

CALIFORNIA, OREGON, VANCOUVER, WASHINGTON TERRITORY, ETC.

THE port of San Francisco, California, the great commercial entrepôt of the United States possessions on the Pacific, is situated in the Bay of San Francisco, in latitude $37^{\circ} 47' 35''$ north, and $122^{\circ} 26' 15''$ west longitude. Its harbor is one of the best of the Pacific Ocean. Through the port of San Francisco nearly all the foreign trade of California, Oregon, Washington Territory, and the British possessions is carried on.

The city of San Francisco, situated on the eastern slope of the ridge which divides the Bay of San Francisco from the Pacific Ocean, is handsomely laid out and well built, containing many fine public edifices and private dwellings of brick and stone, and is the centre of the wealth and commerce of the Northern Pacific coast. Population 80,000.

The great mineral resources of the State of California, the fertility and productiveness of its soil, its varied and delightful climate, are so familiar to the world that it is not thought worth while to give in this place more than such a brief summary of its commercial transactions as will enable the reader to form an estimate of their influence upon the great channels of steam communication between the Pacific coast and the United States, the resources of which it is the particular object of this volume to set forth.

EXPORTS.*

The great staple product of California is gold; but the recent discoveries of vast deposits of silver on the eastern slope of the Sierra Nevada Mountains at Washoe it is thought will, in time, make the exports of this metal rival the gold in commercial importance.

Quicksilver is also largely exported.

Next in importance among the exportable commodities of the state are hides, wool, and grain. The entire product of hides and wool go to the New York market. The grain, consisting of wheat, barley, and oats, have for the last five years found a market in New York, the west coast of South America, the East Indies, China, Australia, and the Pacific Islands.

Wool is a large and growing article of export. The exports of this article in 1856 amounted to 600,000 pounds; in 1860 the amount was 2,981,000 pounds.

The exports of gold from the port of San Francisco since its discovery in 1848, according to Custom-house manifests, were as follows:

Year.	Shipments to all Quarters.	Shipments to New York.	Rec'ts at U. S. Mint and its Branches.	Estimated Yield of California Mines.
1848	.....	.....	.....	\$ 60,000
1849	\$ 4,921,250	.....	\$ 5,232,249	8,000,000
1850	27,676,346	.....	28,206,226	33,000,000
1851	45,582,695	.....	57,138,980	55,000,000
1852	46,586,134	.....	51,470,675	57,000,000
1853	57,331,024	\$47,916,448	62,838,395	69,000,000
1854	51,328,653	46,289,649	46,719,083	64,000,000
1855	43,080,211	38,730,564	47,419,945	65,000,000
1856	48,887,543	39,765,294	56,379,901	70,000,000
1857	48,592,743	35,287,778	55,217,843	70,000,000
1858	47,548,025	35,578,236	51,494,311	70,000,000
1859	47,640,463	39,831,937	52,000,000	70,000,000
1860	42,325,916	35,661,500	27,037,919	70,000,000

* The commercial statistics of California are taken, by permission, from advance sheets of the Annual Report of the New York Chamber of Commerce for 1861. See Table of Contents, p. 264.

Statement of Amounts and Destination of Treasure exported from San Francisco during the Year 1860.

<i>To New York.</i>		<i>Exported to</i>	
In January.....	\$3,360,296 25	New York.....	\$35,661,500 37
“ February.....	3,126,183 77	New Orleans.....	57,795 93
“ March.....	2,177,395 67	England.....	2,672,936 20
“ April.....	2,692,728 88	China.....	3,374,680 27
“ May.....	2,905,028 40	Japan.....	94,200 00
“ June.....	3,709,755 01	Manilla.....	75,659 94
“ July.....	1,969,435 05	Panama.....	300,819 00
“ us.....	2,507,070 47	Sandwich Islands.....	40,679 57

state, during the same period, 16,000 flasks, making a total production (almost entirely from the New Almaden mine) of 170,809 flasks of 75 pounds each. The price ranged from 1853 to 1860 from 75 to 50 cents per pound.

Table of Exports of leading Articles of California Produce to New York for the last five Years.

Articles.	1856.	1857.	1858.	1859.	1860.
Barley, 84-lb. sacks.....	.....	97,675	51,103	97,947	16,510
Hides, number.....	132,032	170,447	142,399	151,364	200,116
Quicksilver, flasks.....	2,414	8,374	3,559	250	400
Skins, bales.....	1,506	798	876	975	939
“ number.....	9,313	26,363	3,812	.....	2,874
Salmon, barrels.....	256	212	906	250	1,112
Tallow, packages.....	3	826	194	888	518
Wool, lbs.....	600,000	1,100,000	1,428,351	2,378,250	2,981,000
Wheat, 100-lb. sacks....	.....	.....	.....	12,054	203,528

Exhibit of the Exports of a few leading Articles of California Produce to all Countries in 1860.

Barley, 84-lb. sacks.....	136,916	Oats, 55-lb. bags.....	76,590
Beans, 50-lb. “.....	1,397	Potatoes, 110-lb. bags.....	34,161
Flour, barrels.....	121,688	Skins, packages.....	580
Hides, number.....	200,116	Tallow, packages.....	2,181
Hay, bales.....	9,637	Wheat, 100-lb. sacks.....	1,135,098
Lumber, M. feet.....	3,976	Wool, lbs.....	3,060,000

The value of the exports of California, other than treasure, during the last five years, has been as follows :

1856.....	\$4,270,260	1859.....	\$5,533,411
1857.....	4,369,758	1860.....	8,532,489
1858.....	4,770,163		

IMPORTS.

The following statement of the tonnage arriving at San Francisco from Atlantic ports, from 1856 to 1861, will show the extent of the imports from that quarter for a series of years. The statement exhibits, 1st, the number of vessels; 2d, the aggregate registered tonnage; 3d, estimated tons of cargo at sixty per cent. over register; 4th, total amount of freight moneys paid in each year:

Where from.	No. of Vessels.	Registered Tonnage.	Tons of Cargo.	Amount of Freight paid.
1856: New York	79	103,532	165,652	\$2,167,045
Boston	37	42,200	64,320	924,957
Other ports.....	7	5,602	8,963	144,867
Total for 1856.....	123	151,334	238,935	\$3,236,869
1857: New York.....	61	74,402	119,043	\$1,309,244
Boston.....	28	33,802	54,083	469,798
Philadelphia.....	1	1,219	1,950	22,390
Total for 1857.....	90	109,423	175,076	\$1,801,432
1858: New York.....	66	77,882	124,611	\$1,503,955
Boston.....	34	32,166	51,370	607,329
Other ports.....	5	4,345	6,952	68,919
Total for 1858.....	105	114,393	182,933	\$2,180,203
1859: New York	90	107,276	171,641	\$2,107,924
Boston.....	43	44,799	71,678	892,704
Other ports.....	8	5,001	8,002	92,582
Total for 1859.....	141	157,076	251,321	\$3,093,210
1860: New York.....	76	93,240	149,184	\$1,777,802
Boston.....	30	30,661	49,057	624,396
Other ports.....	9	6,341	10,145	82,988
Total for 1860.....	115	130,242	208,386	\$2,485,186

The bulk of the imports of California come from the United States in sailing vessels *via* Cape Horn, but large quantities of light goods and provisions are sent *via* the Isthmus of Panama. The total value of shipments per steamers, and *via* the Panama Railroad, in 1860, according to Custom-house records, was but little short of eight millions of dollars.

The following figures exhibit the passenger movement of the port of San Francisco since 1856:

Arrivals.	1857.	1858.	1859.	1860.
From Panama.....	17,637	.....	26,907	20,092
" other countries	6,963	40,739	11,276	10,619
Total arrivals.....	24,600	40,739	38,183	30,711
Departures.				
For Panama.....	12,367	27,994	19,030	10,084
" other countries	4,584	.....	5,751	4,492
Total departures.....	16,951	27,994	24,781	14,576

On the 5th of March, 1860, the rates of fare were reduced, and a tri-monthly communication *via* Panama was established, instead of the previous semi-monthly trips, which accounts for the great increase of the inward passenger traffic for the year 1860.

OREGON, WASHINGTON TERRITORY, VANCOUVER ISLAND, AND BRITISH COLUMBIA.

THE commerce of this region, which is almost entirely carried on through the port of San Francisco, California, is yet in its infancy. Oregon, with an area of about 80,000 square miles, and possessing on its Pacific coast broad and fertile valley-lands, rich in agricultural resources, has as yet but about 50,000 inhabitants; the tide of emigration from the Western United States is, however, going on with vigor, and the time is probably not far distant when its population will be sufficient to develop an important exporting trade. Already large quantities of grain, lumber, etc., are exported to California. Cattle, fresh and dried fruits, salmon, eggs, butter, lard, hams, etc., are also becoming noticeable articles of export. Deposits of coal, iron, copper, and gold have been found in Oregon. Washington Territory, joining Oregon on the north, has an area of 113,821 square miles. Its white population in 1854 was only about 5000. Since that time it has been slowly but steadily increasing. It possesses much land well adapted to agriculture and grazing. It abounds with fine timber, and its rivers with excellent fish, which at present form its chief exports. Joining it on the north, at the parallel of 49°, is British Columbia, covering an area of about 200,000 square miles. This is also a country of great agricultural promise, and possesses a vast wealth in its salmon fisheries, its forests of fine timber, and its rich deposits of coal and gold; the latter, mined from the vicinity of Frazer River,

has been exported to a considerable extent since its discovery in 1856.

SEA-PORTS.

The sea-ports of Oregon, Washington Territory, and the British possessions which have direct communication with San Francisco by the California and Oregon Line of Steamships are as follows, viz. : in Oregon,

Eureka, the most southern port of entry in Oregon, distant 238 miles northeast from San Francisco, is situated in Humboldt Bay, a deep and narrow indentation of the coast, with a dangerous shifting sand-bar at its entrance. The town of Eureka is about four miles to the north side of the entrance of the bay. There is a United States government fortification here, and an Indian reservation in the vicinity. It is a thriving town, and has a large lumber-trade with San Francisco.

Trinidad, 28 miles north from Eureka, is situated in a small bay protected only from the northeast winds. The town contains but few inhabitants. The chief export is lumber. The land in this vicinity is rich, and well adapted to agriculture. There is gold in the neighborhood.

Crescent City, 43 miles northward from Trinidad, on Crescent City Bay, is one of the most dangerous roadsteads on the whole coast. The town of Crescent City is the depôt for the supplies of miners working the gold diggings on the Kalmath, Trinity, and Salmon Rivers, in the interior; it is also the centre of a large and rich agricultural district. It contains about 1500 inhabitants.

Port Orford, 70 miles from Crescent City, is a good roadstead. A large lumber-trade is carried on here. A much-esteemed variety of the white cedar abounds in this vicinity, and is exported in considerable quantities under the name of the Port Orford cedar.

Gardiner City, 75 miles to the northward from Port Orford, is on the Umpqua River, five miles from its mouth.

A United States custom-house is located here, besides which there is only a small wharf and one house. A steam-boat runs from Gardiner City to Scottsburg, a town of 1000 inhabitants, fifteen miles farther up the river.

Astoria, 83 miles from Gardiner City, is the most northern port of Oregon. It is situated on the Columbia River (which separates Oregon from Washington Territory), nine miles from its mouth. The river at Astoria is between three and four miles in width. Population of Astoria 800. There is a dangerous bar at the mouth of the Columbia River which interferes greatly with its commercial growth.

Portland, the chief sea-port and chief town of Oregon, is situated on the Willamette River, a branch of the Columbia, 100 miles from Astoria. Population 2700. It is the centre of a rich and well-cultivated agricultural region. Large numbers of cattle are exported from Portland to Vancouver's Island. About forty miles south of Portland, on the Willamette, is Salem, the capital of Oregon. Population 1500.

The next port of entry northward is *Esquimault*, on the British island of Vancouver, 270 miles from Portland. Here is said to be one of the finest harbors on the Pacific coast. The neighboring country is very fertile. The fisheries in this section are extensive. Lumber is of excellent quality and abundant. There is a British naval station at Esquimault, and it is the rendezvous for the small steamers running on Frazer River.

Port Townsend, 35 miles from Esquimault, the most southern port of entry in Washington Territory, is favorably situated at the termination of the Straits of Fuca, at the outlet of the waters of Admiralty Inlet, Puget's Sound. The town contains about 500 inhabitants. A military post has been established two and a half miles from this place. In the vicinity of the town are some good farms. The principal export is lumber.

Olympia, 80 miles from Port Townsend, is situated at the head of a deep inlet six miles long by three quarters of a mile wide. It is a thriving town, and the capital of Washington Territory. Its principal business is in agricultural products and lumber. The total distance made by the vessels of the California and Oregon Steam-ship Company on their route from San Francisco to Olympia, the northern terminus of the route, is 1022 miles.

For rates of freight, passage, etc., see Appendix D, page 148.

BUSINESS BY EXPRESS BETWEEN THE UNITED STATES, EUROPE, AND THE PACIFIC COASTS.

The "Express System," which had long been an indispensable necessity in the Atlantic United States, became, on the discovery of gold in California, an equally valuable medium of transportation between the Atlantic and Pacific coasts. Prompt, reliable, and responsible, the Express Company occupies the middle ground between the shipper and the Steam-ship and Railroad Companies. Issuing "through receipts," and giving its careful personal supervision to the business, insure to their customers the most speedy delivery of their consignments, and, in case of loss or damage, prompt and liberal adjustment.

The express of Wells, Fargo, and Company is now, and has for several years been engaged in the Atlantic and Pacific express business, making the transit across the Isthmus of Panama, *via* the Panama Railroad, and giving no inconsiderable contribution to its business. This Company forwards an express by each steamer (on the 1st, 11th, and 21st of the month), and provides on the Isthmus for the prompt transmission of their consignments so as to go forward by connecting steamers. The charges upon small

packages vary according to size and value. Upon bullion and gold dust the freight and insurance from San Francisco to New York is at present three per cent. Upon merchandise they charge a small percentage advance upon steamer rates, for which they give to the shipper the convenience of collecting his property at his place of business, attending to the Custom-house requirements, prepaying freight, and delivering in good order at the door of the consignee at San Francisco.

A prominent feature in their express business is the "Collection and General Agency" department: collecting and paying over money, attending to the execution and delivery of valuable papers and documents, receiving and transmitting property subject to charges to be paid on arrival at destination, called in express vocabulary C. O. D. (collect on delivery), and, in fine, executing almost every conceivable commission.

The house of Wells, Fargo, and Company has been engaged in this business for the past eight years. They are a joint-stock association, organized under the laws of the State of New York, with a capital of \$1,000,000, having their principal office in the city of New York. They have also the only express to ports on the North Pacific Coast, Oregon, Vancouver's Island, and British Columbia, and now contemplate establishing agencies on the South Pacific Coast.

They also have the sole express in the interior of California, transporting from the mines to San Francisco an average of \$60,000,000 in value of gold dust and silver ore per annum. They have over 100 offices in California, and sell exchange upon all the principal cities and towns in the United States and Canada, and on the principal cities of Great Britain and the Continent. They also have an agency at Honolulu, Sandwich Islands.

This Company is the agent and general consignee at As-

pinwall, New Granada, for all shipments for San Francisco, Vancouver, etc., by the Royal Mail Steam Packet Company, running steamers semi-monthly between Havre, and Southampton, and Aspinwall, *via* St. Thomas. They receive at that point all the goods and merchandise brought by that line from Europe and the West Indies destined for all points north of Panama on the Pacific Coast, and also for the Sandwich Islands. The present rates from Havre and Southampton to Aspinwall are £6 per ton, and 5 per cent. primage, and from Aspinwall to San Francisco \$80 per ton and 5 per cent. primage. To Victoria and northern ports on the Pacific, \$20 per ton extra.

The present rates by express from New York to Aspinwall are \$1 per cubic foot; from New York to Panama, \$1 50 per cubic foot; from New York to San Francisco, \$5 per cubic foot, or 25 cents per pound; from San Francisco to Victoria and other northern ports, \$20 to \$30 per ton.

The above rates to San Francisco are for "fast freight," or that which goes through by connecting steamer. For "slow freight" from New York to San Francisco, and going forward from Panama by next succeeding steamer, \$2 per cubic foot, or 12½ cents per pound only is charged.

The principal offices and agencies of Wells, Fargo, and Company are, at New York, 84 Broadway; at Boston, 39 and 40 Court Square; at Philadelphia, corner of Fourth and Chestnut Streets; at Havre, France, Davidson and Co., Agents; at London, England, Eives and Macey, Agents; at Havana, Cuba, E. Ramirez and Co., Agents; at Aspinwall, New Granada, Panama Railroad Company, Agents; at Panama, N. G., Panama Railroad Company, Agents; at San Francisco, Cal., corner of California and Montgomery Streets, Louis M'Lane, Agent; and at Honolulu, Sandwich Islands, at which offices all information in detail will be cheerfully given.

The following are the Subjects contained in the Third Annual Report of the Chamber of Commerce of the State of New York for the Year 1860-1861.

Proceedings of the Chamber of Commerce for the Year 1860; List of Members of the Chamber of Commerce, December 31st, 1860; Officers of the Chamber of Commerce from its Organization, 1768 to 1860; List of Donations to the Library of the Chamber of Commerce for the Year 1860; Imports of the Port of New York and of the United States for the Year 1860; Foreign Exports of the Port of New York and of the United States for the Year 1860; Imports and Exports of each State from 1856 to 1860; Annual Report on the Coffee Trade of New York and of the United States; Annual Report on the Sugar Trade of New York and of the United States; Annual Report on the Molasses Trade of New York and of the United States; Annual Report on the Cotton Crop of the United States; Annual Report on Naval Stores; Annual Report on the New York Leather Market for 1860; Annual Report on the Imports of Hides at the Port of New York and of the United States for the Year 1860; Annual Report on the New York Boot and Shoe Market for 1860; Annual Report on the New York Hide Market for 1860; Annual Report on the Wine and Liquor Trade for 1860; Annual Report on the Hemp Market for 1860; Annual Report on the Tobacco Market for 1860; Annual Report on the Currant Trade for 1860; Annual Report on the California Trade for 1860; Annual Report on the Dry Goods Trade of New York for 1860; Report on the Foreign Dry Goods entered for Consumption at the Port of New York during the Years 1857, 1858, 1859, and 1860; Tabular Statement of Real and Personal Property in the City of New York, with the Population as per Census of 1860; Tabular Statement of the Population of the State of New York, and of each County, from the Year 1790 to 1860 inclusive; Report of the Superintendent of the United States Coast Survey on the Harbor of New York; Report of the Superintendent of the United States Coast Survey on the Harbors and Rivers of the United States; Tabular Statement of Ship-building and Tonnage of New York; Commercial Treaties with Foreign Nations of the Year 1860: I. Treaty with Japan; II. Convention with Paraguay; III. Treaty with Paraguay; the Tariff Act of the United States, approved February 28, 1861, with the comparative Rates of Duty according to the Tariffs of 1842, 1846, and 1857; Rates of Toll on the New York Canals, as revised 1861; Comparative Prices of leading Articles in the New York Market for each Year, 1849-1861; Tabular Statement of the Progress of Banking in the State of New York; Report on the Banks of the City of New York; List of Savings Banks of New York, and Amount of Deposits of each; Tabular Statement of the Immigration of the Port of New York; Annual Report on the Salt Trade of the United States for the Year 1860; Annual Report on Drugs for the Year 1860; Tabular Statement of the Railroads of New York; Tabular Statement of the Life Insurance Companies; Annual Statement of the Marine Insurance Companies of New York for the Year 1860; Annual Statement of the Fire Insurance Companies of New York for the Year 1860; Annual Report on Breadstuffs and Provisions—Exhibit of the aggregate Value of Breadstuffs exported to Foreign Countries from the United States for each year from 1828 to 1st July, 1860; also the export Value of Provisions for the same Period; Annual Report on the Rates of Freight for the Year 1860; Annual Report on the Tea Trade for the Year 1860; Operations of the New York Assay Office; Transactions of the New York Clearing-house; Review of the Year 1860; Alphabetical Index of Subjects.

Copies of this volume and of the two preceding volumes may be had of the Secretary of the Chamber of Commerce, 63 William Street, New York.

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