

olis of the Pacific Coast, the managers of railroads are compelled to locate their terminal improvements in Oakland, because they further their own interests by so doing. The Central Pacific Railroad Company owns seventy acres of land at the Oakland Point, used as a site for round-houses and work-shops. A planing-mill has been in operation upwards of one year, and in it is prepared all the timber used in the construction and repair of bridges on the line of the road. At the present time over 7,000,000 feet of lumber and the materials for the construction of a large and commodious freight-boat, are on hand. The city has refrained from any attempt to open streets through this tract of land, at the request of the Company, upon representing that this ground is required for the purposes we have named, and in cutting it up by numerous streets its usefulness would be so impaired that it would be necessary for the Company to seek for accommodations elsewhere. The Company also owns an area of three hundred and fifty acres on the water front, extending from the former tract toward Goat Island, with a frontage of nearly half a mile on ship channel. The Company has recently made extensive purchases of real estate near the head of the San Antonio Creek, and it owns a large tract of hilly land a few miles south from Brooklyn, from which can be obtained an almost unlimited supply of earth for filling in and reclaiming marsh and tide lands. The wharf projecting from the Oakland Point is eleven thousand feet in length, and at the end of it there are twenty-six and one half feet of water at low tide, and thirty-three and one half feet of water at high tide, upon which have been erected extensive depots, railroad offices, warehouses, and ample facilities for the storage of grain, etc. The structure is built in the most firm and enduring manner, and nothing has been omitted that engineering and mechanical skill could suggest. The overland trains and the accommodation trains for San José, Sacramento, Stockton, and Marysville are run over the track laid through First Street, and the local trains are run over the Seventh Street track. Communication between San Francisco and Alameda is now maintained by a branch line of the Oakland road, which was completed on the first of October last. Its distance is about four miles, extending from Harrison and Seventh streets and crossing San Antonio Creek by a substantial bridge seven hundred and eighty-six feet in length, with a draw of two openings of eighty feet each. Ten trips are made daily. The Oakland Ferry service has been much improved by the discontinuance of the old route to Alameda. Twenty-five trips each way are now made daily, and, during business hours, one is made every thirty minutes. At Broadway and Brooklyn Stations, commodious accommodations have been provided for passengers, and at the latter a round-house for locomotives has been recently erected.

At the Central Pacific Railroad Company's Wharf, from June 30th, 1872, to June 30th, 1873, one hundred and ten vessels have received their cargoes of grain, aggregating 161,134 tons.