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and higher life as the University of California, the peer of any university on the American Continent. The fame of our earlier private educational institution has been eclipsed by a system of public schools, in which can be taught the four thousand six hundred and fifty-nine children who are entitled to admission. Now, as it was twenty years ago, population is setting towards Oakland, because of the facilities for the education of the young.

Some twelve years ago communication with San Francisco by the Creek route had become so uncertain that a corporation was formed for building a pier into the bay, from the western part of the city, to be connected with the central portion by rail. This work having been done, the growth of the city was vastly accelerated, and people whose business was in San Francisco began to take up residences in Oakland on account of its many attractions, and its accessibility. The city soon seemed to have been imbued with a new life. Streets were opened and improved, an effective fire department organized, a City Hall erected at a cost of \$100,000, and public school houses built, which were as ornamental to the city as they were useful for their intended purposes.

In 1867 there was a general discussion throughout the State about the location of the terminus of the Central Pacific. The representative men of Oakland were wide awake and vigilant. The water front surrounding the city was held by H. W. Carpentier, under the grant made by the town authorities in 1852, and though there had been so many years of litigation to regain it, there was no prospect of a termination. The Hon. John B. Felton was retained by the city and a compromise was finally agreed upon, the impelling motive being the necessity of offering some of the property to the Western Pacific Railroad Company as an inducement to locate its terminus in Oakland. The reservations to the city were the portion of the property now occupied by the City Wharf, and the water park, known as Lake Merritt. There were small reservations to Mr. Adams and Mr. Carpentier, and the remainder of this vast property was conveyed to the Oakland Water Front Company, composed of Adams, Carpentier, Stanford, and other directors of the Western Pacific. The water front property, now held by the Central Pacific is under title derived from the Water Front Company, and those donations were the inducement for locating the terminus of the overland railroad in the City of Oakland. The water front comprises the overflowed land between ordinary high water mark and ships' channel; but the marsh lands on each side of the San Antonio Creek were claimed as part of this property, and the question of title was pending in the Supreme Court of the United States, a year and a half ago, but there has been a compromise between the parties interested. A strip of the marsh land bordering on the creek and three hundred feet in width, was relinquished to the Water Front Company, and the title to the remainder was confirmed to private individuals. It is claimed that if the water front had not been retained until 1868 by one person, the city could not have been in a position to offer a sufficient inducement to secure the location of the terminus. It has not been the policy of the new owners of the property to dispose of it in sub-divisions for the general purposes of trade and commerce, and it may be that this will be equally advantageous in the future. Railroad improvements, far beyond what were required by the stipulation, have been made, and ever since November 8th, 1869, the terminus of the trans-continental railroad has been in Oakland. The ferry service has since been under the control of the Central Pacific, and has expanded so as to meet the wants of the thousands who daily travel between this city and San Francisco. Three trains of cars and two elegant steamers make forty-eight trips per day, carrying an average number of nine thousand six hundred passengers, or three million five hundred and four thousand per annum. At this time preparations are in progress to

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