

PICTURESQUE
SAN DIEGO

To the Press Club of San Francisco
by A. J. Ferguson.

San Diego, Cal.,
May 1, 1889.



Old Palm Trees, foot of Presidio Hill.

PICTURESQUE SAN DIEGO,

WITH

HISTORICAL

AND

DESCRIPTIVE NOTES.

By DOUGLAS GUNN,

San Diego, California, July 1, 1887.

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NOTE BY THE AUTHOR.

DURING the author's proprietorship of the "San Diego Union," for nearly eighteen years, it was his custom to present an annual review of the progress of City and County. In later years a demand arose for these reviews in convenient pamphlet form, for mailing; and, as the demand increased, the scope of the work was enlarged. In 1885 the pamphlet was published under the title of "SAN DIEGO," and more than twenty thousand copies were called for. In 1886 the work was carefully revised, with much additional matter, and four editions were published, more than thirty-five thousand copies having been demanded by the public. In the present year the writer has been strongly urged to prepare a new edition, embracing the remarkable facts of our recent development, and to publish it in illustrated form. The illustrations (so-called) hitherto published have been gross caricatures, and he determined, if he should attempt to undertake such work at all, that it should be well done. Accordingly a contract was made with the American Photogravure Company, of Chicago, and Mr. Herve Friend, one of the ablest photographic artists in the country, was engaged to take a series of views throughout the County. Accompanied by the author, Mr. Friend took the field early in March, and together they covered over fifteen hundred miles of travel, securing views of the most characteristic features of the great "back country" of San Diego. A series of City and neighborhood views were also taken by Mr. Friend, the whole number, County and City, being over one hundred. Of these, seventy-two of the most characteristic were selected for the present work, and photogravures made from them. It is believed that no work of so expensive a character, illustrative of a section, has hitherto been published. The edition has been limited to one thousand copies, and the price fixed at ten dollars per copy, barely covering the cost. A cheaper edition, in pamphlet form, illustrated with wood engravings of the finest kind, will hereafter be issued, and this book (entitled "SAN DIEGO ILLUSTRATED") will be sold for one dollar. The writer leaves his work to the judgment of the public.

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INTRODUCTORY.

A LITTLE more than twenty years ago the seven counties of Southern California, embracing nearly one-third of the area of the State, numbered a population of scarcely more than twenty-five thousand, and the assessed valuation of all the property within their boundaries was less than ten millions of dollars. To-day the estimated population (using the most conservative figures) is nearly two hundred and fifty thousand, and the assessed valuation of property is about one hundred and eighty millions. And yet, it may be truthfully said that this section of California is only in the beginning of its development. The southern counties were, during the first twenty years of the history of the State under American rule, devoted almost exclusively to cattle raising. The land remained as we found it when it passed from Mexico to the United States. The wonderful capacity of the soil for fruit growing and general agriculture was hardly suspected. The means of communication were restricted to the weekly trips from San Francisco of small coasting steamers, and to a few long and poorly maintained wagon roads in the interior.

The attention of the world was first drawn to Southern California by its matchless climate. When the completion of the first overland railroad brought the Pacific Coast into nearer relations with the Eastern States, tourists began to visit the Southern Coast towns by steamer from San Francisco. They found here a climate surpassing that of the most famous health-resorts of Europe, and carried the report of it home with them. Gradually the number of winter visitors increased. The worn-out man of business, and the invalid whose existence was a continued struggle with disease, found here fresh vigor and a new lease of life. Men discovered that in Southern California they could live, and could enjoy life as they could nowhere else. The winter visitors finally became permanent residents. These

were chiefly men of capital, and they began to look about them for occupation and investment. Thus, new fields of enterprise were sought out and developed, and a new order of things was gradually established. It was found that the soil yielded its rewards to cultivation with less reluctance than in the older States, and that lands seemingly arid and sterile were in reality of remarkable fertility. Land was abundant and cheap, and, as the experimental stages of cultivation were passed, horticulture and agriculture displaced the grazing interest.

This change was effected slowly. The people of the country themselves hardly realized the work they were doing. The first intelligent observer whose mind grasped the possibilities of Southern California and predicted its future, was Charles Nordhoff, whose writings in 1872-73 gave the section a world-wide fame. Yet among the people whose magnificent coming prosperity was foretold by his prophetic pen there were few who heartily believed his report, and the press of some of our towns, in reprinting his papers, added qualifying comments, and declared that his enthusiasm had led him into exaggerated views of the resources of the country. He has lived to see his predictions much more than fulfilled.

In the decade from 1870 to 1880 the population of these counties had increased from 39,729 to 79,114, and the assessed value of property (including railroads) from \$14,666,710 to \$46,529,828. But this was small compared with the advance that followed. In the seven and a half years, from 1880 to July 1, 1887, inclusive, about 166,000 people were added to the population, and about \$135,000,000 to the taxable valuation of Southern California; and more than one-third of this increase in population and wealth has been gained within the last four years.

The period of active growth began with the extension of the Southern Pacific Railroad to Los Angeles in 1875-76. Rail communication had been the one thing lacking; all the other conditions for the wonderful development we are now witnessing had existed from the beginning, and, when the railroad came, there had been several years of faithful pioneer work done in anticipation of it. Los Angeles County, the first to enjoy rapid transportation, had several years start in the race, and thus took the lead of her neighbors; but the sister counties have been fast catching up, and some of them are passing her in rapidity of recent growth. A tabular exhibit of the

statistics of population and wealth of the southern counties, from 1880 to 1887, is herewith given. The United States Census Report for 1880, and accepted estimates for 1885-'86-'87, of population, and the annual reports of the State Board of Equalization (excepting for the current year), are the authorities employed in preparing this table:

COUNTY.	POPULATION.					Increase in 7½ years.	Percentage of Increase.
	1880.	1885.	1886.	1887.			
San Diego	8,618	19,500	35,000	50,000	41,382	480.	
San Bernardino . . .	7,786	17,000	20,000	30,000	22,214	285.	
Los Angeles	33,381	72,500	80,000	100,000	66,619	200.	
San Luis Obispo . . .	9,142	17,500	20,000	22,000	12,858	141.	
Ventura	5,073	8,000	10,000	13,000	7,927	156.	
Santa Barbara	9,513	15,000	17,000	20,000	10,487	110.	
Kern	5,601	7,500	10,000	12,000	6,399	114.	
Total	79,114	157,000	192,000	232,000	152,886		

COUNTY.	ASSESSED VALUATION.*					Increase in 7½ years.	Percentage of Increase.
	1880.	1885.	1886.	1887.†			
San Diego	\$2,570,836	\$7,071,824	\$9,961,282	\$19,542,864	\$16,972,028	660.	
San Bernardino . . .	2,960,590	7,109,712	8,089,305	16,000,000	13,039,410	440.	
Los Angeles	16,447,673	32,814,543	37,560,880	92,000,000	75,552,327	459.	
San Luis Obispo . . .	4,678,048	9,509,482	9,792,939	11,814,554	7,136,506	153.	
Ventura	3,331,979	4,574,208	4,693,698	7,500,000	4,168,021	125.	
Santa Barbara	5,487,053	8,378,165	8,585,485	11,885,446	6,398,393	117.	
Kern	4,117,875	5,103,017	5,367,640	7,266,492	3,148,617	76.	
Total	\$39,594,054	\$74,560,951	\$84,051,229	\$166,009,356	\$68,554,590		

The extraordinary advance of Southern California during the present decade has excited a foolish jealousy in the northern and central portions of the State—foolish, because California, with an area nearly as large as that of France, with its remarkable diversities in soil

* Railroads in California running through more than one county are assessed for their entire mileage by the State Board of Equalization, and the tax is apportioned to the several counties according to the mileage within their boundaries. In the above tabulation the railroad assessment is omitted. Adding the apportionment of last year to the valuations given for the present year, the total valuation for each county in 1887 will be approximately as follows: San Diego, \$23,000,000; San Bernardino, \$21,000,000; Los Angeles, \$94,500,000; San Luis Obispo, \$12,000,000; Ventura, \$7,500,000; Santa Barbara, \$12,000,000; Kern, \$10,000,000,—total, \$180,000,000.

† The valuations given for 1887 are partially estimated, and are based upon the yet incomplete returns of the assessors for the current year. Enough footings had been made, however, to enable estimates to be given with approximate correctness. San Diego, Los Angeles, and San Bernardino are official.

and climate, and with its infinite variety of resources, is an empire in itself, and is destined in the certain development of the next quarter century to become the wonder of the world. Each section has its own peculiar resources and advantages, which are sure to be developed and appreciated.

In the early history of the State the drift of population tended naturally to the gold-mining sections in the north; the southern counties, devoted exclusively to cattle raising, were long called the "Cow Counties." As trade with the mining regions developed, San Francisco sprang swiftly into great commercial importance, and the counties of Central California having easiest access to the great Bay were those in which the cultivation of the soil was earliest begun. So, Northern and Central California, with San Francisco as the *entrepôt* and commercial metropolis, for many years held almost the entire population and wealth of the State. The south was practically a vast stock range, deemed of value for nothing else; its population was limited to a few great cattle-kings and their *vaqueros*, or herders, and the traders in a few widely separated towns. When the gold mines began to be exhausted, the populous towns of the placer mining counties dwindled into insignificance; the great streams of treasure from the northern section had been poured into San Francisco, contributing to the upbuilding of that metropolis and swelling the aggregate of the world's wealth, and the land was left barren; the population naturally followed the course of the lost treasure, tending cityward and to the central agricultural counties. There was a concentration of wealth, industry, and population around San Francisco Bay and in the center of the State. Gradually the almost forsaken mining counties began to recover from the change and looked to other resources, and they discovered that their soil, under the plow, yielded more substantial wealth than they gathered from it with pick and shovel in the "golden days." But their progress was necessarily slow; they lacked transportation facilities; the drift had so long been toward the center, where river steamers and local railroads gave swift communication with the metropolis, that it was difficult to turn immigration toward the more remote interior. It was not until the completion of the Central Pacific Railroad with the branches that followed its construction that the northern counties began to really grow again. Within the last ten or twelve years, San Francisco and the railroad magnates have begun to appreciate the importance of develop-

ing that section of the State. San Francisco, to retain her commercial supremacy, and the railroad people to make business for their lines and to dispose of their lands, are united in interest. The building of rival transcontinental lines on the north and south has developed a keen competition, both in commerce and railway traffic. Hence the recent strenuous effort to "boom" Northern California, and the expressions of jealousy over the unexampled progress and prosperity of Southern California.

Various explanations have been volunteered by our northern neighbors to account for the movement in the south. We are told that it is due solely to "persistent advertising"; that it is a "mushroom growth," a "speculative boom"; that we have "no real back country," and "no water," that there is nothing in Southern California but "climate," etc. Elaborately prepared maps, circulars, pamphlets, and supplements to San Francisco, Sacramento, and other newspapers, perverting statistics, suppressing facts, and inventing a new physical geography for California, wherein the whole southern section is conspicuously lettered as "barren hills," have been distributed by the hundred thousand, and are still being distributed throughout the United States and in foreign lands. Referring to the comparative wealth of Southern and Northern California, a leading Sacramento paper recently gravely stated that the southern counties would make a small showing but for the State apportionment of railroad assessments, whereas the fact is that the last apportionment of the State Board gave the southern counties a little over fourteen millions and the northern counties nearly thirty-five millions. The annual report of the "California Immigration Association" (a San Francisco institution), for 1886, gives a list of eleven counties which, it says, "exhibit the most rapid growth in population and wealth." This list includes *one* southern county, but excludes San Diego, San Bernardino, and Los Angeles, which have grown faster than all of the rest of the State, including San Francisco itself. According to the last report of the State Board of Equalization (Schedule "B," p. 42), *seven* of the above mentioned eleven counties show a percentage of *decrease* in wealth; while only four, including the southern county, show an increase.

This unworthy work of misrepresentation, which is expressly designed to turn aside the tide of immigration from Southern to Northern California—to "boom" one section of the State at the ex-

pense of another,—short-sighted, and doomed to failure as it is, is backed by powerful influence and great capital; and it is for this reason that the writer has deemed it proper to refer to the subject more at length than he would otherwise be disposed to do.

Some very significant facts, wholly drawn from official sources, will be given: The increase in the assessed valuation of all the counties of California in 1886 over 1880 was \$161,151,252; the decrease in the same period was \$28,082,698—making the net increase for the first seven years of the present decade \$133,068,554. Of this gain \$105,555,069 was made in the nineteen counties lying south of San Francisco, and only \$27,513,485 in the city and county of San Francisco and the thirty-two counties north of that metropolis. The *seven* counties of Southern California proper made nearly 62 per cent greater gain than San Francisco and the thirty-two counties northward combined. Let us now compare six representative counties of Northern and Southern California,—Sacramento, Nevada, and Shasta, in the north, and Los Angeles, San Diego, and San Bernardino in the south:

In 1880 Sacramento County, the seat of the State capital, had an assessed valuation of \$24,379,180, and a population of 34,391; in 1886 the valuation had fallen to \$23,963,535, and the population had only grown to about 45,000.

Los Angeles County in 1880 had an assessed valuation of \$16,447,673, and a population of 33,379; in 1886 the valuation had increased to \$37,560,880, and the population to 80,000.

In 1880 Nevada County, the principal county of Northern California, had a taxable valuation of \$8,260,178, and a population of 20,827; in 1886 the valuation of property had fallen to \$5,187,095, and her population to less than 20,000.

San Diego County in 1880 had a property valuation of \$2,570,836, and a population of 8,618; in 1886 the valuation had increased to \$9,961,282, and the population to more than 35,000.

In 1880 Shasta County had a taxable valuation of \$2,432,614, and a population of 9,492; in 1886, after persistent booming by the railroad company, the valuation had advanced to \$3,587,942, and the population to about 12,000.

San Bernardino County in 1880 had an assessed valuation of \$2,960,590, and a population of 7,786; in 1886 the valuation had increased to \$8,089,305, and the population to over 20,000.

The census affords us an interesting exhibit of the trend of pop-

ulation during the last twenty-seven years. We will put it in tabular form, for brevity's sake, showing first, the total population of the State in 1860, 1870, 1880, and 1887, including the city of San Francisco; and second, the percentage of population at each period in the counties lying north and south of San Francisco, omitting the population of that city:

YEAR.							Population.
1860	-	-	-	-	-	-	379,994
1870	-	-	-	-	-	-	560,247
1880	-	-	-	-	-	-	864,694
1887 (estimated)	-	-	-	-	-	-	1,250,000

YEAR.							Per Cent. North of San Francisco.	Per Cent. South of San Francisco.
1860	-	-	-	74	-	-	26	
1870	-	-	-	62	-	-	38	
1880	-	-	-	57	-	-	43	
1887	-	-	-	43	-	-	57	

The writer has constantly maintained that the growth of Southern California was *not* (as has been so frequently asserted by superficial and ignorant correspondents of the press and by editors who ought to know better) a mere real estate "boom," worked up by diligent advertising within the last three or four years. The statistics that have been presented in these pages show that it has been a remarkably steady movement for more than twenty years, increasing as increased facilities for travel and transportation have been afforded. It is due wholly to the great natural advantages of the country, which had only to be tested by personal experience to be appreciated. No amount of advertising will bring permanent population to a section, or increase its wealth, unless there are substantial resources in the soil. With an area greater by several thousand square miles than that of either of the great States of New York, Pennsylvania, and Ohio, and equal to that of Illinois, or Iowa, or Wisconsin, with boundless wealth of resources and remarkable variety of soil and climate, with three hundred miles of coast line on the great Pacific, and one of the finest harbors in the world, who can predict any limitation to the growth of Southern California?

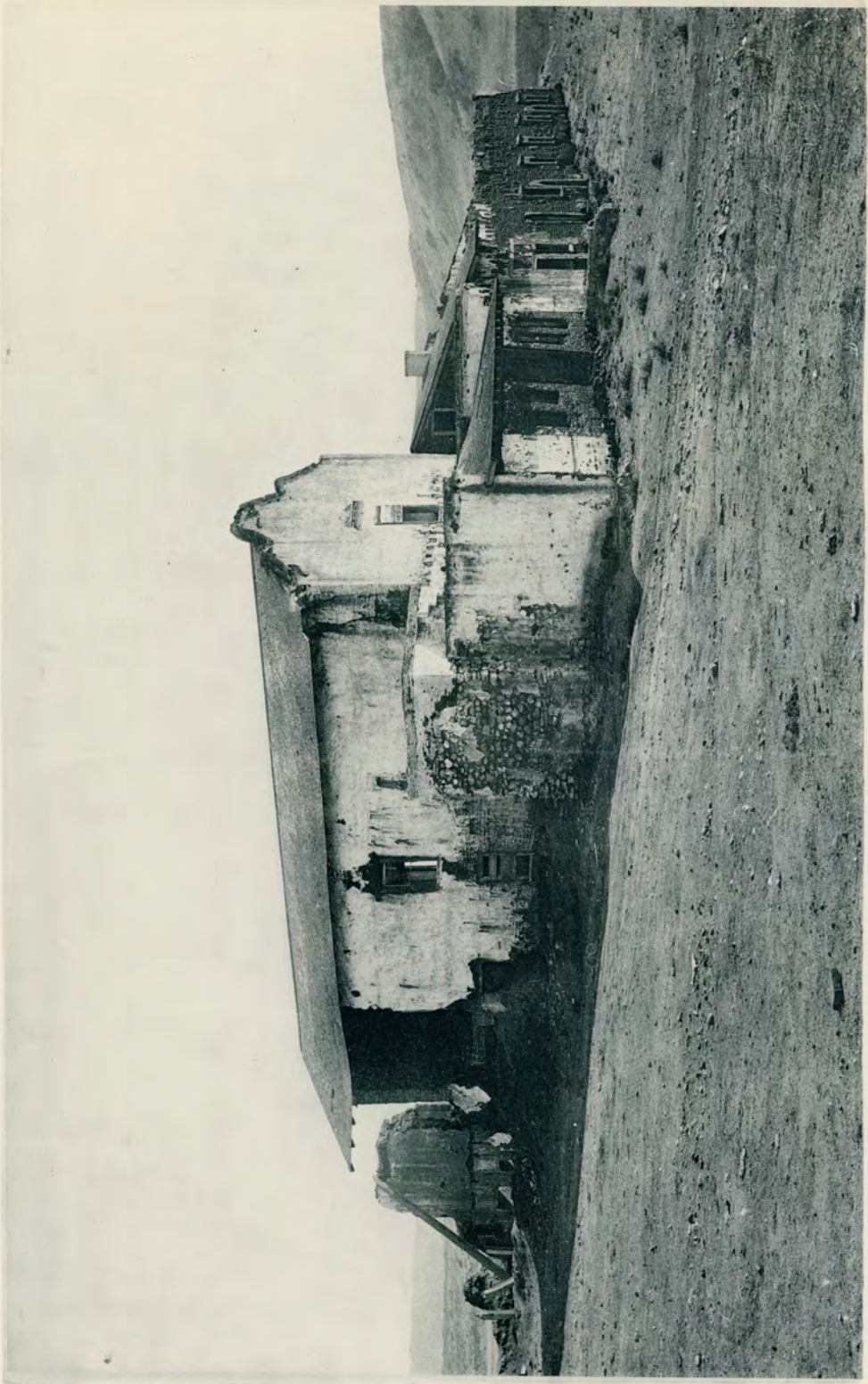
It is the especial purpose of this work to point out and explain the resources and peculiar advantages of San Diego County—the ex-

treme southern county of California, and the one whose recent development has been the most remarkable in the history of the State. The statistical table showing the growth of Southern California during the present decade (above given), shows that San Diego enormously leads all of her sister counties in percentage of increase, both in population and wealth. Nothing that can be compared with this growth has ever been known on the Pacific Coast—if, indeed, a parallel can be found for it on the continent. The Coast counties lying northward, began with a vastly greater capital in population, and were the earliest to replace the grazing interest by the cultivation of the soil; but San Diego, youngest in development, has passed all the rest in the rapidity of her recent growth. In less than eight years San Diego County has increased her population very nearly sixfold and her taxable valuation more than sevenfold. Railroad communication was a long time coming; but when, in 1880, work was commenced at the Bay of San Diego on the California Southern Railroad, the county was ripe for development, and the impulse then given has been an ever-increasing force. In 1884 this railroad passed under the control of the Atchison, Topeka & Santa Fé Company, which completed it to a junction with its transcontinental system, thus giving San Diego a through line from ocean to ocean, and making the city and port the Pacific terminus of the fourth grand overland railway. For some months after the completion of the junction, the California Southern ran its trains into Los Angeles over the track of the Southern Pacific from Colton, which it leased for that purpose. But the Atchison Company has since built two extensions of the California Southern to Los Angeles,—one from San Bernardino, intersecting Cucamonga, Ontario, Pomona, and Pasadena; and another *via* Riverside, down the valley of the Santa Ana River, to the town of Santa Ana, and thence northwesterly to Los Angeles, and southeasterly to San Diego; this last extension giving nearly an air line between San Diego and Los Angeles, and reducing the time between the two points to less than five hours.

During the long years of waiting, a quiet but most important work had been steadily going on in the interior. Our people were finding out the real resources of the county; they were learning how to cultivate the soil for profit. The growth was very slow, but there *was* a growth. Steadily, from year to year, from 1868 to 1880, with only two exceptions, the assessment rolls showed a small but regular

increase. For a time the population of the town grew smaller; but during the same period there was a gain in the interior. Since the final establishment of through rail connection by the Atchison system, in November, 1885, the onward movement in city and county has known no pause. Great enterprises have not only been projected, but have been put in operation; municipal and county improvements have been inaugurated; the city has been transformed by the very great number of business and residence buildings that have been erected during the last two years; population has poured in in an ever-increasing stream, and it is of the character that is welcome to a young and rising community; it comprises the best energy, enterprise, and business ability of the country, and it brings with it capital with which to operate. There has been—there can be no pause, until San Diego fully attains the position that nature has marked out for her: Commercial metropolis of Southern California and the whole vast region lying on the east and north, and second great city of the Pacific Coast.

Nor will there then be pause.



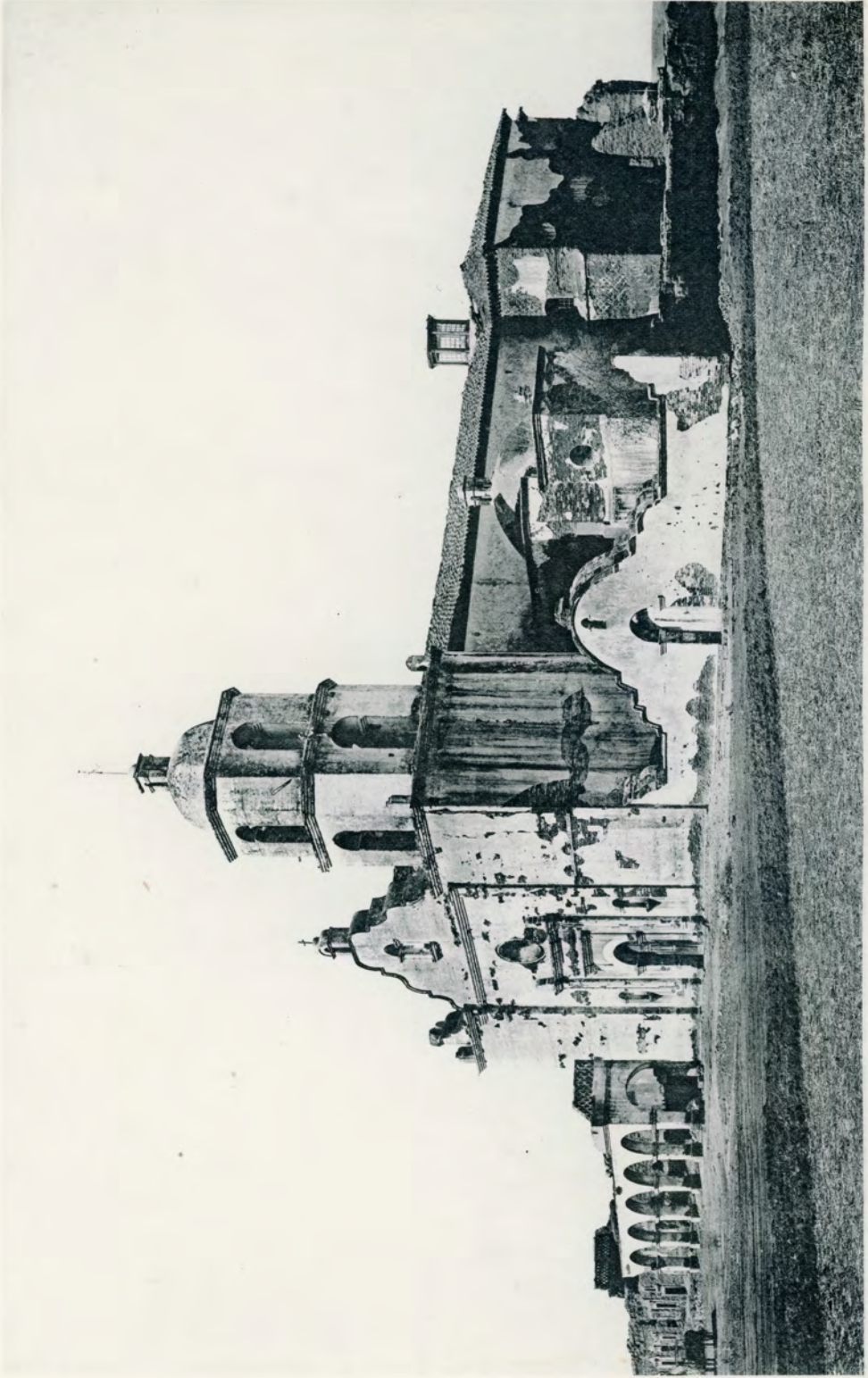
Ruins of the Old Mission, San Diego.



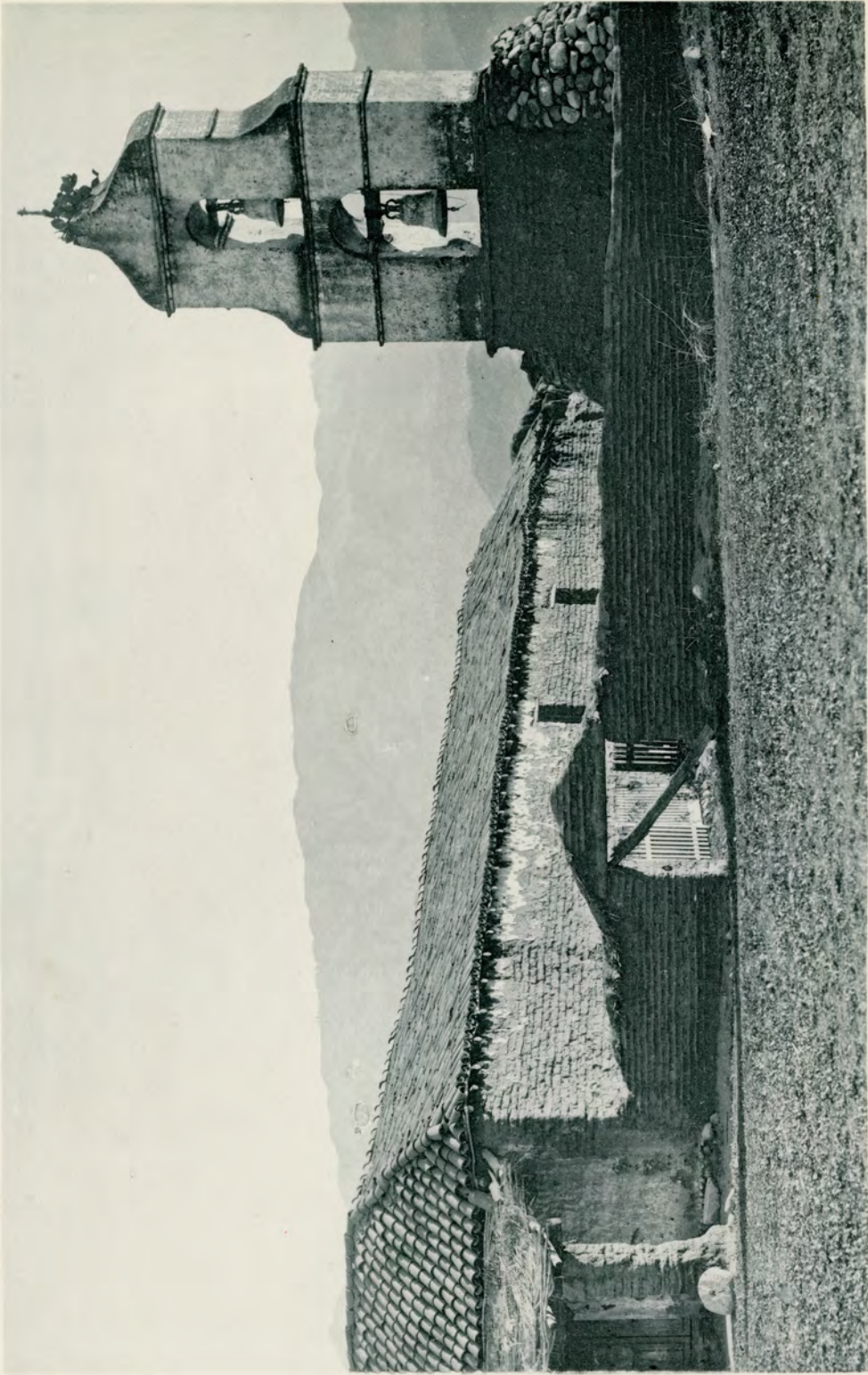
Old Mission of San Diego, from the Olive Grove.



Scene of the Battle of San Pasqual, December 6, 1846.



Mission San Luis Rey.



Bell Tower, Pala Mission.

HISTORICAL.

SAN DIEGO is the spot where the earliest steps in the civilization of the territory that now forms the State of California were taken. It was here that the good Friar Francis Junipero Serra (Padre Junipero) founded, on the 16th day of July, 1769, the first Mission in the chain which afterward extended along the coast as far north as Sonoma.*

In less than one month after the Mission was established an uprising of the Indians took place, which was not quelled until there had been some hard fighting. Four of the Spaniards were wounded, and a boy was killed. In August, 1774, the Missionary quarters were removed from the Presidio to the present Mission, about six miles up the valley of the San Diego River. The spot chosen for the new buildings at that time bore the Indian name of Nipaguay. During the night of the 4th of November, following, another uprising of the Indians took place. There were at that time seventy Indian rancherias in the vicinity. More than 1,000 Indians joined in the attack. The Fathers and dependents were taken by surprise, but offered a determined resistance. In the conflict one of the priests, Father Louis Jamme, and the blacksmith and a carpenter were killed, and every one of the inhabitants of the Mission received more or less wounds. The Mission itself was burned, and everything in it destroyed. The present Mission buildings—or, rather, the ruins of the buildings—stand on the site of those destroyed by the Indians in their last uprising. They were commenced in 1776—two years after that disas-

* Following is a list of the Missions, in the order of their establishment:

1. San Diego	July 16, 1769	12. Santa Cruz	August 28, 1791
2. San Carlos de Monterey	June 3, 1770	13. Nuestra Senora la Solidad	October 9, 1791
3. San Antonio de Padua	July 14, 1771	14. San Jose	June 11, 1797
4. San Gabriel	September 8, 1771	15. San Juan Bautisto	June 24, 1797
5. San Luis Obispo	September 1, 1772	16. San Miguel	July 25, 1797
6. San Francisco de los Dolores	October 9, 1776	17. San Fernando Rey	September 8, 1797
7. San Juan Capistrano	November 1, 1776	18. San Luis Rey	June 13, 1798
8. Santa Clara	January 18, 1777	19. Santa Inez Virgin y Martyr	September 17, 1804
9. San Buenaventura	March 21, 1782	20. San Rafael	December 14, 1817
10. Santa Barbara	December 4, 1786	21. San Francisco de Solano de Sonoma	April 25, 1820
11. La Purisima Concepcion	December 8, 1787		

trous event. The Mission church was dedicated on the 12th of November, 1777, but was not entirely completed until the year 1784. It stands on an eminence, at a point in the valley of the San Diego River which commands a fine view of the entire valley to the sea on the one side, and of the mountains on the other. The main building is about ninety feet long, and extends from north to south, the main entrance being at the south end. The massive walls, about four feet in thickness, are built of adobe, the doorways and windows being made of burnt tiles. The out-buildings form a wing extending eastward at right angles with the main building and are constructed of the same material. An adobe wall encloses a court-yard at the rear of these out-buildings and east of the main edifice. These historic buildings are now rapidly crumbling to ruin, and unless some enthusiastic antiquarian shall take in hand the preservation of this interesting landmark of civilization in California it will soon be numbered among the things that were. In front of the church, on the river bottom-lands, is the orchard planted by the Mission Fathers. There are some 300 Olive trees here, which bear a full crop of fruit every year. From this Olive orchard all the Olive trees in California have been propagated. It is the oldest orchard in the State. It formerly contained a large number of Orange, Pear, and other trees, and an extensive vineyard; but now, save two stately Palm trees fronting the entrance, and a few Pomegranate trees, nothing of the past remains but the Olive trees, and they will stand, in health as vigorous as to-day, for centuries to come, unless displaced by the hand of man.

According to the census reported to the Viceroy in the year 1800, the Presidio of San Diego had a population of 167, consisting of officers and soldiers, with their families. They possessed 820 head of cattle and 403 head of horses. The Mission then had within its premises an Indian population of 1,501, and the Fathers owned 6,000 head of cattle and about the same number of sheep, and 877 head of horses. In that year (1800) the Mission raised 3,000 bushels of wheat and 2,000 bushels of barley. In 1827 the Mission possessed 17,284 head of sheep, 9,120 head of cattle, and 1,123 head of horses.

The City of San Diego is the oldest municipality in California. The "Pueblo" was organized on the first day of January, 1835, by the installation of its municipal officers, who had been elected by ballot of the people on December 21, 1834. Following is a list of the officers: Alcalde—Juan Maria Osuna; First Regidor—Juan Bautisto

Alvarado; Second Regidor—Juan Maria Marron; Sindico Procurador—Henry D. Fitch. These officers constituted the first Ayuntamiento, or Town Council, of San Diego. Thirteen votes, all told, were cast at this first municipal election in San Diego. Don Pio Pico, afterward Governor of California under the Mexican rule (who is still living, hale and hearty, at Los Angeles) was the opposing candidate for Alcalde. Captain Fitch, who made the first survey and official map of the Pueblo, died in 1849, and is buried with his family in the ancient Presidio on the bluff at Old Town, where the graves may be seen to-day, the inscriptions carved and painted upon the wooden head-boards being yet quite legible. Up to the year 1825, with very few exceptions, the whole civilized population lived within the Presidio enclosure or just under the protection of its guns. This Presidio was maintained up to 1837, when, in a petty revolution, the troops were marched to Los Angeles, where they disbanded themselves for want of pay, and never returned. In 1821 there were but five houses on the present site of Old San Diego, at the foot of Presidio Hill; and between that date and 1830 only eight more were built.

As has been stated, the Pueblo was organized in 1835. Ten years, however, elapsed before the town lands were surveyed and mapped by Captain Fitch, whereupon, in 1845, the assignment of the lands to the municipality was made by the Mexican Government. When, on the 7th of July, 1846, California passed under the American Government, the Pueblo organization was still maintained, and the City's title to the Pueblo lands was guaranteed by the treaty with Mexico in 1848, and subsequently (in 1853) confirmed by the United States Board of Land Commissioners. The quantity of lands thus confirmed to the Pueblo was eleven square leagues, or thirty-two thousand acres. The question of the City's title has since been brought before the Department of the Interior, on the appeals of persons claiming that the quantity of land should be reduced to four square leagues, and the matter was finally settled January 31, 1872, by the decision of the Secretary of the Interior, sustaining the City's title to the full quantity of eleven square leagues. On the 23d of February, 1872, the State Legislature finally passed an Act introduced in the Senate by Mr. McCoy, whereby all prior conveyances of lands by the municipal authorities of San Diego were legalized, ratified, and confirmed.

When the war with Mexico came, San Diego figured conspicuously in the brief contest which placed California under the rule of

the United States. As stated, the fortifications of the Presidio had been abandoned in 1837, but the earthworks known as "Fort Stockton" were built by the Californians in 1840, and constituted the chief defense of the Pueblo when, six years later, Commodore Stockton entered the harbor with the frigate Congress. The Commodore speedily captured this fortification, and improved it; hence its name.

On the 2d of August, 1846, General Kearny's little "Army of the West" left Fort Leavenworth, Missouri, with the object of striking a blow at the northern provinces of Mexico, more especially New Mexico (which included Arizona) and California. Kearny's command reached the pass at Warner's Rancho, in San Diego County, on the 2d of December, and marched for the Bay, the route being through the Santa Isabel and the Santa Maria Ranchos. On the 6th of December, 1846, was fought the battle at San Pasqual, resulting in the defeat of the Mexicans under Andreas Pico; but it was a dearly bought victory, costing the lives of nineteen gallant officers and men. Major (now General) W. H. Emory, graphically relates the story in his notes. The command broke camp at Santa Maria at 2 o'clock in the morning of the 6th, and marched nine miles before daybreak.

"When within a mile of the enemy, whose force was unknown," says Emory, "his fires shone brightly. The General (Kearny) and his party were in advance, preceded only by the advance guard of twelve men under Captain Johnston. He ordered a trot, then a charge, and soon we found ourselves engaged in a hand-to-hand conflict with a largely superior force. As day dawned the smoke cleared away, and we commenced collecting our dead and wounded. We found eighteen of our officers and men were killed on the field and thirteen wounded (one of whom, Sergeant Cox, died three days later). Amongst the killed were Captains Moore and Johnston, and Lieutenant Hammond of the First Dragoons; the General, Captain Gibson, Lieutenant Warner, and Mr. Robideau were badly wounded. A large body of horsemen were seen in our rear, and fears were entertained lest Major Swords and the baggage should fall into their hands. The General directed me to take a party of men and go back for Major Swords and his party. We met at the foot of the first hill. Returning, I scoured the village, to look for the dead and wounded. The first object that met my eye was the manly figure of Captain Johnston. He was perfectly lifeless, a ball having passed directly through the center of his head. Captain Johnston and one dragoon were the only persons either killed or wounded on our side by firearms. (The others had been lanced and cut.) When night closed in, the bodies of the dead were buried under a willow to the east of our camp, with no other accompaniments than the howling of myriads of wolves. Thus were put to rest together, and forever, a band of brave and heroic men. The long march of 2,000 miles had brought our little band to know each other well. Community of hardships, danger, and priva-

tions had produced relations of mutual regard, which caused their loss to sink deeply into our memories."

The march was resumed toward the San Bernardo Rancho, where the Mexican cavalry were again encountered, but defeated without loss to the Americans. On the 8th the command halted, and supped on mule meat. At nightfall Lieutenant Beale, of the Navy, who had joined the command the day before the battle, bringing a message from the Bay to the General, volunteered with Kit Carson to go to San Diego, twenty-nine miles distant. It was an expedition of some peril, as the enemy occupied all the passes to the town, but it was accomplished safely, and Commodore Stockton sent a detachment of 100 tars and 80 marines, under Lieutenant Gray, to reinforce Kearny. Thenceforward the march to San Diego was made without impediment.

Emory thus records his impressions of San Diego, which was reached December 12, 1846:

"The town consists of a few adobe houses, two or three of which, only, have plank floors. It is situated at the foot of a high hill on a sand flat, two miles wide, reaching from the head of San Diego Bay to False Bay. A high promontory, of nearly the same width, runs into the sea four or five miles, and is connected by the flat with the main land. The road to the hide houses leads on the east side of this promontory, and abreast of them the frigate Congress and the sloop Portsmouth are at anchor."

The chief business of San Diego was then, as it had been for many years previously, the exportation of hides. This port was indeed the depot for the entire coast of California, and the Boston vessels engaged in this traffic gathered up hides all along the coast, and brought them hither to be cured and packed for final shipment to the East. Dana, who was here in 1835, describes the hide trade at length in his noted book, "Two Years Before the Mast."

General Emory was the first person to perceive and speak of the importance of the harbor of San Diego as the terminus of a transcontinental railroad from the Mississippi, by the route of the Gila.

"San Diego," he said, "is, all things considered, perhaps one of the best harbors on the coast, from Callao to Puget Sound, with a single exception, that of San Francisco. In the opinion of some intelligent navy officers, it is preferable even to this. The harbor of San Francisco has more water, but that of San Diego has a more uniform climate, better anchorage, and perfect security from winds in any direction."

While California was under the Mexican flag it was subdivided

into districts, the officers of which were a Prefect, a Sub-Prefect, and Judges of First Instance. Section four of the Schedule of the State Constitution provided that this order of things should continue "until the entering into office of the new officers to be appointed under this Constitution." The Act to provide for holding the first county elections (passed March 2, 1850) made it the duty of each Prefect in the State to immediately designate a suitable number of election precincts in each county of his district, and to give due notice of the same and of the election to be held. An Act had already been passed (February 18, 1850) subdividing the State into twenty-eight counties, in which San Diego was the first that was created. Accordingly the Prefect of San Diego, Don Jose Antonio Estudillo, divided the new county into election precincts, and posted notices (there being no newspaper at that time) that an election would be held on the first day of April, 1850. We have before us a copy of the poll-lists and original returns of the two precincts of San Diego. The poll-lists bear the names of many men of note, among others that of General Samuel P. Heintzelman, whose services during the Civil War were conspicuous. Many of the citizens of that day have since died, but a remarkably good proportion of the number are yet living, and several of them are still among our most respected citizens. The officers chosen were as follows: District Attorney, William C. Ferrell; County Judge, John Hays; County Clerk, Richard Rust; County Attorney, Thomas W. Sutherland; County Surveyor, Henry Clayton; Sheriff, Agostin Harazthy; Recorder, Henry C. Matsell; Assessor, Jose Antonio Estudillo; Coroner, John Brown; Treasurer, Juan Bandini. The first county assessment roll shows the value of taxable property in 1850 as follows: Ranch lands, \$255,281; ten stores, with capital of \$65,395; six vineyards (no value stated); 88 houses, \$104,302; 6,789 head of cattle, \$92,280; total value, \$517,258. The assessment roll of the City of San Diego for 1850 gave the following values: Old Town, \$264,210; New Town, \$80,050, Middle Town, \$30,000; total value, \$375,160. The aggregate population of San Diego County in 1850 was 798. This is the statement given in the Seventh United States Census. The population of the City in that year was estimated at 650.

The first term of the District Court in San Diego was convened May 6, 1850. Present: O. S. Witherby, Judge, and Richard Rust, Clerk. The first grand jury impaneled in San Diego County (Sep-

tember, 1850) was constituted as follows: Chas. Harazthy, Ramon Osuna, James Wall, Loreto Amador, Manuel Rocha, J. Emers, Bonifacio Lopez, Holden Alara, Seth B. Blake, Louis Rose, William H. Moon, C. J. Coutts, Jose de Js. Moreno, Cristobal Lopez, and Jose Antonio Aguirre. The practicing attorneys in San Diego, as enrolled in 1850, were James W. Robinson, Thomas W. Sutherland, John B. Magruder, and W. C. Ferrell, all of whom are now dead.

San Diego's first newspaper—the "Herald"—was established by J. Judson Ames, on May 29, 1851. In 1853, Lieutenant George H. Derby, of the United States Topographical Engineers, who was then on duty here, made the "Herald" famous by changing its politics during the absence of Ames in San Francisco. The paper was a Democratic organ, and ardently devoted to the interests of Governor Bigler. Derby, as soon as he assumed the temporary charge of its columns, hoisted the Whig ticket at the mast-head and supported it with great zeal. Derby, better known by his *nom de plume* of "Phoenix," was one of the most brilliant wits who ever lived, and his contributions to the "Herald" were afterward collected and published under the title of "Phoenixiana," a book which is as popular to-day as ever. The "Herald" suspended in 1859. From that time until the establishment of the "Union," in October, 1868—nine years—San Diego was without a newspaper.

The reference to Lieutenant Derby reminds us of his mission here, which was to turn the San Diego River into False Bay. He constructed a dam, which was completed in 1855, and was washed away in the great freshet of 1857. The remarkable freshets in the San Diego River occurred in the following years: First, in 1811; second, in 1825, when the river changed its channel (which previously ran into False Bay) and broke through into the harbor; third, in the winter of 1839-40; fourth, in 1855; fifth, in 1857; sixth, in 1862. There have been many more freshets in this river, but those here noted are called the "great" floods. After the destruction of the Derby dam, constant efforts were made by the citizens to induce the Government to renew the work; but not until 1875 could an appropriation be obtained. This important work was completed in 1877 by the late Lieutenant J. H. Weeden, of the Engineer Corps, and the structure has withstood all subsequent floods.

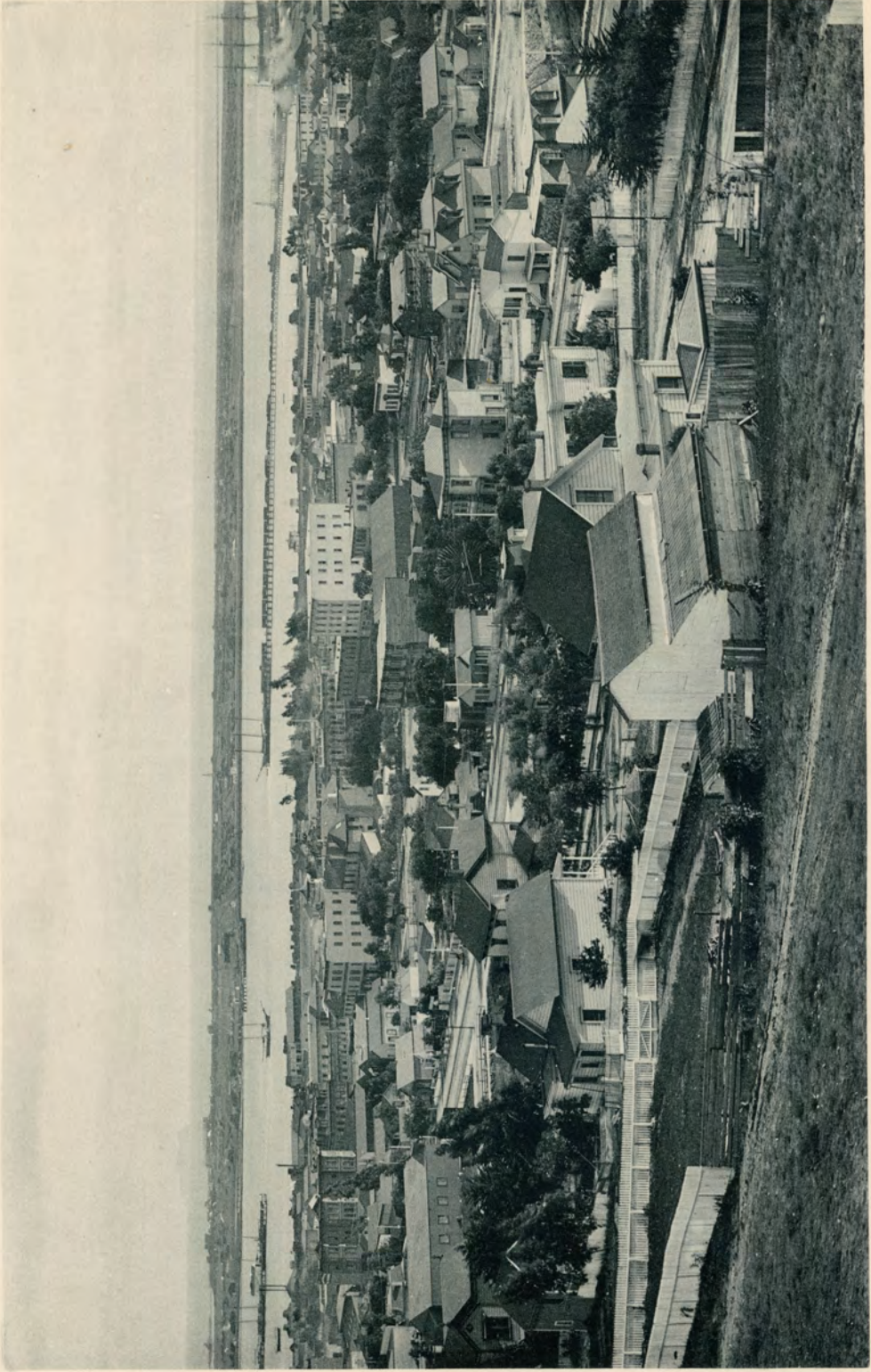
A military post was established at San Diego in 1846, and the troops were quartered at the Old Mission until 1856. Heintzelman,

Magruder, Burton, Winder, and Fauntleroy commanded the post at different times. Captain Winder, who resigned from the army some years ago, is still with us. He came to the post in 1854, with two companies of the Third Artillery. March 26, 1855, he marched from San Diego with his company as an escort to the first Pacific Railroad Survey, under Lieutenant Parke, of the Topographical Engineers. The barracks now occupied by the post at San Diego were built in 1851, and the building was originally designed as a military storehouse and depot, for which purpose it was used until 1862. Large trains were made up here, and sent out to Yuma, with supplies for the troops at that fort and other points.

The growth of the City of San Diego of to-day dates from 1867. At that time the project of a railroad from the Mississippi Valley to the Pacific, on the 32d parallel (which had slumbered during the period of the Civil War) was revived. As the proposed Pacific terminus of the road, San Diego came immediately into prominence. The Old Town had been built some distance inland from the Bay. What was called "New Town" then consisted merely of the Government barracks and officers' quarters, and the ruins of an old wharf. A. E. Horton visited San Diego in the spring of 1867, and conceived the idea that there would be an important city at this point, that it would be built directly on the Bay, and that there would be an excellent speculation in purchasing the then considered valueless Pueblo lands along the bay shore east of "New Town." Horton's willingness to purchase becoming known, the Pueblo authorities offered the lands at public sale in May, 1867, when he bid off a tract of 900 acres, immediately had it surveyed as a town site, under the name of "Horton's Addition to San Diego," and put it in the market. This tract is the center of the present City of San Diego.



San Diego, looking West—Point Loma in Right Distance.



San Diego, looking Southwest—Coronado Beach opposite.



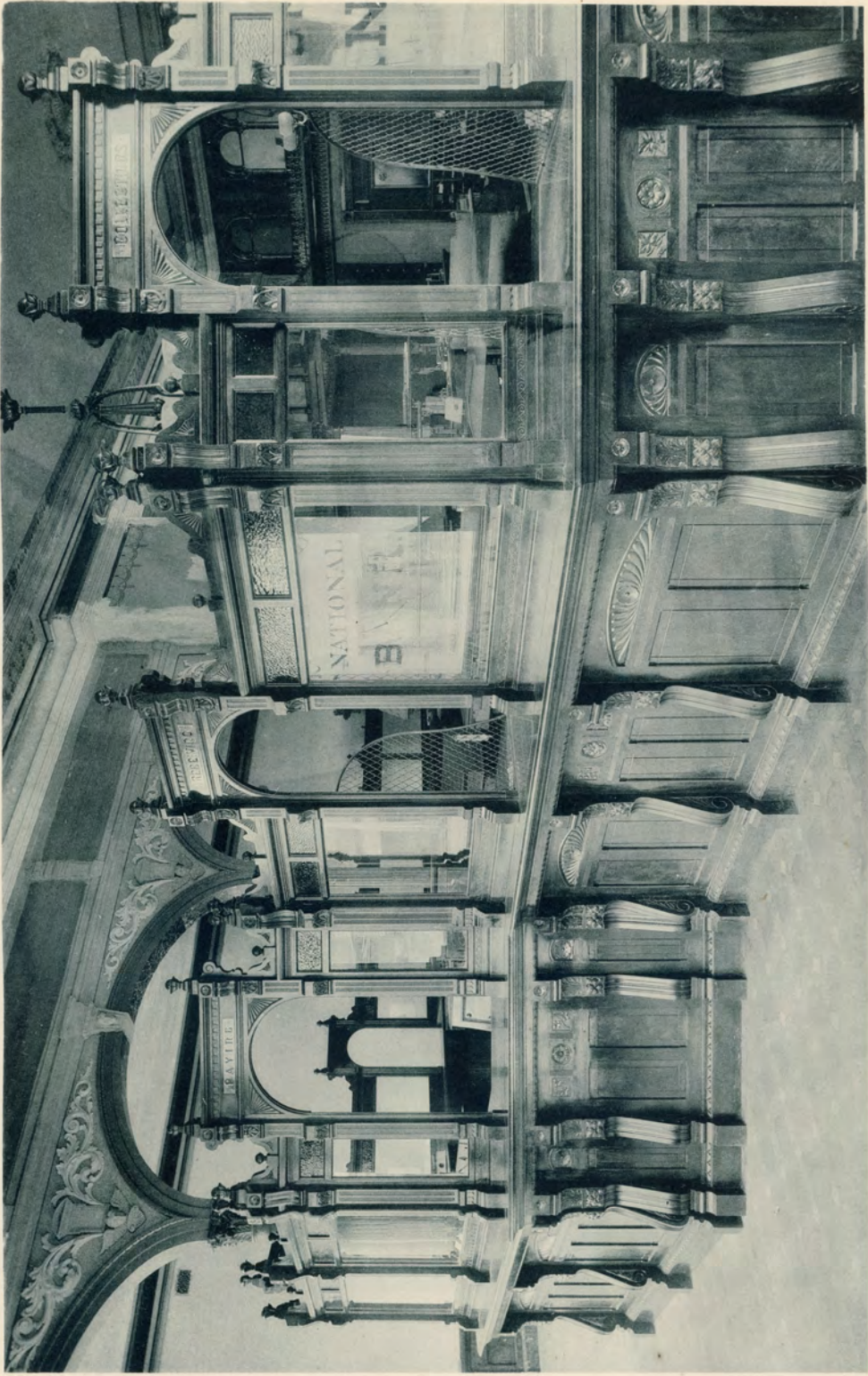
San Diego, looking Southeast.



City Water Front—Babcock & Story Wharves.



City Water Front—Pacific Coast S. S. Co.'s Wharves.



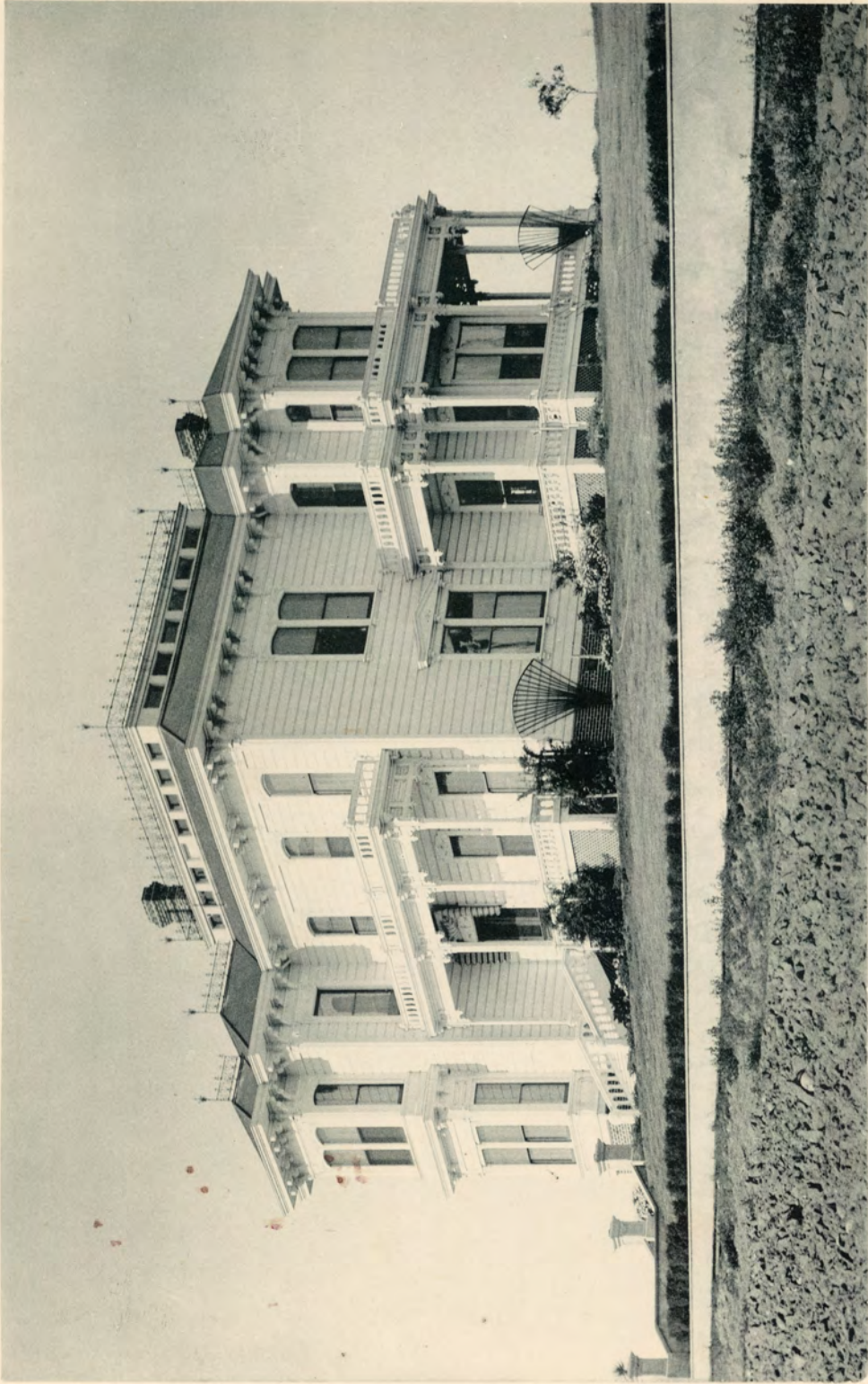
Interior Consolidated National Bank, San Diego.



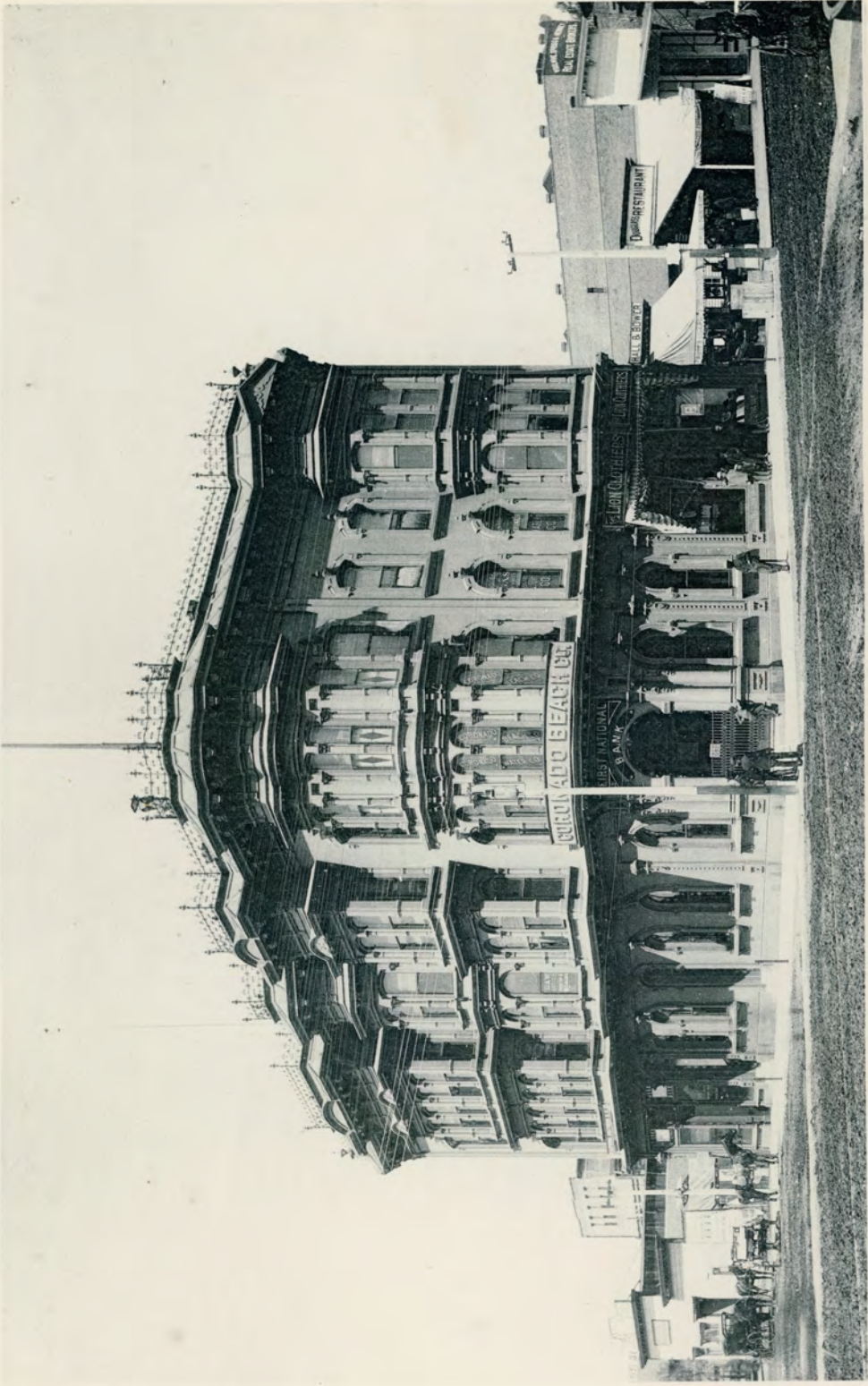
The "Russ" Public School, San Diego.



Morse-Pierce Building, corner Sixth and F streets, San Diego.



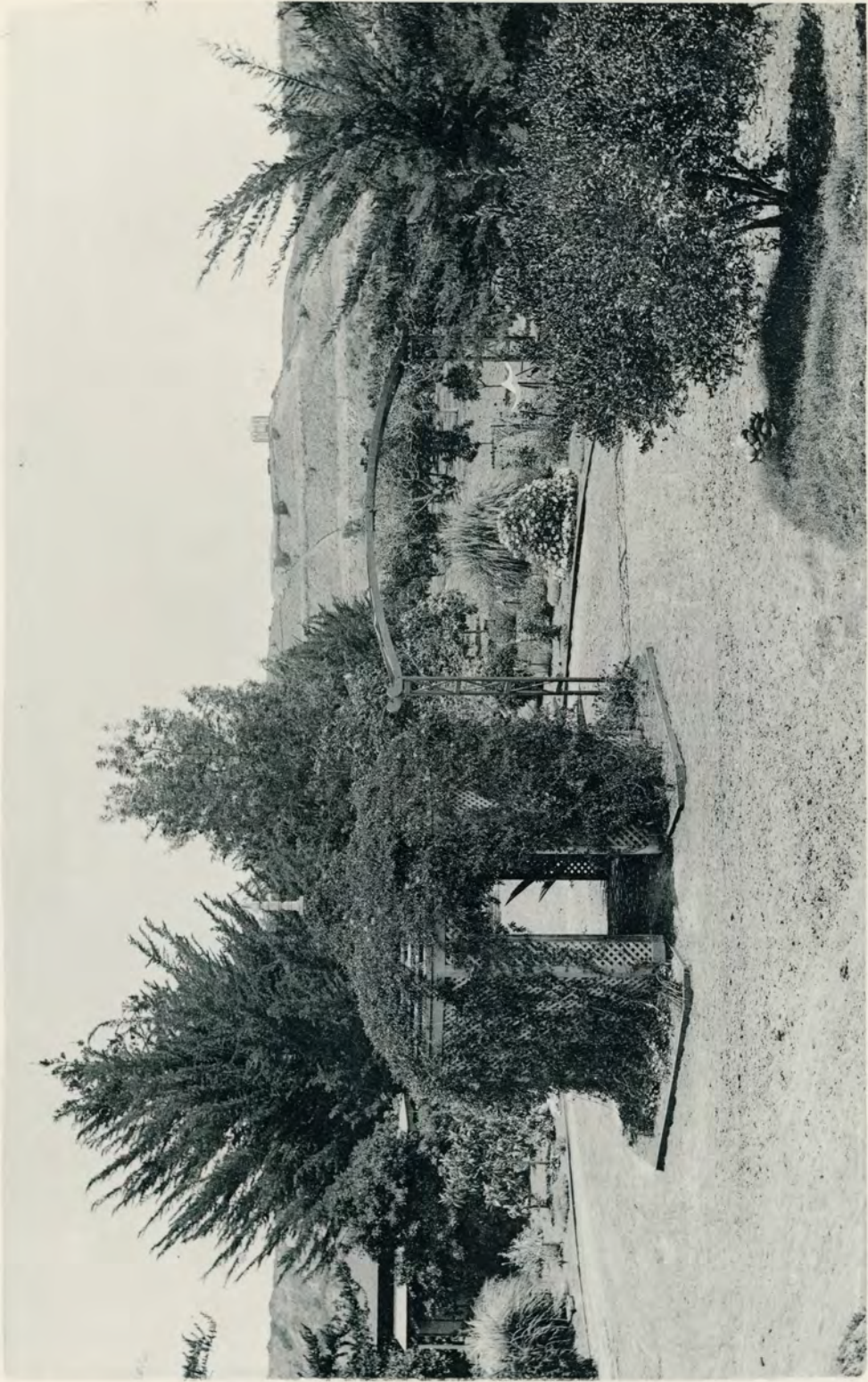
Residence of A. E. Horton.



First National Bank, corner Fifth and E streets.



Woolwine, Sprigg & Nerney's Abstract and Real Estate Office, cor. Fourth and D streets.



The Dells, Chollas Valley — Suburbs of San Diego.

CITY AND PORT OF SAN DIEGO.

THE City of San Diego occupies a beautiful and commanding site on the northeastern shore of the bay of the same name, in latitude $32^{\circ} 42' 37''$ north, longitude $117^{\circ} 9'$ west; 480 miles southeast of San Francisco. The Bay of San Diego was discovered in the year 1542, by Juan Rodriguez Cabrillo, a Portuguese navigator in the service of Spain. The present name of the harbor was given by Sebastian Vizcaino, who surveyed it in November, 1602. On the whole length of the coast line of California, over 700 miles, there are but two true land-locked harbors—San Francisco and San Diego—the latter, although not as large, being more easy of access and safer for shipping than San Francisco. Prof. George Davidson, of the United States Coast Survey, reports on San Diego Bay as follows:

“Next to that of San Francisco, no harbor on the Pacific Coast of the United States approximates in excellence the Bay of San Diego. The bottom is uniformly good; no rocks have been discovered in the bay or approaches; the position of the bay with relation to the coast, and of the bar with relation to Point Loma, is such that there is rarely much swell on the bar; as a rule, there is much less swell on this bar than on any other bar on the Pacific Coast. There is less rain, fog, and thick haze, and more clear weather, in this vicinity than at all points to the northward, and the entrance is less difficult to make and enter on that account. Large vessels can go about seven miles (geographical) up the Bay, with an average width of channel of eight hundred yards between the four fathom lines at low water. This indicates sufficient capacity to accommodate a large commerce.”

Commodore C. P. Patterson, Superintendent United States Coast Survey, at Washington, transmitted to the chairman of a Congressional Committee in 1878, the result of the last survey of San Diego harbor in that year. He says:

“The depth over the bar [at low water] is 22 feet. The bar remains in a remarkably permanent state. The distance across the bar, from an outside depth

of 27 feet to the same depth inside, is 285 yards, so that the removal of about 60,000 yards of material would give a channel of 300 feet wide and 28½ feet deep over the bar at mean low water. I have crossed this bar at all hours, both day and night, with steamers of from 1,000 to 3,000 tons burden, during all seasons, for several years, without any detention whatever. As will be seen from the dimensions given, ample accommodations can be had in this harbor for a very large commerce. There is no safer harbor on the Pacific Coast for entering or leaving, or for vessels lying off wharves. It is the only land-locked harbor south of San Francisco and north of San Quentin, Lower California, a stretch of 600 miles of coast, and, from a national point of view, its importance is so great that its preservation demands national protection and justifies national expenditure. Fortunately, these expenditures need not be great, if the stable regimen of the harbor be preserved."

The City of San Diego is the county-seat of the County of San Diego. Its present population is about 18,000. The excess of arrivals over departures, by all routes, during the year 1886 was 12,313, and the average monthly gain since January 1st may be fairly reckoned as 1,200. It is estimated that nearly one-half of these new-comers have established themselves in the interior of the county, making the actual gain in the population of the city during the last eighteen months about 10,000. The city assessment roll is more than \$12,000,000 this year, as against \$4,582,213 in 1886. Such an advance in population and wealth is certainly unexampled in the history of the Pacific Coast, if not of the country at large. In the year from July 1st, 1886, to July 1st, 1887, 585 new buildings, including 110 business buildings, were erected at a total cost of \$1,929,525. The assets of the banks of the city aggregated in July, 1887, \$3,468,659, against \$966,000 in 1886; the aggregate deposits were \$2,668,536, against \$674,000 in 1886. These statistics speak for themselves, and are submitted without comment.

The street railway system of San Diego covers nearly 17 miles within the city proper, while a motor line runs to National City, five miles south, on the Bay, and continues toward the Otay and Tia Juana Valleys, ten miles farther. Work on an electric street railway is now in progress, and a few months will see the whole city, from the Old Town, on the west, to the eastern boundary, and from the water front to the far northern mesa, beyond the City Park, connected by street car lines. Work has already been commenced on the San Diego Central Railroad, to run from the city to the Cajon Valley, Poway Valley, Escondido, and Bernardo, connecting with the California Southern at Oceanside. Work on the extension of the Southern

Pacific Railroad, from Los Angeles to San Diego, is to be commenced during the present year. Street grading has been going forward actively during the last eighteen months, some 25 miles having already been completed, and the work will be continued as fast as the city grows. San Diego has been lighted by electricity since January, 1886; the City Gas Company has, since the opening of the present year, put in a plant of five times its former capacity; while the Electric Light Company is adding to its plant the incandescent system. The rapid increase in population made manifest to the citizens the necessity of a thorough sewer system, and they determined that it should be the best that sanitary science could give them. Accordingly, Col. Geo. H. Waring, the eminent sanitary engineer, was consulted and employed to prepare a plan for such system. His plan was adopted by the Board of City Trustees, and an election was held on the 26th of February last upon the question of incurring \$400,000 bonded indebtedness for the purpose of constructing the sewers. At that election 1,083 votes were cast for the bonds, and 84 against. Col. Waring has been employed to superintend the construction of the system, which has already been commenced, and will be pushed to a speedy completion. San Diego is a progressive community, and takes the lead among California cities in the matter of public improvements. The water supply of the city has been very largely increased by the construction of a new system of water-works, with which the old one has been merged, and it will be ample for a city of 200,000 people upon the completion of the Flume Company's enterprise, bringing in the water from the Upper San Diego River, a distance of some 45 miles by the Flume line. This latter work is now in active progress. There is telephone service throughout the city and to interior points, the entire mileage of the system being now nearly 400 miles. The Western Union Telegraph Company reaches the city by two lines, and a line is also maintained by the California Southern Railroad. The Postoffice affords foreign and domestic money-order facilities, and the free delivery system has been established. Two trains now arrive and depart daily. The overland, to Kansas City, St. Louis, and Chicago, with eastern connections to all points, leaves in the evening and arrives in the morning; Pullman Palace Sleepers on this train. Through tickets to all points in the United States and Canada are sold at the San Diego office. The train for Riverside, Colton, San Bernardino, and Los An-

geles, and all intermediate points, leaves in the morning and arrives in the evening. Steamships of the P. C. S. S. Co., between San Francisco and San Diego and intermediate points, arrive and depart every three days. Cars on the Motor road leave for National City and the Otay Valley every two hours. The Coronado Ferry Company's boat crosses the Bay ninety times a day, making trips every twenty minutes, giving close connections with the Coronado Beach Railroad and the entire street-railway system of San Diego. Stage lines run to all prominent interior points three times weekly. San Diego is a Port of Entry and United States Military Post, with Custom House, Barracks, etc. The United States Signal Service has maintained a Station here since 1871. There are two National Banks,—the Consolidated, Bryant Howard, President, and John Ginty, Cashier; and the First National, R. A. Thomas, President, O. S. Hubbell, Cashier, and M. T. Gilmore, Assistant Cashier. There is also a Savings Bank, of which James M. Pierce is President, and John Ginty, Treasurer. A new State Bank is soon to be opened. The Press is well represented by both morning and evening journals, which exhibit an enterprise and ability that would be noteworthy in cities many times larger and many years older. The Hotels are excellent and numerous, there being at least three that may be properly called first-class.

Public organizations, societies and orders are represented by a Chamber of Commerce, Public Library Association, Society of Natural History, Town Improvement Society, Young Men's Christian Association, Branch of the Woman's Christian Temperance Union, Benevolent Association, Athletic Association, Fire Department, a Company of the National Guard of California, several Social Clubs, Masonic lodges, chapter, commandery, and consistory, two lodges and an encampment of Odd Fellows, a lodge of Uniformed Division and section of Endowment Rank of the Knights of Pythias, two lodges Ancient Order United Workmen, two lodges Independent Order Good Templars, lodge of the Order of Chosen Friends, and a post of the Grand Army of the Republic.

The church organizations include the Presbyterian, Baptist, Methodist Episcopal, Methodist South, Congregational, Episcopalian, Christian, German Evangelical, Unitarian, Adventist, and Roman Catholic; there are also a society of the New Church and a society of Spiritualists.

Educational facilities in San Diego are excellent. The public schools are in charge of an efficient Principal, with a corps of able Assistants. Pupils may graduate from the highest class of the Grammar Department with diplomas entitling them to admission to the State University. Of private schools, the Southwestern Institute, the Catholic school of the Sisters of St. Joseph, and the Kindergarten of the Misses Curtis may be mentioned. The last school census showed that there were then 2,447 children in the city, an increase over the preceding year of 1,041, or nearly 75 per cent. Twenty-five teachers are employed in the public schools.

With the data already given, it goes without saying that all of the professions, trades, and various branches of business are well represented in San Diego. An extensive and growing traffic is carried on with interior points, whose population and trade are constantly and rapidly increasing. The enterprise of the community is shown in the numerous handsome and substantial brick blocks and buildings, some of which would do credit to any large metropolis, and tasteful and elegant residences are to be seen on every hand. The Atchison, Topeka & Santa Fé Railroad Company are erecting a grand Union Depot on their extensive terminal grounds at the foot of D street; they are also perfecting a large wharf system, where ship and car will be brought together. Important and extensive building improvements are now going forward and projected.

No town in California has better society than San Diego. What has been said of our schools, churches, and various organizations, speaks for itself. Here will be found people of cultivation and refinement and genial social qualities. While it has been and is an active, stirring time with us, our people are not lacking in an earnest interest in higher things than mere money-making. Ours is pre-eminently a city of homes and happy home life. Social gatherings are marked by cordiality and freedom from constraint. Visitors are made to feel at home, and those who sojourn here for a season never fail to carry away pleasant recollections and strong desires to return.

A CLIMATE THAT HAS NO EQUAL.

The climate of San Diego is a perpetual source of wonder to visitors. It is stating the simple unquestionable fact to say that it has no equal among the health resorts of the world. In 1881 the "Daily Union" published an article giving a five years' view of the climate of

this place, compiled from the records of the U. S. Signal Station here. The exhibit is most remarkable, and has been widely quoted from. In the first edition of this work, in 1885, we re-published these statistics, which covered the period from 1876 to 1880, inclusive (dating from the commencement of the use of self-registering instruments in the San Diego Station). We have now continued the compilation for five years more—from 1881 to 1885, inclusive—so as to embrace a statement of our climate from the official Government records covering a period of *ten years*—1876 to 1885, both years inclusive.

During these ten years, embracing 3,653 days, there were 3,533 days on which the mercury did not rise above 80 degrees. The remaining 120 days were distributed as follows: In 1876, 8 days; in 1877, 12 days; in 1878, 10 days; in 1879, 19 days; in 1880, 9 days; in 1881, 7 days; in 1882, 4 days; in 1883, 23 days; in 1884, 13 days; in 1885, 15 days. *Only one hundred and twenty days in ten years in which the thermometer marked a higher temperature than 80 degrees.*

But the showing is still more remarkable. Of the total number of 3,653 days there were but *forty-one* days in which the thermometer rose above 85 degrees, but *twenty-two* days on which it rose above 90 degrees, but *four* days on which it rose above 95 degrees, and only *one* day on which it rose above 100 degrees. The highest temperature recorded during the whole period of ten years was 101 degrees, on the 23d day of September, 1883.

During these ten years there were never more than *two* days in any one month on which the mercury rose as high as 85 degrees, except June, 1877, 4 days; September, 1878, 5 days; June, 1879, 3 days; September, 1879, 4 days; October, 1879, 6 days; and September, 1883, 4 days.

On not a single day during the ten years did any unusual warmth continue more than a few hours, the *highest* MINIMUM for any day being only 70 degrees, on *five* of the three thousand six hundred and fifty-three days.

It thus appears that the climate of San Diego is entirely free from what is known in Eastern cities as "the heated term." In these ten summers no sweltering heat by night prevented sleep; in fact, there was no night during all the period when a blanket over the sheet did not add to comfort.

We have seen that there is no such thing as a "heated term" here. We shall now show that what is termed a "cold spell" is equally

unknown. During the same ten years, containing 3,653 days, there were 3,560 days on which the mercury did not fall below 40 degrees. Of the remaining 93 days, there were only *six* on which the temperature fell below 35 degrees, and only *two* on which it registered as low as 32 degrees, and *none* on which it fell below that point. On no day did the mercury remain below 40 degrees more than one or two hours, and this in the period between midnight and daylight, the *lowest* MAXIMUM for any day being 52 degrees, on *four* of the three thousand six hundred and fifty-three days.

In seeking a residence for health and comfort, the well-educated physician will tell you to go, if you can find such a place, where there are no extremes of heat or cold, where the daily winds are neither wanting nor are piercing or tempestuous, and where the atmosphere is neither very moist nor very dry. And it is indisputable that the combined requirements of even and moderate warmth, of regular daily gentle motion of wind, and of an almost constant atmospheric humidity of the desirable mean, are more fully met here than in any other health resort in the world.

The movements of the air have much to do with the salubrity and comfort of San Diego. During the ten years under review there was not a single day recorded as a "calm" day. On some days it was calm at the time of taking one or more of the observations; but during a portion of each day there was movement, preventing stagnation, and giving freshness and purity to the air we breathe. Four observations taken daily—at 7 A.M., 12.20 P.M., 2 P.M. and 9 P.M.—give 14,612 observations in the ten years. Of these, 1730 show north wind, 3252 northwest, 3280 west, 1614 southwest, 1044 south, 458 southeast, 846 east, 1510 northeast, 878 calm. The westerly winds, from off the ocean, are the prevailing winds. They are called the "dry" winds, that is, without rain—the rain or damp winds being from the east, southeast and south. The Signal Service tables classify winds having a velocity of 1 to 2 miles per hour as Light; of 3 to 5 as Gentle; of 6 to 14 as Fresh; of 15 to 29 as Brisk; of 30 to 40 as High; of 41 to 60 as a Gale; of 61 to 80 as a Storm; of 81 to 150 as a Hurricane. The mildness of the winds at San Diego can be learned from two facts: During the ten years, 14,612 observations were taken, at only 878 of which no wind was blowing; and yet the daily average velocity during the whole period was only 139 miles, or *less than six miles* per hour. The *highest* daily velocity was 423 miles, or *less than eighteen miles* per

hour. The least daily velocity was 17 miles, or only about three-fourths of a mile per hour.

The mean relative humidity (per cent.) for each month in the year at San Diego, for 15 years, is as follows: January, 71.2; February, 74.3; March, 73.5; April, 72.4; May, 73; June, 73; July, 70.4; August, 71.7; September, 67.4; October, 71.5; November, 66.4; December, 67.2.

The average number of clear, fair, and cloudy days during the year, for 15 years, at San Diego, is: Clear, 184; Fair, 136; Cloudy, 45. The average number of days on which rain fell is 34.

The comparatively small average rainfall on the coast, which adds to the charm of the climate of San Diego, and makes residence here so delightful the year round, must not be taken as indicating the amount of rainfall for the section generally. Going back from the coast, we find that the rainfall increases in volume, and forty miles inland such a thing as a dry year is as rare as it is in any other section of the State. Even twenty miles north of the city the rainfall averages over fifty per cent. more than in town.

It is to the remarkably advantageous natural position of San

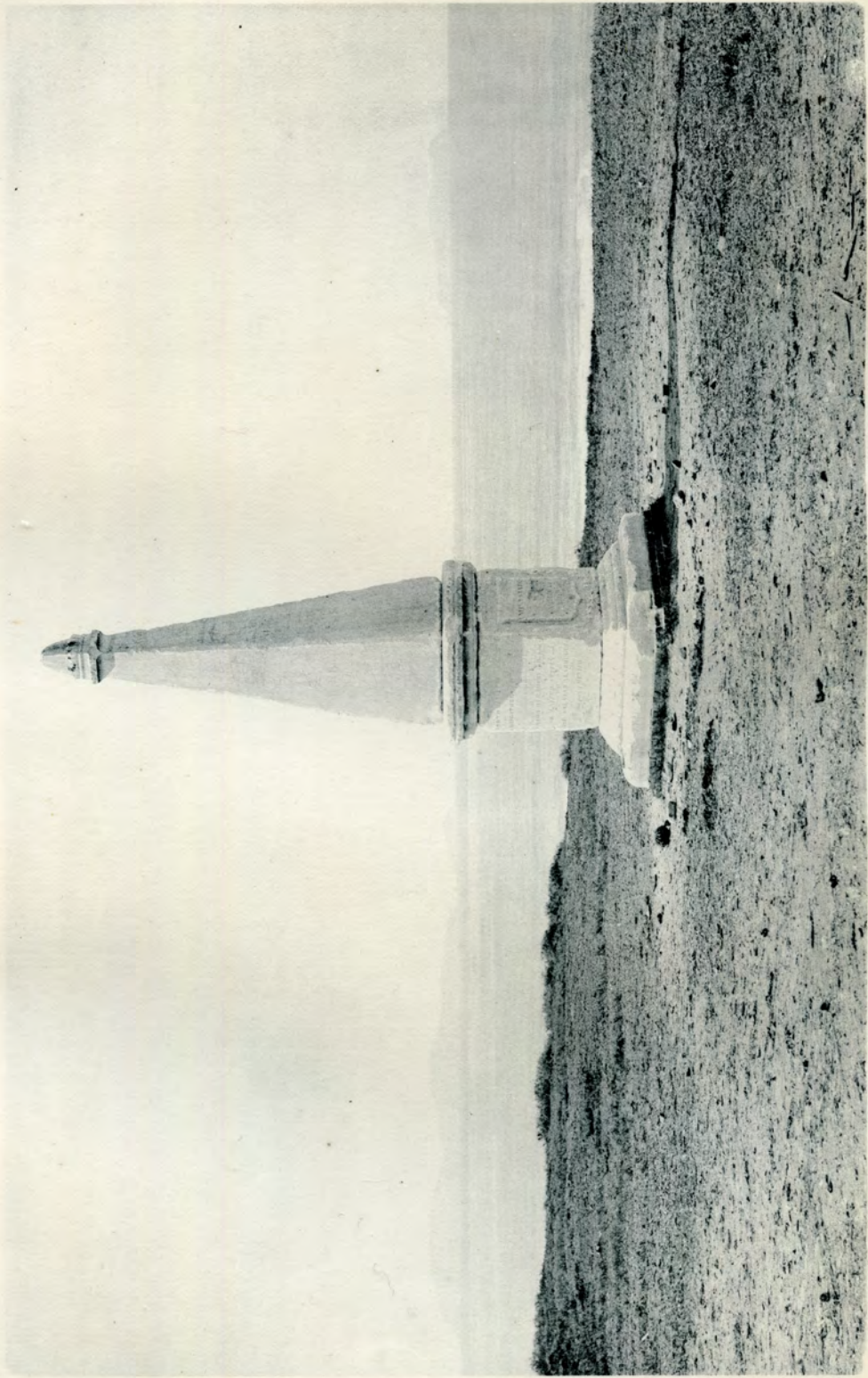
equable temperature known among the dwelling places of civilized men on the face of the globe. The mountain tops on the north may glisten in their robes of snow; the atmosphere may glow with fervent heat in the Colorado desert on the east; yet the resident of our city, dwelling but 80 miles distant from mountain-top or desert depression, enjoys the same delightful temperature, with scarcely a perceptible difference between winter and summer, wears the same clothing, and sleeps under the same covering the year round. The average annual rainfall is about ten inches, with an average of 34 rainy days in the whole year. And here the most of the rain falls at night; there are very few of what Eastern people would call "rainy days." There is little mud; after the heaviest rain the surface of the ground dries in a few hours, this being due both to the character of the soil and the natural slope of the land.

We cannot more fittingly close these remarks upon the climate of San Diego than by giving a quotation from an address of that great scientist, the late Professor Louis Agassiz, who was here with the "Hassler" Scientific Party in 1872, when Col. Thos. A. Scott and the Texas Pacific party arrived in the city. At the "railroad meeting" then held, Professor Agassiz was present by invitation, and being called upon to speak, said:

"You have heard from the lips of a practical man [Col. Scott] of the great commercial advantages you possess by reason of your geographical situation, and the merits of your beautiful and secure harbor. He assures you of an important future. I do not know why I should be here except as a listener. But as he has done me the honor to call upon me, I will say that, in his enumeration of your peculiar advantages, he has failed to allude to one which to me seems of very great importance. Perhaps, as a scientific man, I may lay more stress upon it than is necessary, but I hardly think it possible. I have seen many parts of the world and have made some study of this subject. It is the question of climate—of your latitude—that I refer to. You are here on the 32d parallel, beyond the reach of the severe winters of the northern latitudes. You have a great capital in your climate. It will be worth millions to you. This is one of the favored spots of the earth, and people will come to you from all quarters, to live in your genial and healthful atmosphere."

The meeting had been called for railroad purposes, and there was much excitement over the prospect of immediate connection with the eastern side of the Continent by means of the Texas Pacific Railway. That was uppermost in every mind; and the future of San Diego was supposed to depend upon the speedy completion of the road.

Professor Agassiz took a different view; and, although he did not say it in so many words, he evidently thought that with regard to the promised railway there might be delay, there might be even failure; that with regard to all human enterprises there might be disappointment; but that the Great Creator had given to San Diego a certain advantage that can never be taken away, and that will never disappoint expectation, and that, as it becomes known to the rest of the world, will become a source of permanent wealth and prosperity. As a scientist, he had taken special note of the climate, and the few words which he spoke were the spontaneous utterance of one profoundly impressed with its great excellence.



Initial Monument, marking Mexican Boundary.



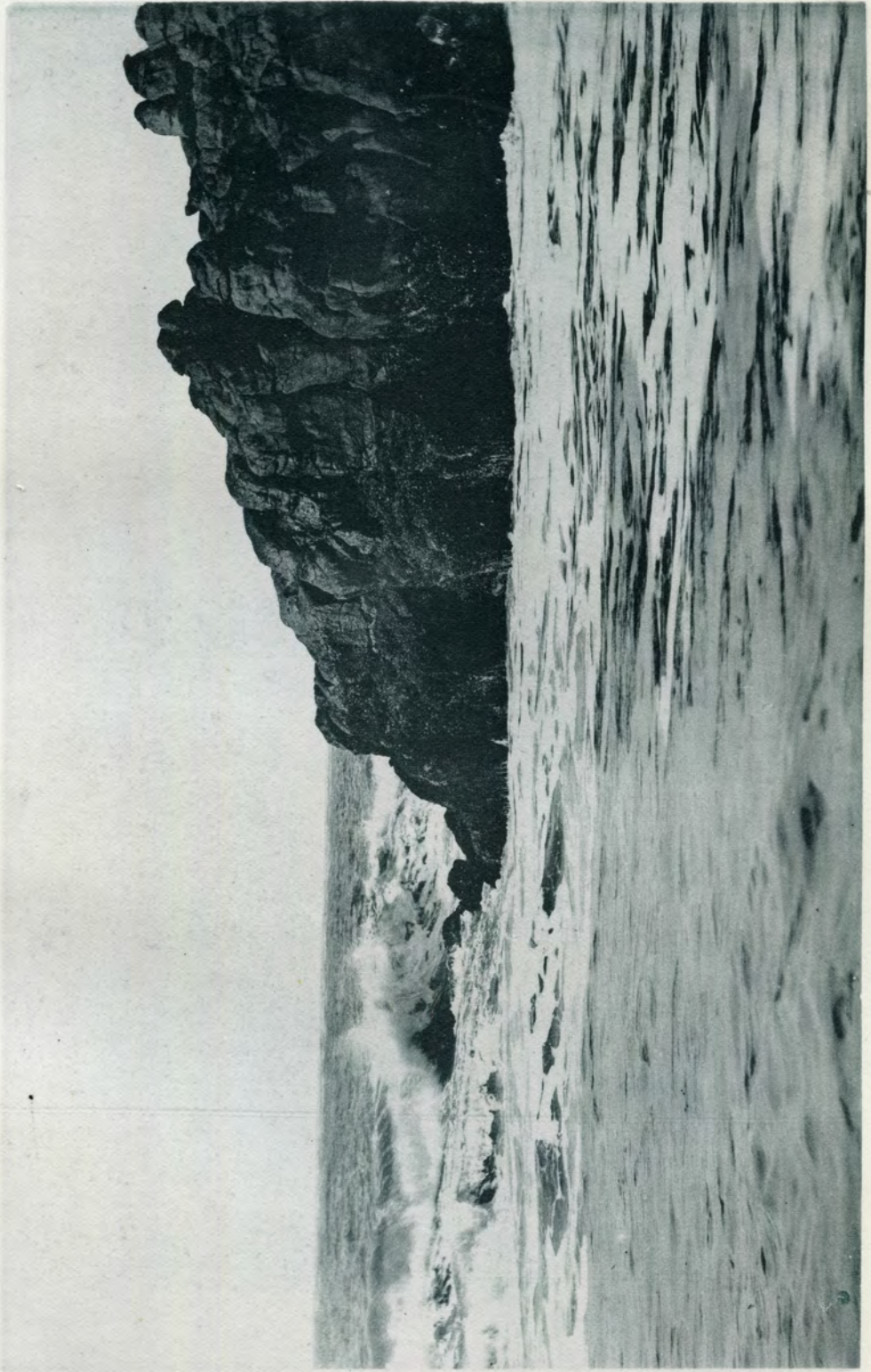
Tia Juana — American Side.



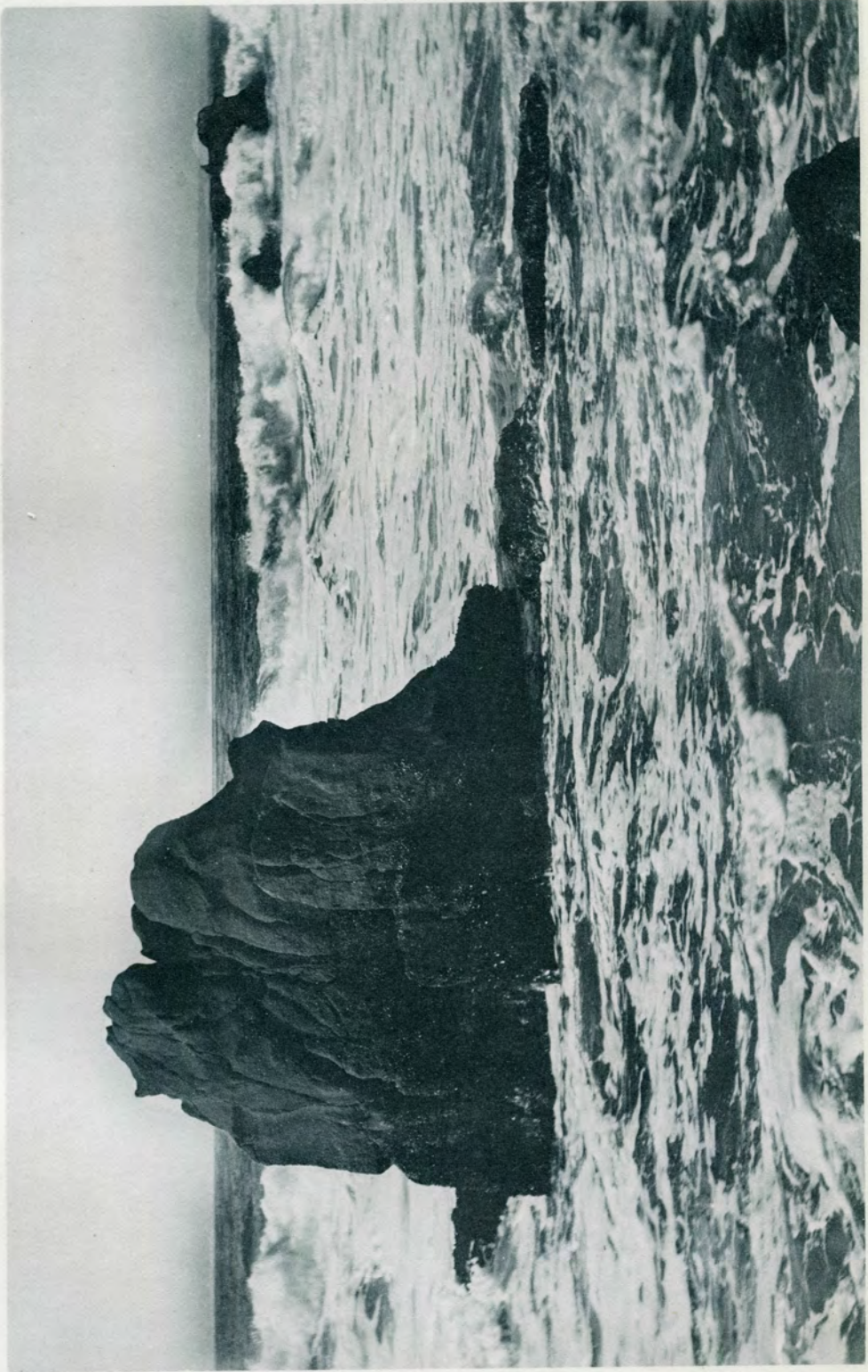
Tia Juana — Mexican Side.



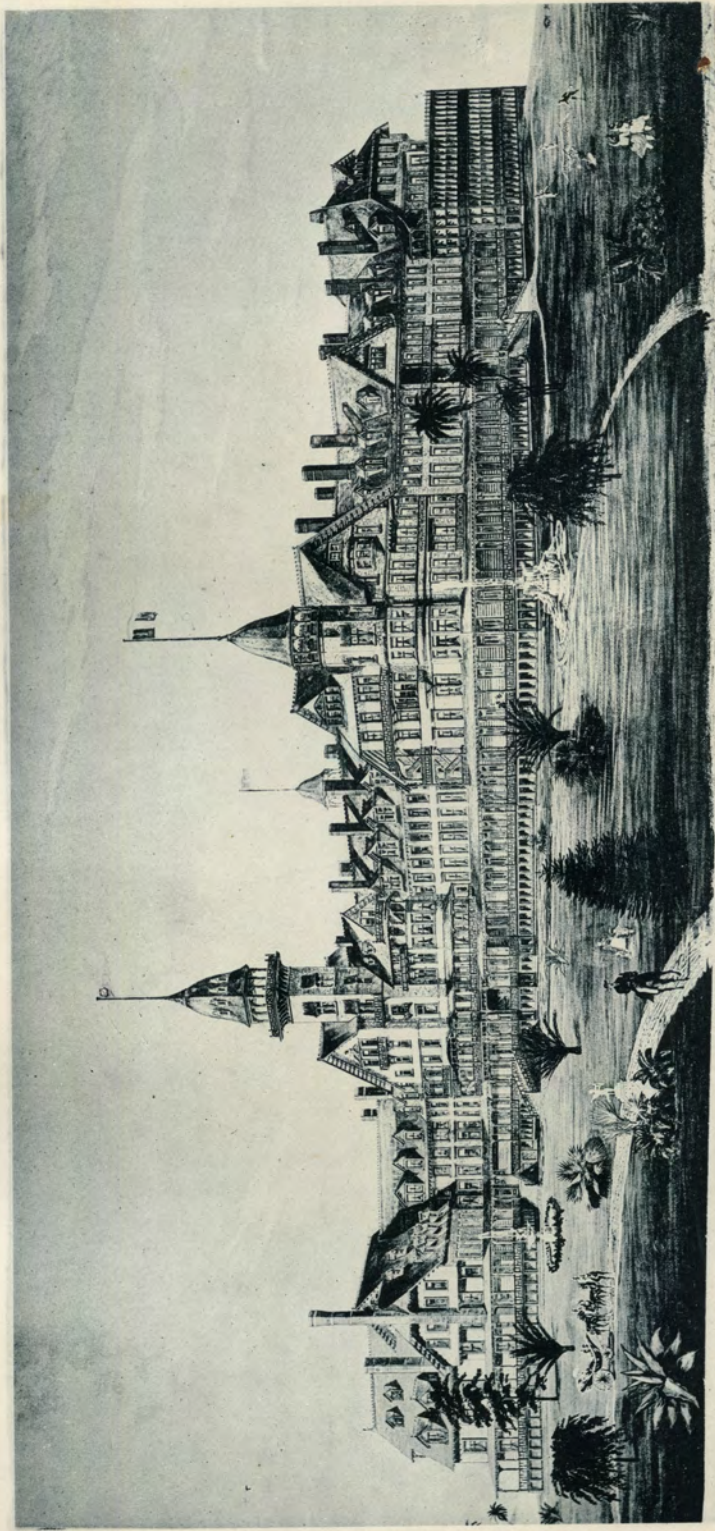
“Point of Rocks”—1.



“Point of Rocks” — 2.



“Point of Rocks”—8.



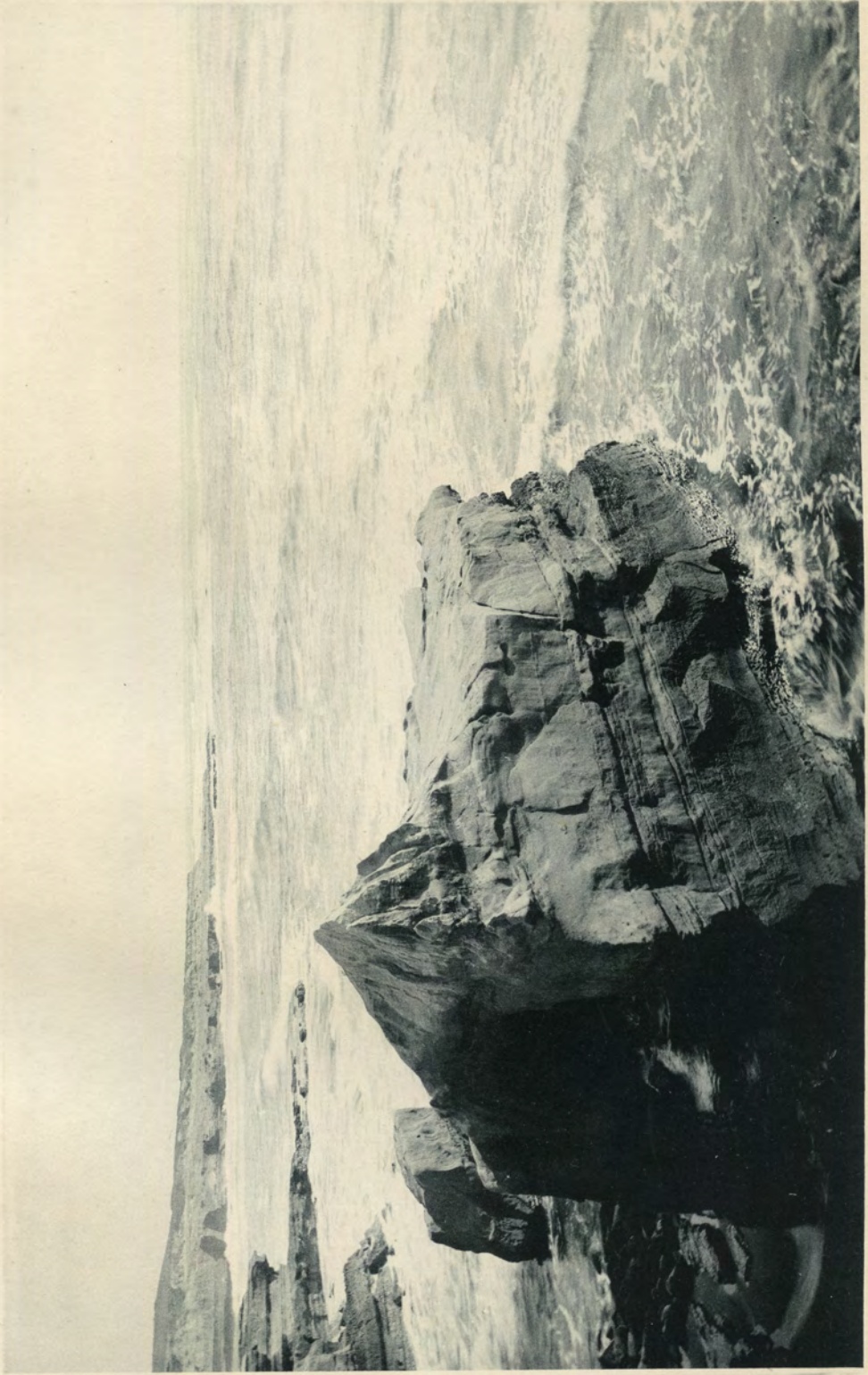
Hotel Del Coronado—Coronado Beach, San Diego.



The Caves, La Jolla.



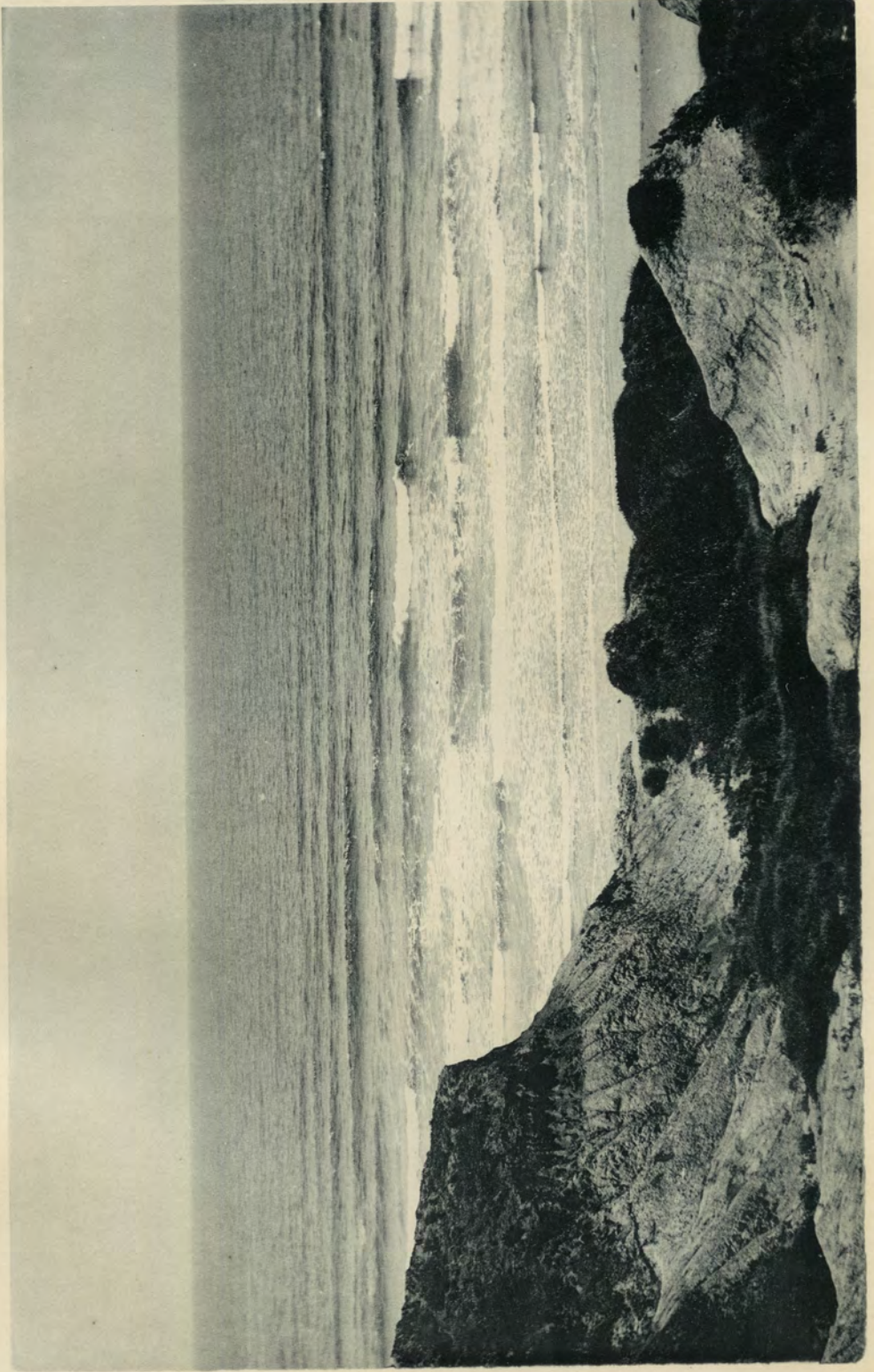
La Jolla Beach.



Cathedral Rock, La Jolla.



“Ocean Beach.”



Seaside View at Del Mar.



Escondido—Old Ranch House and Orange Orchard.



View on Linda Lake, El Cajon Valley, 15 miles from San Diego.



The Hotel at Murietta.

CITY AND PORT OF SAN DIEGO.

The following table, taken from the annual report of the Chief Signal Officer, shows the highest and lowest temperatures recorded since the opening of stations of the Signal Service at the points named, up to and including the year 1883. An asterisk (*) placed above a figure denotes below zero :

LOCALITY OF STATION.	No. of Years of Observation.	JAN.		FEB.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		Aug.		SEPT.		OCT.		NOV.		DEC.	
		Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.	Maximum.	Minimum.
New York.....	13	64	* 6	69	* 4	72	* 3	81	20	94	34	95	47	99	57	96	53	100	36	83	31	74	66	* 6	
Charleston, S. C.....	12	80	23	78	26	85	28	87	32	94	47	94	65	94	69	96	69	94	64	89	49	81	33	78	22
New Orleans, La.....	13	78	20	80	33	84	37	86	38	92	56	97	65	96	70	97	69	2	58	89	40	82	32	78	20
Pensacola, Fla.....	4	74	29	78	31	79	36	87	34	93	47	97	64	97	64	93	69	93	57	89	45	81	28	76	17
Jacksonville, Fla.....	12	80	24	83	32	88	31	91	37	99	48	101	62	104	68	100	66	98	56	92	40	84	30	81	19
Newport, R. I.....	2	48	2	50	4	60	4	62	26	75	33	91	41	87	56	85	45	77	39	75	29	62	17	56	* 9
Denver, Colo.....	12	67	* 29	72	* 22	81	* 10	83	4	92	27	89	50	91	59	93	60	93	51	84	38	73	23	69	1
San Francisco, Cal.....	12	69	36	71	35	77	39	81	40	86	45	95	48	83	49	89	50	92	50	84	45	78	41	68	34
Los Angeles, Cal.....	6	82	30	86	28	99	34	94	39	100	40	104	47	98	51	100	50	104	44	97	43	86	34	88	30
SAN DIEGO, CAL.....	12	78	32	83	35	99	38	87	39	94	45	94	51	86	54	86	54	101	50	92	44	85	38	82	32

FOR RECREATION AND HEALTH SEEKERS.

There is no lack of diversion or invigorating exercise for the tourist, sportsman, or health-seeker. The seaside and interior points of resort are numerous, and afford the sojourner not only the comforts but the luxuries of life. On the southeast, at Tia Juana, there is a well-kept hotel, and only half an hour's drive farther on the well-known hot sulphur springs in Lower California, Mexico, are reached. Taking the road to the right of the Tia Juana road, we come to the seaside, just beyond the head of the Bay, and find the Initial Monument, which marks the starting point of the boundary line between the United States and Lower California, Mexico. A little beyond the Monument we find some of the finest seaside scenery on the coast, at the "Point of Rocks." Turning westward, up the coast, we have the beautiful Ocean Beach and the romantic caves and beach of La Jolla; a hotel will be built at one, and probably at each of these points. Farther on we come to Carlsbad, a growing seaside point, where there is a valuable mineral spring. An hour's run on the California Southern brings the tourist or health-seeker to one of the most charming watering places in California—Del Mar. Here there is a view both of sea and mountain; the beach is one of the finest on the coast and is unsurpassed for bathing; there is an elegantly appointed hotel, with cottages for sojourners, bathing houses on the beach, etc.; there is daily mail service and telephone connection with the city. Continuing on the line of the California Southern, another hour brings us to Oceanside, where there is a superb beach and fine bathing; a large first-class hotel, close to the beach, is now nearly completed, and will be opened before this book reaches its readers. Leaving the coast for the interior, and still keeping the track of the California Southern, we come to Murrieta, a point which is destined to become one of the most popular sanitary resorts in Southern California, on account of the remarkable hot springs close at hand; one of the most comfortable and best kept hotels to be found anywhere is kept here; the elevation is 1,090 feet above the sea level. Still keeping the line of the California Southern, we next reach Fallbrook, one of the most beautiful spots in the county, affording picturesque scenery, pure cold spring water, and salubrious air. It is near the entrance to the Temecula Cañon, which can be reached in a short drive. Now, turn back to San Diego again, and thence over the mesa to the eastward, to El Cajon.

Soon, if not before this work reaches the hands of the majority of its readers, there will be rail connection with San Diego, so that the trip thither may be made in half an hour. At El Cajon (or, before we reach El Cajon, let us stop by the way at La Mesa, the new colony town site laid out by the San Diego Flume Company. The air here has long been noted for its salubrity, and beneficial effect in lung troubles)—but at El Cajon, on the edge of the beautiful Linda Lake, the seeker for restfulness will find it. A large and elegantly furnished hotel, under the best of management, is kept here, and the weary man of business, or the weak invalid, or the strong man in quest of recreation, can be equally satisfied by a sojourn at Linda Lake. There are other points in this spacious valley where good hotel accommodations may be had, and the surrounding country affords a variety of interesting scenery. Escondido is another and incomparable interior health resort; its popularity is very great; its situation gives it peculiar advantages; it is only 15 miles from the coast, but the surrounding hills give it freedom from the moisture of the sea air, and residence there has been found of remarkable benefit in some of the forms of pulmonary disease. There is a very fine hotel at Escondido, and telephone connection with the city. Railroad connection is now being established. These are the principal resorts, but there are many more which we have not space to touch upon. Returning to the Bay, we have directly before us the most important watering place enterprise that has been undertaken south of San Francisco, Monterey not excepted. This is the Coronado Beach. The peninsula which encloses the Bay on the south was purchased in 1885 by an association of capitalists, of whom E. S. Babcock, Jr., and Hampton L. Story are the leading spirits; they gave it the name of Coronado Beach, and they have expended nearly two millions of dollars in improvements, which they are steadily carrying forward. Their first sale of lots took place in November, 1886, and since that date they have sold 3,245 lots for over \$2,250,000. There is a small town there now. A hotel on the seaside, costing over \$1,000,000, will be opened in November. The natural advantages of the situation as a perfect seaside resort are not excelled in the United States, if indeed they are equalled; and it is the opinion of gentlemen who are familiar with the most famous watering places of Europe, that the possibilities afforded by the peculiar location and surroundings of the Peninsula are unsurpassed in the world. The Bay of San Diego is a completely land-locked sheet of water,

about twelve miles long and from one to two miles wide. It is formed by the projection on the west of the long and high promontory called Point Loma, which extends from the main land like a giant's finger, pointing southward, about eight miles. On the north the land rises in gradual slopes in the form of a crescent, sweeping around from west to east, and curving southward on the east, where the thin, ribbon-like strip of the Peninsula extends due west until it nearly meets Point Loma, enclosing the Bay on the south. At its western extremity it expands into a broad tract about a mile in width, called the "Island," which is divided on the Bay side almost through to the Ocean by an inlet or cove, the strip uniting the two halves of the Island being about four hundred yards in width. The Island lies directly in front of the city, which rises round the semi-circular slope on the north side of the Bay. The narrow passage between the Island and Point Loma is the entrance to the Harbor. The point selected for the improvements now in progress is the eastern half of the Island, or "Upper Island," as it is called, where the distance across the Bay to the City is only about three-quarters of a mile. Here avenues 140 feet wide, with drives, walks and bridle-paths between rows of trees, a boulevard around the entire Island, with parks and tree-lined streets have been made. A broad avenue running directly across the Island, from the Bay to the Ocean, a mile and a quarter, has been graded, and a double row of orange trees planted through the center the entire distance; between this orange grove a street railway runs in connection with a steam ferry from the city; on each side of the orange grove there is a drive-way, and on each side of the drive-way a row of shade trees. The trail is all dotted over with pretty cottages; the steam ferry service connects with street railways on each side; water from the city water works is piped under the Bay to the Beach; the telephone connects with the city system; at night the electric light gives strange beauty to the seaside resort.

There are a number of very pleasant drives around San Diego, which can be accomplished in half a day or a day—the Old Mission, a drive of about eight miles by way of Old Town, returning by the somewhat shorter mesa route, which affords a magnificent view of the country east and south, the Bay, the Peninsula, Ocean and Coronado Islands, as the City is approached. Point Loma and the Light-House—a drive of nine miles over a road somewhat rough, but which is fully repaid by another wonderfully fine view.

We have already referred to the caves of La Jolla—a drive of twelve miles to one of the most picturesque points on the coast, whose caves, as seen at low tide, are a remarkable natural curiosity; beautiful sea mosses may be gathered here. The Mussel Beds—a drive of about five miles through Old Town to the mouth of False Bay; if one is fond of mussels, they can be had here, large and juicy; “mussel bakes” are a popular feature here. We have also spoken of the Monument—a drive of sixteen miles through National City and down the Bay—a favorite drive for tourists; and to the Tia Juana Hot Springs—a drive of sixteen miles in the same direction, but turning up the Tia Juana Valley instead of toward the coast. Chollas Valley, National City, Paradise Valley, Sweetwater Valley, and El Cajon Valley are drives of two, four, five, twelve, fifteen miles respectively, east of San Diego, in which one can visit the orchards and vineyards near town, returning the same day.

In addition to these attractions near at hand, the lover of nature may make delightful trips in the spring and early summer, and hunting trips in the fall, to the mountains on the east and northeast of the City. Favorite excursions are to Indian Pine Valley, Buckman's Soda Springs, Guatay, the Cuyamaca country, San Felipe, etc., while to the west there are the Santa Margarita Valley, Corral de Luz, and other points. Those who desire to visit the “Sister Republic” may make camping excursions southward into Lower California, a hundred miles or more below the Mexican line, with perfect security.

The sportsman may depend upon hunting and fishing, to his heart's desire. Within a couple of hours' drive from town the shooting is as fine as one could wish, the game comprising quail, ducks, geese, snipe, rabbits, etc., while a little farther inland deer are yet numerous. There is no finer sea-fishing on the coast than can be had at San Diego, and parties are made up at trifling expense for fishing outside the Bay. Trolling baracouta is a most exciting sport, and there is splendid deep sea-fishing at the kelp beds. For boating and rowing there is no place comparable with the Bay of San Diego. Its smooth, unruffled waters are a safeguard against the accidents of sudden squalls and wind gusts, so fatally frequent elsewhere.

THE COMMERCIAL IMPORTANCE OF SAN DIEGO.

The value of the port of San Diego in a commercial point of view has been recognized ever since Americans first settled in California. As long ago as 1835-36, when it was the depot for the entire coasting trade of the territory, the excellence of the harbor was pointed out by ship-masters and travelers. Dana describes it at length in his well known narrative. In 1846, General W. H. Emory (then a Major of Engineers with General Kearny's column of the Army of the West), in his report to the Government, spoke of the importance of San Diego by reason of its geographical position and the security and capacity of its harbor, as the Pacific terminus for a railroad from the Mississippi Valley. In all the subsequent development of the Pacific Railroad idea, the terminal advantages of the port have held a conspicuous place. In 1854, when the reconnoissances of the several routes had been made under the direction of the Government, the "Southern" route, terminating at San Diego, on the Pacific, was the favorite one, and would have been adopted but for the intervention of the Civil War. In the "Report of Surveys Across the Continent on the 35th and 32d Parallels, 1867-68," by General W. J. Palmer, much attention is devoted to the claims of San Diego as the terminal point for the then proposed extension of the Kansas Pacific Railroad to the Pacific Ocean. The design was to reach both San Francisco and San Diego, and the subject is exhaustively discussed. The question of running the main line directly to San Diego was much considered at that time. General Palmer favored building the main line to San Francisco with a branch to San Diego, upon the ground that San Francisco was already the chief commercial center of the coast; but, in discussing this point, he says:

"It has been urged that the line should go to San Diego, and leave San Francisco out. There is no question as to the value of the Harbor of San Diego. It is admirably sheltered; will admit vessels drawing twenty-two and a half feet of water; has two square miles of water over four fathoms in depth; and is, next to San Francisco, the best harbor on the coast. It is four times as large as Guaymas. There is also a very favorable site, with ample space (the hills rising gradually for an indefinite distance to the eastward) to build a large city. The country back of San Diego is capable of furnishing an ample supply of fruits, vegetables, and meats of all kinds. Water, adequate to the wants of a very large population, can readily be obtained by bringing in the San Diego River from a point in the interior where it is sweet and permanent. [This work is now under

construction.] And the exceedingly healthy and equable character of the climate — the temperature never falling below 40 degrees or rising above 82 degrees, as shown by the register kept at the military post for a number of years— adds an additional attraction. The fact that this harbor is almost three hundred miles nearer by railroad to New York City than San Francisco is, either by the 35th parallel or by Omaha, is so important, especially in its bearing upon the question of the Oriental trade, that if the Gila, or 32d parallel route, were the *only* one by which San Diego could be advantageously reached, one might hesitate before giving preference to the 35th parallel. It has been shown, however, that the latter affords a good route to San Diego. This [San Diego] branch could be built in eighteen months, whenever the interests demanding it should prove sufficiently important to warrant its construction by private capital—a result that might occur even before the completion of the main line ; and it is not impossible that its shortness and cheapness may eventually cause it to become the main line.”

General Palmer's opinion is here quoted at length because it was given before the present New Town of San Diego had an existence, and is the impartial judgment of one of the most eminent engineers and railroad builders in the United States upon the peculiar advantages of this port. A few years later a very powerful company was organized under Congressional charter to build from the Mississippi Valley direct to San Diego on the 32d parallel. The history of that corporation—the Texas and Pacific Railway Company, under the presidency of Col. Thomas A. Scott—is a part of the history of San Diego from 1871 to 1878. Largely under the impulse of that enterprise the New Town on the bay shore came into existence. The failure of the scheme through the embarrassment caused by the great monetary panic of 1873 need not be here detailed. In the meantime the 35th parallel railroad project was held in abeyance. It has now finally been carried out, and the possibility predicted by General Palmer has become a realized fact. The interest demanding a railroad to San Diego warranted its construction by private capital, and the work was undertaken six years ago by several of the largest stockholders of the Atchison, Topeka & Santa Fé system, who built the California Southern Railroad from San Diego to San Bernardino, and in 1885 extended it to a junction with the 35th parallel (Atlantic & Pacific) railroad. And its shortness and cheapness, and the excellence of the harbor, have caused it to be made the “main line” of the Atchison system through to the Pacific. This result was inevitable from the beginning. It was subject to delay, but it was none the less certain. The great fact that on a coast line of more than a

thousand miles nature has fixed but two harbors, separated by an interval of five hundred miles, established the future of San Diego. Sooner or later, the railroad connection was bound to come.

The disappointment in the fulfillment of the expectations of the people regarding the 32d parallel road did not kill the town—did not prevent its growth. Its development was of course slow; while other towns, enjoying earlier railroad facilities, went forward rapidly; but still San Diego made a steady progress from year to year. The back country was all the while being settled and brought into cultivation; wealth and population showed a regular annual gain; and when the railroad finally came, there was a substantial basis to build upon and the growth of the last six years has been more remarkable than that of any other county in the State.

Nature made San Diego the seaport of the southern coast. That fact could neither be ignored nor written out of sight. A continental railway system is unfinished until it touches tide-water at either extreme and brings ship and car together. The points at which this connection is made are the termini of the line. Of the four great transcontinental railroads in the United States, one reaches Pacific tide-water on Puget Sound, two at the harbor of San Francisco, and one at the harbor of San Diego. These three points on the Pacific Coast are the *only* ones at which tide-water can be reached and ship and car can be brought together. In the State of California there are precisely *two* practicable terminal points, San Francisco and San Diego, situated 500 miles apart, each the *entrepôt* of its own peculiar section—San Francisco of the section north of Point Concepcion, and San Diego of the section south of it. No matter how many continental railroads enter California, they must bring rail and ship together at one or both of these two points. Nature has given no third point, nor can one be made by man adequate to the purpose. Whatever may be the present or future prosperity enjoyed by interior points by reason of their railway connections, they can never hinder or turn aside the peculiar advantages that are possessed by actual terminal points, where ship and car come together. Nor can terminal and interior points in any proper sense ever be rivals. In building to San Francisco and San Diego, the overland railroads had in view the facilities for ocean commerce afforded by these points as the consideration of first importance. It was the *seaport* in each case that was sought. The future of San Diego was just as sure when the first

Pacific Railroad was built, as that of San Francisco. The latter city, with a quarter century's start, has become, and must forever remain the "New York of the Pacific." But the completion of one Pacific Railroad made certain the building of another; and the existence of a second seaport on our coast gave the assurance of the growth of a second commercial city.

But it is not alone with reference to the through or transcontinental railway traffic that the commercial position of San Diego is an important one. This harbor is the natural outlet for a vast interior country, rich in mineral and agricultural resources. It includes the counties of Southern California, as well as Southern Nevada, Southern Utah, and Arizona. The mining regions of this great back country will draw all their supplies from the coast, while this will be the point of shipment for their ores and base metal. They will require rapid transportation to the seaboard and large shipping facilities. Railroads are already reaching down from Nevada and Utah toward a connection with the harbor of San Diego. Feeders will also reach out into the nearer agricultural valleys and connect them with the port. San Diego must surely become the commercial center of a great interior trade, second only in importance to that of San Francisco. All of this was long ago foreseen and pointed out as certain to follow the development of this interior country, which has been going forward with ever-increasing activity during the last ten years. The opening of the first railroad from San Diego into the interior makes the way clear, and the impulse from the interior to the seaboard is already felt.

The situation of the harbor of San Diego with reference to ocean traffic is a commanding one. It is on the nearest sailing line for the trans-Pacific steamships, and is five hundred miles nearer than San Francisco to Australia and New Zealand and all Southern Pacific coast ports.* This advantage of situation cannot fail to have a very

* While these pages were being placed in type the writer received a copy of the "San Diego Daily Union," containing the following intelligence: "Mr. J. D. Spreckels had two objects in coming to San Diego at this time. One was in connection with the making this city a port of call for his trans-Pacific line, and the other the launching of a large enterprise in San Diego. The Spreckels Bros. Commercial Company of San Diego has been formed. The company commences business with a capital of \$200,000, and its object is the carrying on of a general importing and commission business, together with the building of a bonded warehouse. The idea of such an enterprise suggested itself to Mr. Spreckels on his first visit here a few weeks ago, and, as is seen, he lost no time in putting his idea into shape. 'Why,' said Mr. Spreckels, 'when I saw your magnificent harbor I came to the conclusion that the port of San Diego ought to be the distributing point for Southern California, Arizona, and New Mexico. There is no reason why the Los Angeles merchants should have to go San Francisco to buy goods. There are no warehouses at San Pedro, and it can never be a great seaport. The harbor of San Diego was made for the uses of a great commerce, and that I have faith in its future is, I think, attested by the fact that I am willing to invest my capital here. We shall go right ahead with the warehouse and expect to have it ready to receive the cargoes now on the way from

important bearing upon the future commercial position of the city. To the trade with the Orient, Australasia, the Sandwich Islands, Mexico, Central and South America, the harbor offers the nearest gateway to the interior. The opening of an inter-oceanic canal at Panama or Nicaragua — an event certain in the near future — will give to the port of San Diego still greater importance.

Europe. Last year our firm had consigned to it fifty-two ships from European ports. I intend that the coming year fifty two ships, one per week, shall be dispatched to San Diego.' The new company is composed of the following gentlemen: John D. Spreckels, Adolf Spreckels and C. August Spreckels, of San Francisco; Charles T. Hinde and E. S. Babcock, Jr., of this city. The latter gentleman will have charge of the business here. The warehouse will be built on Atlantic street, and will cover two blocks, from F to H streets. It will be of brick, and goods will be received from vessels and kept in bond until such time as they may be wanted, when they can be shipped to points in the interior or elsewhere as desired. In regard to the steamship matter, Mr. Spreckels stated that he had nothing new to communicate. The Chamber of Commerce and himself will do all they can to have the Colonial mails come via this city. When he goes to New Zealand, in a few weeks, he will present the advantages of the route via this city, and from the showing he will be able to make, he is sanguine that San Diego will win the trophy. Mr. Spreckels is accompanied by James McCrindell, of Liverpool, who is largely interested in shipping. The gentleman is agreeably surprised at the harbor, and pronounces it the only harbor on the coast outside of San Francisco, and in some respects it is superior to that, it being more sheltered."