

Pacific Railroad Co., is one of the largest pieces of marine architecture yet launched from California shores. She is two hundred and sixty feet on deck, thirty-eight feet beam, with a flat bottom. She once made the trip across the bay, carrying eighteen loaded freight cars, running a distance of three and a half miles, in twenty-two minutes. The successful launching of the Western Shore from the shipyard of Simpson Bros. & Co., at Coos Bay, Oregon, has demonstrated beyond a doubt that this interest can be made a great success upon this coast. The Western Shore is the largest vessel ever constructed upon the western shore of the continent. Her dimensions are: Length of keel, one hundred and eighty feet; beam, forty-two feet; mean depth of hold, twenty-two and one half feet. Tonnage, Custom House measurement, twelve hundred tons, or more than one half the entire tonnage of all the vessels built in California during the year. The cost of construction was about \$88,000, or \$66.67 per ton. In the Atlantic States the cost of similar vessels is from \$90 to \$120 per ton. This difference in favor of the Pacific is a strong argument in favor of building our own vessels. Not only does the Pacific slope abound in most excellent timber for the construction of the hulls, but in the important auxiliary of spar timber, which cannot be equaled anywhere in the known world. It is pleasing to note, however, that this significant branch of industry, the successful development of which will result in a saving to our merchants and shippers the \$13,000,000 of freight money now annually paid, an expense which is constantly increasing with the growth and prosperity of the State, has at last attracted much attention among our business men, and gained a prominence among our capitalists which promises speedy results. A project is already on foot among the capitalists of this city, looking to the establishment of a large shipbuilding industry upon the shores of our newly and dearly-acquired territory of Alaska. A petition has been presented to the Senate asking for the passage of a law giving to the petitioners the right to cut timber from off a large tract of Government land on that coast for shipbuilding purposes. The land desired borders on Hekow and Chatham straits and Prince Edward Sound, and abounds in the best quality of cedar, spruce, and pine timber. If successful in procuring the necessary legislation they propose incorporating immediately, and promise that within two years they will build a ship of twelve hundred tons burden. Some of the advantages of this coast for shipbuilding may be briefly summed up as follows: 1st. The cost of good oak, hard pine, and other timber of the best quality, is at least forty per cent less than in the Eastern States. 2d. It is the opinion of many experts that the yellow fir and Oregon pine make a vessel superior in all respects to one built of Eastern wood, being admirably adapted for shipbuilding purposes in all the requirements of strength, durability, and for holding a fastening. When properly ventilated and salted, its lasting qualities have stood the test of fifteen or twenty years, in all parts of vessels, sailing or steamers. 3d. The immense supply of magnificent spar timber, which for size, length, durability, and strength, is unrivaled. We neglected to note in its proper place the organization at Vallejo, in August, 1874, of a shipbuilding company, with a capital stock of \$250,000. This company contemplates the construction of a ship of from one thousand to twelve hundred tons burden, to demonstrate the fact that if California can produce the grain she can also build the vessels for its transportation.

**SLIPPERS.**—The manufacture of slippers gives employment to some two hundred and fifty hands, mostly Chinese, and aggregates in value \$162,500 a year. Number of factories, eighteen.

**SILK.**—The Union Pacific Silk Manufacturing Co., at their works in Visitacion Valley, are operating successfully in the manufacturing of sewing silk, ribbons, etc. Their works have a capacity of producing about \$6,000 worth of goods weekly.

**SOAP FACTORIES.**—The soaps made by the twenty-three manufactories in this city are steadily increasing in favor, and gradually, but surely, decreasing the importation of Eastern and foreign goods. The number of boxes received from outside sources during 1874 was sixteen thousand and fifty-nine boxes less than in 1873, while the exports were six thousand six hundred and thirty-two boxes in excess of the preceding year. The twenty-three factories in San Francisco employ one hundred and thirty-eight hands, and make annually eight million two hundred and fifty thousand pounds of soap, valued at \$215,000.

**TANNERIES.**—The leather interest is in a most prosperous and steadily-improving condition, an extra demand having sprung up for boot and shoe manufacturing purposes. The California hides, under the present improved system of curing, are second only to those of Buenos Ayres. The overland shipments of leather, during the first eleven months of last year, more than trebled those for the entire year of 1873, while the value of the sea exports showed a healthy increase. San Francisco has thirty-eight tanneries, employing an aggregate of two hundred and thirty men, and consuming four thousand and eight hundred cords of bark annually, in the tanning of one hundred and eighteen thousand five hundred and fifty hides, which produce leather of the value of \$945,000.

**TRUNKS AND VALISES** also form a prominent feature in the manufacturing interests of the city, giving employment to over one hundred men, who make \$210,000 worth of trunks and valises annually.

**WATCH MAKING.**—Although our age is confessedly fast, our country faster, and our city possibly fastest of all, even California and San Francisco have not yet become quite fast enough, nor grown sufficiently independent to discard some thoroughly reliable standard time measurer. Conscious of this necessity, and quite too proud to depend for its supply upon the older manufacturing centers of Europe or the East, several of our leading capitalists and more prominent

The Type on which this Work is Printed was cast by Miller & Richard, Edinburgh, Read, Brand & Co., Agents, 310 Clay.