

tion has been paid to light and ventilation; and the building is large enough to answer the desired purposes for many years to come, assuming that the growth of the county is to remain undiminished. The design is such that additions can be made without injury to the appearance and proportions of the building.

The wharf, built and owned by the city, on the lines of Webster and Franklin streets, was completed three years ago. During its first year the receipts were \$3,277.31; during its second, \$4,008.02, and during its third, \$6,507.43; a fair return on an investment of \$20,000, even if we leave out of view the public policy of affording wharf facilities for local commerce. The increase in the amount of revenue seems to accord with the general growth of the city.

All statistics that are gathered, all facts that are brought to notice, show that for the last two years the advancement of the city has been uniform but very rapid. It is also observed that the number of business places does not increase in the same ratio. The vast majority of all who become residents of Oakland, do so with the desire to make it their home, looking elsewhere for business. But the merchants who are in business in Oakland are prosperous and thrifty. There may not be room for competition with them, but there are apparently new fields of enterprise waiting to be filled. The prospects for the future are flattering in the extreme. All the information we have collected shows that in the past the city has been advancing as rapidly as would be normal and healthy, and that it can be retarded only by some calamity that would equally affect the whole State. There are soon to be considered new elements which will change the character of the city from a vast aggregation of homes, to a self-sustaining commercial port.

The improvement of the San Antonio Creek, so that large ships can be brought within a convenient distance of the mainland, has been advocated by those who were fully conscious of the great advantages Oakland has on account of her location on the eastern shore of the bay, being naturally the center of the railroad system of the Pacific Coast. The forty-second Congress directed an examination of the San Antonio Creek, with a view to its improvement. The Board of Pacific Coast Engineers, consisting of Major G. H. Mendell, Col. C. S. Stewart, and Col. Alexander, submitted their report in March, 1874. They made a thorough examination, and reported favorably. They ascertained that the tide rises a little higher and falls a little lower in San Leandro Bay than it does in San Antonio Estuary, the difference in range being four tenths of a foot. The times of high and low water are also earlier in San Leandro Bay, by about one hour. The San Antonio Estuary is supposed to be filling up on account of the smallness of the tidal basins which supply water for the stream in the channel. But with the present tidal area, the channel is twenty-two feet deep at Hibbard's, or the old Alameda Wharf, and that the depth elsewhere ranges from fourteen to eighteen feet, at low water. At the mouth of the Estuary, where the water is distributed over a large area, a bar exists, on which there are about two feet of water. Hence the conclusion that if this channel were sufficiently contracted its depth would become greater, on account of the power exerted by the ebb tides. In this case the great scouring effect of the ebb tides is specially due to the tidal peculiarities of the bay. The first practical step is to contract the water way over the bay, to be done by two parallel training walls of stone, to extend from the mainland to the deep water of the bay. To afford the necessary room for navigation they are to be one thousand feet apart. It is the opinion of the engineers that in one or two years these walls would of themselves wash out a channel between them some twelve or fourteen feet deep at low water. The natural tidal basin at the head of the estuary is to be deepened, so that there will be two feet of water at low tide,

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J. S. G. GORDON is the pioneer ice man. Office, 469 Ninth Street.