

# SAN DIEGO

—AND—

## SOUTHERN CALIFORNIA.

### THE CLIMATE, RESOURCES AND FUTURE PROSPECTS.

[WRITTEN UNDER THE AUSPICES OF THE SAN DIEGO CHAMBER OF COMMERCE.]

TO THE SAN DIEGO CHAMBER OF COMMERCE:—*Your Committee to whom was referred the letters from various parties, asking for information regarding San Diego and vicinity, would respectfully report the following as a general answer to such letters, and would recommend the Chamber to have the same printed.*

D. CHOATE,  
E. W. MORSE, } COMMITTEE.

Probably no point is now attracting more general attention, on account of advantages offered to immigrants, than San Diego, the Seaport of Southern California. It has long been known to the far sighted ones of the Pacific Coast that San Diego possessed advantages which would one day make her a commercial city of great importance.

The Rev. Walter Colton, Chaplain in the United States Navy, who resided in Southern California, in his work upon California, published in 1850, thus speaks of the peculiar advantages of San Diego, and predicts her future greatness:

"San Diego is another spot to which the tide of immigration must turn. It stands on the border line of Alta California, and opens upon a land-locked bay of surpassing beauty. The climate is soft and mild the year round; the sky brilliant, and the atmosphere free of those mists which the cold currents throw on the northern coast. The sea breeze cools the heat of summer, and the great ocean herself modulates into the same temperature the rough airs of winter. The seasons roll round, varied only by the fresh fruits and flowers that follow in their train. Before the eyes that fall on these pages are under death's shadow, San Diego will have become the queen of the South in California, encircled with vineyards and fields of golden grain, and gathering into her bosom the flowing commerce of the Colorado and Gila."

This prophecy was made twenty years ago. Since that time San Diego, and indeed the greater part of Southern California: has lain in Rip Van Winkle slumber. California energy and California capital are anxious to meet with immediate return for their labor; and other localities, receiving from various causes an impetus which San Diego did not feel, they far outstripped her in the race for preferment. Indeed, on her part there has been no effort to improve—no desire to publish her advantages until within the last two years. Within that time, however, political and commercial changes have taken place, which are so powerful as to permit her advantages no longer to remain unsought.

Years ago, before the outbreak of the civil war, the necessity for a trans-continental railway was apparent. Various surveys demonstrated that the route along

the 32d parallel of latitude was the most practicable; and a company was organized for the purpose of constructing a railway along that line, the superior advantages of which were so obvious that it would have received substantial aid from Government, had not political and military necessity made it imperative that the Government aid be given to a road, the terminus of which would be in the Northern States. The necessity for a time effectually put a stop to the movement; but with the close of the war the pressure was lifted, and the spring again set in motion. The commercial necessity of the road is now much greater than it was before the war; for the commercial importance of the Southern States is far exceeding the hopes which ten years ago were entertained by their most sanguine friends. Besides, ten years ago the trade with the Orient was not considered. Its present bearing will be noticed hereafter.

#### THE GROWTH OF TWO YEARS.

Two years ago, where the business centre of San Diego now stands, but a few Government buildings for the accommodation of a military post, were to be seen. The settlement was four miles further north, and at some distance from the edge of the bay. It comprised a few hundred inhabitants, chiefly Mexicans, who relied for their support on the traffic with Mexican stock-raisers of the surrounding country. It was founded in 1769, at the time of the establishment by the old Catholic priests, of the Mission de San Diego. Steamers arrived from San Francisco once a month: no wharves were then in existence, and a transfer of freight and passengers had to be made to small boats and lighters, and from thence to shore by stalwart Indians and boatmen.

The new element could not put up with this disadvantage of location. The new town must be nearer deep water, and where the channel was widest. And so a town was laid out where the thriving business centre now is. Its rapid growth has astonished even Californians. A wharf was immediately run out to deep water. The steamers, which up to this time, even with monthly trips, brought but a handful of passengers, were obliged by the rush to make a trip every six days, and always arrived loaded with freight and passengers, many of the latter having to sleep on the floor for lack of staterooms. These six day trips were soon changed to four day trips, and these, with invariably a heavy load. There is a tri-weekly communication (to be daily on the first of July) with San Francisco, via Los Angeles and Gilroy, the latter place being the present terminus of the Coast Railroad, to terminate at San Diego. There is also tri-weekly communication with Fort Yuma, Tucson, and other parts of Arizona, New Mexico and Sonora. Another wharf has been built, and at either end of each stands a capacious warehouse.

The city of San Diego now numbers 3,000 inhabitants. It contains twelve heavy wholesale and retail houses of general merchandise, each of which is doing a brisk business with the surrounding country. It has twenty or more smaller stores of different descriptions. It has a first class flouring mill, with a capacity of 300 barrels per day. It has two thriving newspapers (*BULLETIN* and *Union*); two churches completed (Baptist and Methodist). Edifices for several other denominations will be erected within a few months.

The society is good, and is characterized by that freedom from conventionalities and that liberality of opinion which a mixture of the intelligent from various localities always produces. It is composed both of Eastern and Southern families; the former having sought this point for its superior climate, and for the field which it offers to energy and enterprise—the latter finding here a relief from unpleasant associations, and a desired asylum of political quiet.

San Diego is a point especially adapted to the growth of educational facilities. Her unsurpassed climate, her fertile soil and her fine location, give her unusual natural advantages therefor; while her combined inducements tend to draw to this point a class of inhabitants who will foster such facilities. There are already established two classical academies, which receive good encouragement and merit it. Several other teachers of ability are making arrangements to establish similar institutions, during the coming summer. There are also three or more select schools of primary character. There are four free public schools. The graded system of common schools is soon to be put in operation. A few years hence will show this city second to none on this coast in such advantages.

In one respect the early settlement of San Diego differs greatly from that of most Californian towns. Those who come here, come as permanent residents, and the floating population being comparatively small, much interest is taken in religious, social and educational advantages.

San Diego has two good hotels, and six or eight of lesser pretensions. A magnificent brick hotel is being erected, to contain all the modern improvements, and be furnished in elegant style. It will accommodate 300 guests, will be lit with gas and warmed throughout with steam, and supplied with hot and cold water. It will be completed within two months and will be an establishment which would not dishonor any city. The town has a large number of brick stores and public buildings, three public halls, and numerous elegant private residences. Great pains are being taken to plant trees and shrubbery, which will in a few years be rewarded by a profusion of foliage. Buildings are springing up in all directions, and every day brings an improvement in the appearance of the town. The town site is most beautiful. For a distance of a mile back from the bay, the ground rises gently, forming a sloping plain, which at any point commands a full view of the harbor. The slope is sufficient for purposes of drainage, but will not necessitate grading. At a distance of about a mile from the bay the ground rises somewhat more abruptly forming a more elevated plateau, and affording numerous elegant sites for residences. The whole of this plateau commands a full view of the bay, its entrance and the ocean beyond.

The atmosphere has a peculiar clearness, which enables one to easily distinguish a passing sail at a distance of twenty miles. A cluster of mountainous islands stands in the ocean, about fifteen miles distant, and add greatly to the magnificence of the view. The purity of the atmosphere affords frequent exhibitions of the most wonderful *mirages*; making the islands appear at times to be suspended in mid-air, and at others, to have huge tunnels pierced through them. They often-times take the form of grotesque castles, with turrets, towers and domes.

Real estate has advanced from almost nothing to comparatively large figures. Business lots in the centre of the city, 50x100, command from \$500 to \$2,000, according to location. Fine locations for residences, within a mile of the bay, can be purchased at from \$100 to \$300 per lot; and further back, larger tracts for villas can be obtained at from \$50 to \$100 per acre. The title is perfect. There is every reason to believe that the rapid growth of San Diego is permanent. Geographical location, commercial necessity, agricultural and mineral wealth, and the unsurpassed healthfulness of climate, all combine to advance San Diego to a position second to but one city on the Pacific coast.

#### GEOGRAPHICAL LOCATION.

The harbor of San Diego lies in latitude 32° 40' N, and longitude 117° 12' W. To the north, San Francisco is the nearest harbor, and is distant 550 miles. To the south, Mazatlan is the nearest harbor, and is distant about 750 miles. San Diego is the natural commercial centre of a vast scope of country, rich in mineral and agricultural wealth, embracing all of Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico.

#### THE TRADE OF THE ORIENT.

On the completion of the 32d parallel railway, the bulk of the traffic between the States east of the Mississippi and the Asiatic empires, and also the fast freight between European and Asiatic ports, must of necessity pass through San Diego, and make this the Pacific coast port of trans-shipment. Vessels, both sail and steam, plying between San Francisco and Oriental ports, in their trip westward, invariably take their course down the California coast, until they reach or pass the 32d parallel of latitude, in order to take advantage of trade winds. In returning, the same course is retraced, and vessels near this coast between parallels 28 and 32, before they veer to the northward. This practically places San Diego between San Francisco and the Orient, giving her the advantage of 500 miles of travel.

The introduction of Chinese labor in the Southern States (as predicted by many far-seeing minds) will add greatly to the traffic which must pass through San Diego between these States and the Orient.

The commerce between European and Asiatic ports will add much to the business of a Southern Pacific railroad; for in the transportation of valuable commodities such as Teas, Silks and Opium, the saving of time will far more than offset the extra tariff. Until within the past few years, an immense capital was required for the Asiatic trade, on account of the length of time necessary for the transit of goods by water to European ports, preventing the possibility of quick returns, and adding a heavy interest account to the already enormous expenses. This age of commercial development is fast removing those difficulties. The Suez Canal greatly lessens the distance and cost of transportation between Asiatic and Euro-

pean ports; but the route across the American continent is quicker still, especially from the seaports of Eastern Asia. The interest on a valuable cargo of goods makes it necessary that the quickest possible transit be obtained.

A concise and comprehensive statement of the benefits which will inure to the United States by this trade, and of the necessities which will make the Southern Pacific railroad the grand artery for the European trade in valuable commodities, is contained in the report of the Memphis Commercial Convention Committee on the Southern Pacific railroad, made to the Louisville Commercial Convention; from which the following is an extract:

"Over the Pacific Railroad, Japan is within 26 days of New York, and 35 days of Liverpool. From London via Marseilles and Suez, the shortest travel is 53 days, and via Gibraltar and Suez, 60 days. Therefore the travel from Japan, Russia, Asia, Phillipine Islands, Eastern India, Indian Archipelago and Australia must come via New York to Europe, because it is quicker and cheaper.

"From Shanghai to San Francisco is 5,555 miles; to London via Suez, 10,469 miles. From Yokohama, in Japan, it is 4,520 miles to San Francisco, and 11,504 miles via Suez to London. The rapidity of transit will compel the shipment of all light and costly goods by way of America. The Teas and Silks of China will reach England and France after transit over our railways; and their higher priced exports will reach Asia by the same route. The Teas and Silks imported into England during the five years ending in 1864, amounted to 51,428,329 lbs., valued at over \$206,000,000. Our foreign trade with Japan is in its infancy, but it will grow with gigantic strides. The steamer Colorado, on her first trip, brought to San Francisco a freight nearly three times the value of the entire trade between that place and Japan for the first quarter of the year 1866. In 1866 our direct trade with China was more than three times that of the previous year. In 1866 the foreign goods brought to San Francisco were 675,000 tons; in 1867, 900,000 tons. For 1868 we have no data. In 1866 the passengers were 33,781; for 1867, upwards of 60,000.

"And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal via San Diego. Over this route it is 600 miles shorter from San Diego to Savannah, than it is from San Francisco to New York. Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the El Paso route, economising freights and fares, and lessening the duration of the trip. Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston and Norfolk, to European ports; and we shall all grow rich upon the custom which seeks Southern cities. And there need not be any rivalry or jealousy between the railroad cities of either section, as there will be ample work for all, and the increasing commerce will pour its auriferous streams into Southern and Northern laps alike."

The United States has, thus far, the lead of all other nations in the effort to secure this trade. With the completion of the Southern Pacific railroad, no nation will be more able to command the bulk thereof.

#### THE BAY.

There is not, in the world, a harbor more secure than the bay of San Diego. It is so completely land-locked that during the most violent winds ever experienced here, a small skiff can ride in safety across any portion of its waters. Its length from Ballast Point, the entrance, is  $13\frac{1}{2}$  miles. It contains a channel  $12\frac{1}{2}$  miles in length, and averaging nearly half a mile in breadth, with a depth varying at different points of from 20 to 51 feet, at extreme low water. This gives ample accommodations for a fleet of a thousand clipper ships to ride at anchor. There is at the sides of this deep channel, as much more available water, the shallowest point of which, at extreme low tide, is 12 feet, affording accommodation for several thousand craft of smaller size. Aside from this, there is, outside of Ballast Point and between Point Loma and the Zuniga Shoal, a channel over half a mile in width, and more than a mile in length, with a depth at extreme low water, at the shallowest point, of 20 feet, which channel affords perfect anchorage at all seasons of the year, the shoal checking the breakers during southeast winds. The anchorage is good at all points of the bay.

These facts are taken from official sources, and chiefly from a report of, and a chart compiled from a survey made in 1857, under the direction of A. D. Bache, Superintendent of the United States Coast Survey. In the Report of A. B. Gray, of the survey of a route for the Southern Pacific railroad on the 32d parallel, published in 1856, the following reference is made:

"To speak of the accessibility and safety of the harbor of San Diego would be superfluous, for its fame in that respect is well established as the discovery of California. In 1782 it was surveyed by Don Juan Pantoja, second pilot or navigator of the Spanish fleet. In the summer of 1840 the shore line was accurately measured and triangulated, under the direction of Hon. John B. Weller, United States Commissioner, in connection with Initial Point of the Mexican boundary; and in the spring of 1850, while encamped there, waiting instructions from Washington, I sounded the harbor thoroughly; and in conjunction with the officers of the U. S. Steamer Massachusetts, extended the

soundings into deep water. Since then large steamships and men-of-war have anchored off the military depot in six fathoms water, four miles above the Playa.

In 1851-52 it was again surveyed and sounded by the United States coast survey. From the results of the three examinations it appears that the conformation of the shore line has very little if any changed and the soundings are identically the same. The average rise and fall of tide is 6½ feet, and six fathoms at low water is carried in over the bar, for a distance of eight miles up the bay; when five, four and three fathoms are extended for seven miles further. The channel of deep water is half a mile wide for over 8 miles; at one place a little less (near the entrance). On either side of the four-fathom curve, which is distinctly marked, the bank being very precipitous, are flats having from one to three fathoms, generally averaging two fathoms, and at one bend of the bay, nearly two miles broad. No difficulty is experienced in getting into the harbor night or day, with a chart or pilot; the wind from any quarter. For nine months of the year the prevailing winds are from the north-west and during the months of November, December and January the south-easters make their appearance on the coast; occasioning very heavy storms lasting several days at a time; but when fairly in the harbor, it is as smooth as a mill-pond, and a vessel will ride more securely at anchor than in the harbor of New York, so completely land locked and protected from all gales as it is. There are no heavy swells upon the bar and the channel is very regular. A strong current sets in and out of the harbor, and so long as the tides continue to ebb and flow there will be no material change in the width or the depth of the channel.

It is simply necessary to examine a correct chart of the port of San Diego to observe at once its capacity. From a residence of several years there, and close observation, I felt satisfied that for the ocean traffic of the Pacific, from the Islands and the Indies, it is amply capacious, being large enough to hold comfortably more than a thousand vessels at a time."

#### AGRICULTURAL RESOURCES.

The latent agricultural wealth of Southern California is as yet unknown and unappreciated. The counties considered as composing this section are San Diego, Los Angeles, San Bernardino, Kern, Santa Barbara and San Luis Obispo. Of these Los Angeles has the greatest amount of developed agricultural wealth, and perhaps more than all the others combined. Her semi-tropical products have already a world-wide reputation. Los Angeles county to-day has a population of nearly 30,000. In 1869 she produced 300,000 bushels corn, 100,000 bushels wheat, 385,000 bushels barley, 50,000 lbs peanuts, 700,000 lbs wool, etc. etc. She had 250,000 Orange, Fig, Lemon, Olive, Mulberry, Almond, Walnut and other variety of trees. She had over 4,000,000 vines.

One of the most convincing proofs of the agricultural capacity of San Diego County, is derived from the present condition of the gardens of the old Mission. There, even in their decay, is shown that the valleys of this county will abundantly reward the cultivator; even as the fact that the Mission owned, in 1831, 194,000 head of cattle, horses and sheep, shows the capacity of the same region for grazing. The following is a description of the Mission at present:

"Immediately in front of the church are the Mission gardens, three in number, and occupying, I should think, respectively two, three and five acres. These gardens are partly inclosed by adobe walls, and partly by cactus, or prickly pear, called by native Californians tuna. Most of the cacti plants here are sixteen feet in height. Upon the outside of these enclosures are large numbers of castor bean plants, all of which, like the tuna, have been some day in a very high state of cultivation. Within the enclosures are olive and palm trees, and a leguminous plant, or tree, the bean of which, in its ripe state, may be used for shot. This bean tree is an evergreen, and is in leaf, bud, blossom, and all stages of fruit the year round. One purpose of this bean was for the manufacture of ink. The padres would take it when nearly ripe, roast it, then crush it fine, and pour water, and old nails, and rusty bits of iron upon it, the fluid part becoming in a few days rich black ink.

"There are several palm (datala) trees, which are very beautiful and ornamental. They grow tall and stately, and have branches like immense fans in shape, and are used for purposes of ornamentation by people giving parties, etc.

The olive trees constitute the oldest (and one of the largest) olive orchards in the country, there being three hundred and seventy-one trees, nearly a hundred years old, and all in abundant bearing order. There are no evidences of the cultivation of the grape at present; but an old manuscript states, item form, in enumerating the shipment of hides and tallow, that "a pipe of wine, made at San Diego, was sent to Charles 14., King of Spain, by the Padre Fermin."

San Bernardino, Santa Barbara and San Luis Obispo have, within the past two years, increased their agricultural wealth ten-fold; but San Diego has remained nearly stationary. This is chiefly owing to the spirit manifested by the owners of large tracts of land held under Mexican grant titles. While in the more northerly of these counties many of these immense tracts have been subdivided, and offered on reasonable terms to actual settlers, the choice lands of San Diego County have been jealously withheld from occupation save for grazing purposes. But this con-

servatism is passing away; and many large and fertile tracts are now being subdivided and placed in market on favorable terms, at prices ranging from \$2 to \$5 per acre.

The private grants embraced in San Diego County cover about 670,000 acres. The bulk of this is fine arable land, and the remainder is valuable for grazing purposes. There remain open for settlement and pre-emption a million acres of valley and mesa lands; highly valuable for farming purpose or for grazing. These mesa tracts are elevated plateaus or table-lands, and the most thereof are especially adapted to grape or tree culture.

It is an easy matter to determine the title to any tract of land. All confirmed grants are secured by United States patents. Official maps and records, easy of access, give full information as to the location of the various grants, and all lands outside of these, with the exception of one or two tracts immediately to be surveyed are government lands, and open to location under the Pre-emption or Homestead Acts. The liability of unsurveyed grants being floated over public lands has hitherto been a great prevention of settlement, but this objection is now removed by Congressional enactment. It may be safely asserted that embraced within the five counties above mentioned are upwards of twenty million acres of land, more than half of which is superior for agricultural purposes, and the remainder furnishes excellent pasturage.

These lands afford every variety of soil, and the greater portion of them are good for almost every branch of agriculture. But the greatest pride of the whole section is its peculiar adaptability to the culture of tropical, semi-tropical and northern fruits and nuts. In the older settled counties the orange, lemon, olive, fig, mulberry, grape, almond, English walnut, and indeed, all varieties of fruits and nuts flourish luxuriantly. The climate and soil are also especially adapted to the culture of cotton, hops, castor-oil beans, hemp, flax, tobacco, wheat, barley, oats, potatoes, beans and all varieties of grain and vegetables.

In San Diego county but little has been done towards fruit culture: but every effort has been attended with the best success. The next two years will cause a great change in this branch of industry. Wheat and other small grains are raised with great profit. Six hundred acres sown on the Cajon ranch, ten miles from the bay, yielded in 1869, an average of fifty-seven bushels to the acre.

The general topography of the country shows a rolling surface, with low hills and higher mountains interspersed with fine valley lands.

Facilities for transportation are as yet in a primitive state. Wagon roads into the interior are generally good, and free from toll rates. Improvements are constantly being projected; and the day is not far distant when every farming district of Southern California will be tapped by railway branches. Those who are fortunate enough to secure farms before this development takes place, will reap the benefit.

Fencing, in many localities, is not a necessity. The Legislature of California has passed laws protecting all agricultural districts (the inhabitants of which have applied for such protection) by compelling stock owners to herd their stock. Live fence (osage orange and willow) are much in favor, and in Los Angeles county they are in common use. The soil and climate of the whole of Southern California is peculiarly adapted to the cultivation of the osage orange. Board and post fences can be constructed at a comparatively reasonable cost. Lumber can be delivered at the harbor of San Diego for \$20 per thousand feet, leaving a margin for profit. A less figure than this will suffice so soon as the products of the country furnish return cargoes to the north.

#### WOOD AND WATER.

There is a good supply of saw timber in the different parts of Southern California. In San Diego county two saw-mills are running. Many of the mountains and ravines have a thick growth of live-oak and other trees, suitable for fire-wood. The supply is not extensive. This is by many considered remarkable, especially as the fertility of the soil would support rank vegetation. But it is easily accounted for, by the heavy fires which have heretofore annually raged over the country. There is indisputable evidence in old Spanish records that centuries ago hill and plain were covered with dense forests.

Many of the valleys are well supplied with running water from mountain springs, and portions of the country are a paradise of verdure, even in a wild State.

## MINERAL RESOURCES.

The vast scope of country embracing Southern California, Southern Nevada, Arizona, New Mexico and Northern Mexico possesses untold mineral wealth. Gold, silver, copper, lead, coal, iron, tin, quicksilver and other metals abound. Late developments give assurance that the auriferous and argentiferous deposits are much more extensive than was formerly supposed. The mines of the Coleman, Julian, Bainbridge, Hensley and other mining districts are of recent discovery. They are situated within a range of a hundred miles from the town of San Diego, and promise large returns to those who have undertaken to develop them. Although yet in their infancy, the trade which they already throw into the lap of San Diego is of no inconsiderable importance. Southern California has never been thoroughly prospected for mineral wealth, but she will not in this respect long remain a *tierra incognita*. Quite as little is known of the mineral wealth of Arizona. The depredations of the Apaches have hitherto prevented even the valuable discoveries already made from being worked. But enough is positively known of its almost incredible mineral wealth to induce hundreds of hardy prospectors to wend among her mountains, with their lives in their hands, in search of riches. With the railroad developments the light of civilization will supersede the darkness of savage life, and the untold wealth of this section will be made available.

An excellent wagon-road is now built between San Diego and Fort Yuma. This will throw much of the trade of that section into San Diego; and on the completion of the Southern Pacific Railroad, San Diego will necessarily be the metropolis of all that immense mineral country. This city is also the port town of California and the south Pacific coast for the extensive mineral deposits known as the Burro mines, the mines being distant *via* the new Fort Yuma road from San Diego nearly two hundred miles less than by any other route. At present all travel for the Burro District must necessarily go this way. By means of an excellent stage line the trip to the new Eldorado is made with comfort, safety and dispatch.

The Mexican State of Sonora is proved to be exceedingly rich in minerals, as indeed is the whole of Northern Mexico. Railway developments will greatly open up this country, and will tend to commercially, if not politically, unite it with the United States of America. San Diego must be the commercial port of this vast and fertile section.

## INDUCEMENTS FOR MANUFACTORIES.

An excellent field is here open for the establishment of manufactories of different kinds. The mineral country dependent on San Diego for supplies, will be a heavy purchaser of machinery and mining implements. Agricultural implements are already in large demand. The superiority of this as a grazing country renders sheep-raising a business of great profit, and calls for the erection of woolen mills. San Diego can much more profitably manufacture the woolen goods for the vast country of which she is the metropolis, than to export her raw staple and import it when manufactured into fabrics. The soil and climate is peculiarly adapted to the culture of the sugar beet, the ramie and other textile plants, the castor bean, and many other productions which require machinery to draw from them their greatest profit. Silk culture, also, is bound in a few years to be a prominent source of wealth; and the machinery for preparing the staple for market, and for manufacturing the fabric, will soon be required.

Great inducements are also offered for the establishment of tanneries. The vast grazing tracts of this section yield annually a large number of hides, which heretofore have been forced at a heavy cost of transportation to seek a market in New York or San Francisco. With the opening of the Chinese trade the manufacture of boots and shoes will meet with much encouragement. The Orient is already a liberal patron of San Francisco for boots, shoes and leather findings, and the trade is rapidly increasing. The large supply of hides will enable San Diego manufacturers to successfully compete with both San Francisco and eastern markets.

Salt was produced by evaporation at the head of San Diego Bay last year, of such quality that it commanded five and a half dollars per ton more in San Francisco, than that from Carmen Island. The manufacture of soap could be made very profitable here, as the ice plant abounds, which requires only to be burned to yield the requisite potash. The business of coast whaling has been successfully conducted at the entrance of San Diego Bay for many years; and the same business, as well as seal hunting, could easily be extended down Lower California,

with San Diego as a base. Fish abound, and their capture for drying has lately begun to attract labor and capital.

### CLIMATE.

In regard to climate, San Diego challenges comparison with the most favored spot on the globe. In her freedom from extremes of heat and cold, from sudden changes, from penetrating, chilly winds, from the malaria caused by decaying vegetation, from disagreeable fogs, and from the many disadvantages of a damp and humid atmosphere, she stands unrivalled. The winter or rainy season commences at about the last of November and continues until sometime in March.

Sau Diegans speak of winter and summer from force of habit; but in reality there are no such seasons. The bulk of the rain falls during the months known as winter months. The summers are occasionally visited by refreshing showers from passing clouds, The nights of all seasons of the year are refreshingly cool, and the days are never disagreeably warm. The rains are brought by southerly winds, and are almost invariably warm. The bulk of them falls in the night time,

It is impossible for one to obtain from a tabular statement an idea of the perpetual delight which this climate produces. Day after day, week after week, and month after month roll around with hardly an hour in which a person is uncomfortable if thinly clad. Workmen doff their coats in winter as in summer. Stores and offices dispense with artificial heat in winter as in summer. And it is not only the genial warmth of this climate which recommends it. The atmosphere is never dull and depressing. It is pure and invigorating. The mild breeze from the Pacific Ocean constantly fans the city, but rarely brings fog. The consumptive feels at every breath, new vitality. The mild and bracing air gives him a new lease of life. Rarely a death has ever occurred from this dread disease.

The question is often asked: "what are the prevailing diseases of this locality?" There are none. All diseases known here are either imported, or contracted by the most flagrant violation of nature's laws. The various classes of pulmonary, bronchial and rheumatic disorders, however aggravated, are always cured or relieved by this climate. Bilious fevers, and chills and fever are unknown here, except they are brought by the sufferer. The cool and delicious nights will prevent yellow fever from ever gaining a foothold here.

The benefits derived from this climate thus far have been without the aid of mechanical helps. Up to this time there have been no proper hotel accommodations—no fires for the comfort of invalids, no bath houses, no roomy and well ventilated apartments. But this disadvantage will be suffered no longer, for with the completion of the magnificent hotel being erected by Mr. A. E. Horton, the most ample comforts and luxuries will be afforded.

Annexed will be found a tabular review of the monthly mean for the year 1853, the record having been kept by W. S. King, Assistant Surgeon of the Army, and who remarks in a subsequent article that the table is a fair average for seven years:

| Month.        | Sunrise. | 9 A. M. | 3 P. M. | 9 P. M. | Month.         | Sunrise. | 9 A. M. | 3 P. M. | 9 P. M. |
|---------------|----------|---------|---------|---------|----------------|----------|---------|---------|---------|
| January.....  | 45       | 55      | 64      | 50      | July.....      | 66       | 74      | 80      | 67      |
| February..... | 41       | 56      | 64      | 48      | August.....    | 65       | 75      | 81      | 69      |
| March.....    | 40       | 60      | 69      | 54      | September..... | 61       | 75      | 82      | 67      |
| April.....    | 53       | 66      | 73      | 57      | October.....   | 50       | 74      | 79      | 62      |
| May.....      | 56       | 65      | 71      | 60      | November.....  | 49       | 67      | 69      | 57      |
| June.....     | 61       | 70      | 77      | 60      | December.....  | 47       | 57      | 62      | 54      |

The following observations were made by Surgeon J. F. Hammond, U. S. A., at the Mission, six miles from town, in 1853:

| Month.        | 7 A. M. | 3 P. M. | 9 P. M. | Month.         | 7 A. M. | 3 P. M. | 9 P. M. |
|---------------|---------|---------|---------|----------------|---------|---------|---------|
| January.....  | 40      | 61      | 46      | September..... | 79      | 75      | 69      |
| February..... | 44      | 63      | 53      | October.....   | 59      | 71      | 61      |
| March.....    | 47      | 64      | 52      | November.....  | 40      | 67      | 47      |
| April.....    | 53      | 68      | 55      | December.....  | 47      | 59      | 43      |
| May.....      | 60      | 72      | 61      |                |         |         |         |
| June.....     | 64      | 74      | 67      |                |         |         |         |
| July.....     | 68      | 80      | 70      |                |         |         |         |
| August.....   | 67      | 77      | 70      |                |         |         |         |

We now quote the table of observations by thermometer, in the shade, for the month of June, 1853, and claim it to be the most perfect picture of an even temperature in the world:

| Date.   | 7 A. M. | 12 M. | 6 P. M. | Date.   | 7 A. M. | 12 M. | 6 P. M. | Date.   | 7 A. M. | 12 M. | 6 P. M. |
|---------|---------|-------|---------|---------|---------|-------|---------|---------|---------|-------|---------|
| 1.....  | 63      | 69    | 62      | 31..... | 63      | 70    | 66      | 21..... | 62      | 68    | 66      |
| 2.....  | 63      | 66    | 63      | 12..... | 69      | 69    | 66      | 22..... | 64      | 68    | 66      |
| 3.....  | 60      | 68    | 64      | 13..... | 63      | 68    | 66      | 23..... | 63      | 67    | 66      |
| 4.....  | 58      | 65    | 62      | 14..... | 64      | 69    | 65      | 24..... | 67      | 68    | 66      |
| 5.....  | 62      | 67    | 64      | 15..... | 61      | 67    | 64      | 25..... | 64      | 69    | 63      |
| 6.....  | 60      | 66    | 63      | 16..... | 61      | 68    | 64      | 26..... | 63      | 69    | 65      |
| 7.....  | 60      | 67    | 64      | 17..... | 61      | 68    | 65      | 27..... | 63      | 70    | 67      |
| 8.....  | 63      | 67    | 64      | 18..... | 65      | 68    | 66      | 28..... | 63      | 70    | 67      |
| 9.....  | 62      | 67    | 65      | 19..... | 65      | 72    | 65      | 29..... | 65      | 70    | 68      |
| 10..... | 64      | 69    | 66      | 20..... | 62      | 67    | 66      | 30..... | 66      | 70    | 67      |

These tables prove conclusively that San Diego has the most equable climate of any place in this or any other temperate country; while all writers and tourists have pronounced it the healthiest place in the world.

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D. FELSENHELD, SECRETARY.

A. PAULY, PRESIDENT.

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