

**BIENNIAL REPORT FOR THE
TWO FISCAL YEARS,
COMMENCING JULY 1, 1880,
AND ENDING JUNE 30, 1882**

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Biennial report for the two fiscal years, commencing July 1, 1880, and ending June 30, 1882 by
Various

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**BIENNIAL REPORT FOR THE
TWO FISCAL YEARS,
COMMENCING JULY 1, 1880,
AND ENDING JUNE 30, 1882**

BIENNIAL REPORT
OF THE
BOARD OF STATE HARBOR COMMISSIONERS

FOR THE TWO FISCAL YEARS

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



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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 80
Total	\$874,443 13

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 06
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.....	8,555 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 expense, damages to vessels and merchandise, notices of removal of vessels, dockage and tolls refunded, and other small items.....	15,513 13
Total	\$1,078,368 68

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