

mer of that year the City Council decided to obtain a settlement of the water front controversy if possible. As the property stood, no person could convey a valid title to it, the city and Mr. Carpentier each claiming it. If probabilities were to be considered, it seemed as if the city would lose in any proceedings that might be undertaken. Honorable John B. Felton was employed on a liberal contingent fee to attend to the matter. It soon became apparent that unless a compromise was effected, so that either the city or Carpentier could make a conveyance of some of this property to the Railroad Company, the terminus would be located elsewhere on the eastern shore of the Bay. Various negotiations were entered into, and the parties having come to a clear understanding, the whole affair was laid before the people of the city, receiving their formal endorsement and approval. In 1868, the Legislature being in session, a brief act was passed giving the City Council power to compromise and settle any litigation in which the city might be a party. On April 1st, 1868, the Council passed an ordinance releasing to Mr. Carpentier the city's claim to the entire water front, and ratifying and endorsing the acts of the first Board of Trustees, who had also conveyed to him the same property. Mr. Carpentier deeded the whole of it to the Water Front Company, and the Water Front Company conveyed certain portions of it to the Western Pacific Railroad Company. In consideration of the grant, the Railroad Company agreed to locate its terminus in Oakland, and expend five hundred thousand dollars thereon within a stipulated time—conditions that have been faithfully kept. There was reserved to the city a portion of the water front of the northern bank of the San Antonio Creek, lying below Water street, between Webster and Franklin streets, and extending to deep water. The cumbersome details by which the compromise was perfected are not given in this connection, as they have long since been placed publicly on record, and can readily be consulted by any one who desires a critical knowledge concerning them.

In June, 1869, the clouds that had been overhanging city property were dispersed, a compromise whereby all outstanding claims could be purchased at a nominal rate having been effected. This is of great importance, and will receive further attention in another connection. The years 1868 and 1869 were the most important in the city's history. The location of the terminus had been settled, land titles had been perfected, the State University secured for the city, and the local ferry had been improved so as to meet all the wants of the people. The wild real estate excitement having culminated without causing a depression in prices, the erection of buildings has progressed more rapidly than ever. The number of people who arrive and depart daily amounts to several thousand. The value of the property subject to taxation cannot be less than twenty millions. A reputation has been established, and the city is flourishing and prosperous.

Facts stated in other parts of this work show what vast sums of money have been expended in public and private improvements, what care has been taken to render the city healthy and attractive, and how her people foster learning and religion. There still reside in Oakland a