

passed in excellence, the reputation of the private seminaries of learning is established, and the inestimable value and importance of the University is understood and appreciated by the people of California so well that a mere reference is all that is here needed. The facts and statistics recorded in this volume present the almost numberless advantages of Oakland as a place of residence. The appreciation of those advantages is shown by the steadily increasing population, derived from all parts of the Pacific Coast.

But Oakland aspires to be something more than a mere place of residence. The germs for an extensive local business have already appeared, and in the fullness of time she is certain to be self-sustaining. An examination of the map of California will show that Oakland is now and was by nature adapted to be the railroad center of the State. By the Western Pacific Railroad, the distance from Sacramento to San Francisco is materially less than around the southern extremity of the Bay, and the shortest possible route has been surveyed for the air line road between those two points by way of Oakland and Martinez. The project of bridging the Bay so that trains can run directly to San Francisco will not be a measure of economy until the traffic becomes so great that seven large and powerful steamers like the *Thoroughfare* cannot accommodate it, according to the opinion and estimate of the leading civil engineers of California, given in response to questions in writing by the Mayor of San Francisco. To sustain such a business it would require an almost continual line of freight and passenger cars, arriving and departing. In respect to economy and rapidity of transit, Oakland holds the commanding position. It has been argued with seeming force that the commerce of a large city cannot be carried on when wharves two miles in length are required in order to reach deep water. This is eminently true, and unless Goat Island be used for terminal purposes, the superior advantages offered by the San Antonio Creek will be made available. The improvement of this splendid natural harbor is contemplated by the Water Front Company, and plans for the work have long been in existence. To render it a proper harbor for vessels of the largest tonnage is properly a national work, and at the last session of Congress a survey of the Oakland Harbor was provided for, as preliminary to an appropriation for doing the work. Oakland can then feel that she has a commerce of her own. There will be no further necessity for the Central Pacific Railroad Company to erect costly and perishable structures almost in the middle of the Bay. The importance of the proposed work is duly appreciated, and its completion will be perhaps the most important event in the history of the city. At the present time a considerable portion of the wheat crop of the immense valley of the San Joaquin is shipped from the railroad warehouses on the extremity of the Oakland pier, and tea and other products of the Orient have been transferred at the same point.

Nature seems to have done everything possible in behalf of Oakland, but nothing worthy of attainment is ever offered except at the price of toil, and the amount of labor and perseverance demanded from Oakland