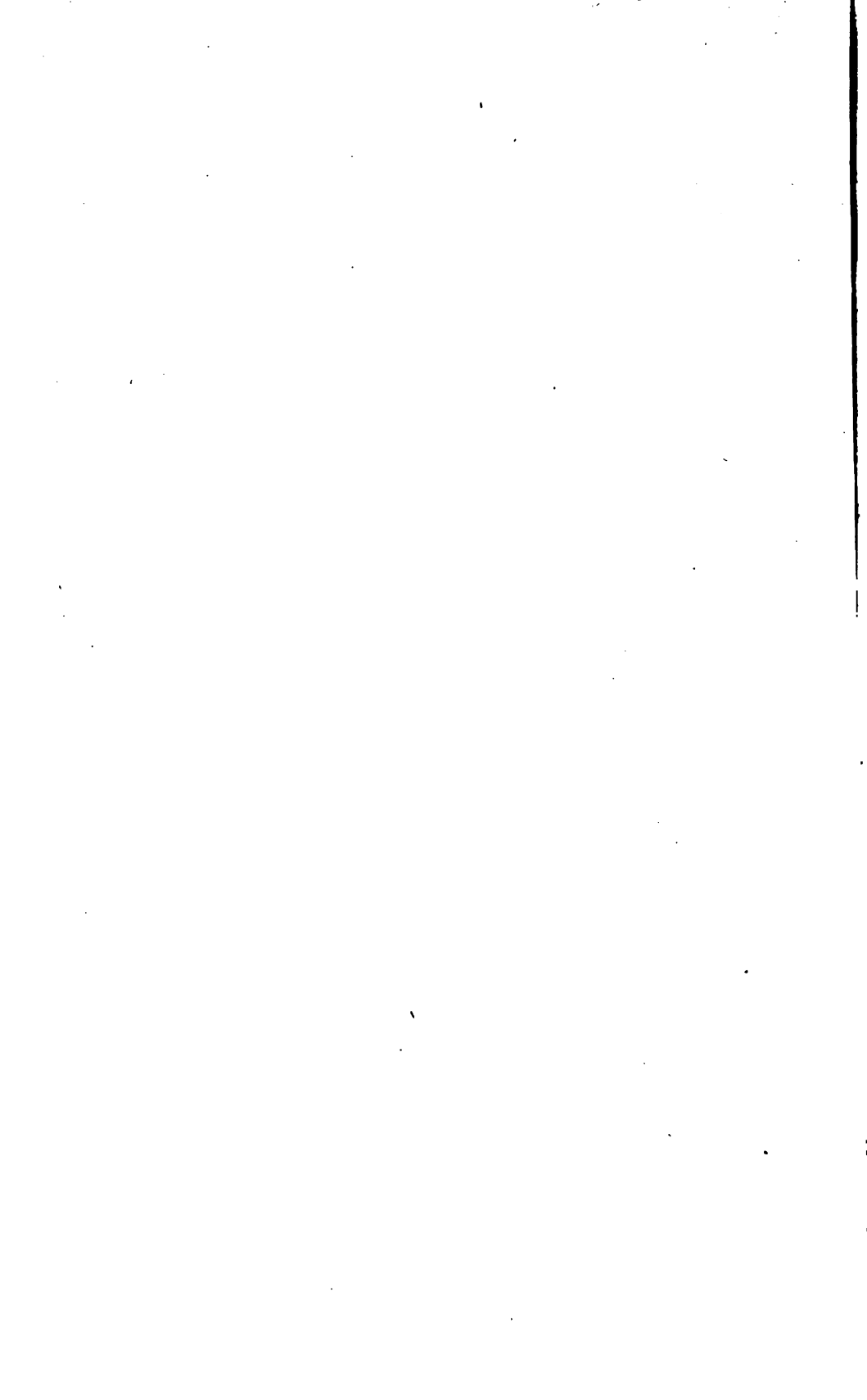


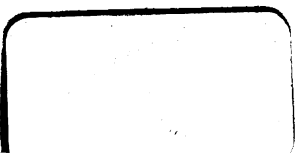














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