

IMPROVEMENTS.

There are three epochs in the history of San Francisco that will be of value to future generations as marking its rise and progress, viz: the year of its settlement by the monks of the Order of St. Francis de Assisi, in the year 1776; the conquest of California by the United States in 1846; and the discovery of gold in 1848. But two decades have been added to the cycle of time since the first indomitable gold-seekers landed on the sand-hills of Yerba Buena, having sacrificed the comforts of home and made the tedious and boisterous passage around "the Horn" to wring from the rocks and drag from the rivers the omnipotent god—Gold. Many have succeeded, but sad has been the fate of others. Still, from a mere camp of tents, has arisen a city which is now the tenth in population in the United States.

The great bulk of improvements during the past year have been made, and are now being made, south of Market Street; but this is principally owing to the extension of Montgomery Street, at the same time, quite a number of private residences have been built in the northern section of the city, principally by mechanics and working-men, who own the lots and have had buildings erected thereon as homesteads; and it is to be hoped that others will follow their example. California, Pine, and Bush streets can, perhaps, boast of the most splendid architectural monuments that have been erected during the past few years. In all parts of the city are to be seen old houses being rejuvenated, frame fronts being taken out to give place to brick and mastic, all tending to show the steady march of the

PROSPERITY OF THE CITY.—The inauguration of a magnificent line of steamships between China and San Francisco has added another link to the chain that is surely drawing the wealth of the Orient to the shores of California, to be distributed throughout the States of our Republic by means of that most gigantic undertaking of the age the Central and Union Pacific Railroads. On these roads the traveler can have all the comforts of a hotel throughout the vast expanse of prairie that intervenes between California and Missouri. Who would have dreamed of spanning time in five days from San Francisco to St. Louis, on the day that Commodore Stockton raised the stars and stripes over the old adobe at Monterey? Another project for connecting San Francisco with the East, by way of New Orleans, is the Louisiana and Tehuantepec Railroad through the State of Tehuantepec, Mexico. This route would save five days between the above mentioned points. The *termini* of this road are Tehuantepec on the Pacific and Minatitlan on the Gulf. The passage from San Francisco to Tehuantepec by steamer will occupy eight days—across the Isthmus, one day—and from Minatitlan to New Orleans, two and a half days. However, the difference of comfort between the two steamship routes will probably always be in favor of the Pacific Mail Steamship Company's line.

COMMERCIAL MATTERS.—The following figures, compiled from the *Alta California* of October 6, 1869, show the extent of the principal commercial transactions of the port of San Francisco for the nine months ending September 30, 1869, and compare them with those of a corresponding period of the previous year:

The exports of treasure in the year 1869, were \$36,829,744.21. In 1868, the exports were \$35,618,833.73, showing an increase in 1869 of \$1,210,910.48. The total gross value of exports of merchandise to foreign and domestic ports in 1869, was \$15,312,654; in 1868, \$16,186,245—showing a decrease in 1869 of \$873,591. The aggregate exports of merchandise and treasure compare thus: in 1869, \$45,801,421; in 1868, \$45,244,349; increase in 1869 \$557,072. The excess of arrivals over departures of passengers (not including British Columbia or Pacific domestic ports) was in 1869, 29,345; in 1868, the excess of arrivals over departures, was 22,655—showing a difference in favor of 1869, of 6,690. The total number of vessels which arrived in port during the nine months of 1869, was 2,721, and their tonnage, 900,904; in 1868, 2,457 vessels arrived, their tonnage being 806,221. Increase in number of vessels in 1869, 264; increase in number of tons, 94,683. The number of vessels which left port in 1869, was 2,691, measuring 929,349 tons; in 1868, 2,444 vessels, measuring 803,782 tons. Increase in number of vessels in 1869, 247; in tonnage, 125,567 tons. The total value of domestic products, alone, (exclusive of treasure) exported during the above named period in 1869, was \$12,265,764; in 1868, \$12,583,810—showing a decrease in 1869, of \$318,046.

REAL ESTATE.—Through the kindness of Charles D. Carter, Esq., we have been furnished with a comprehensive abstract of the transactions in the Real Estate Market of the City and County of San Francisco, showing the total number and value of sales for each of the twelve months, from August 1st, 1868, to July 31st, 1869, inclusive. In 1868, there were in August six hundred and