

and it can be still further improved so as to accommodate shipping. But this basin is not large enough to open and maintain a wide and deep channel between the training walls. Rather than incur this annual cost of dredging that would be necessary, a plan, almost provided by nature, has been adopted. It is proposed to double the amount of water flowing through the creek by connecting it by a canal with San Leandro Bay. A dam across the mouth of the bay will be necessary. The current will then be doubled in velocity, and it is estimated that the depth of water in the channel will be maintained at eighteen or twenty feet at low tide. The order in which the several parts of the work are to be done is as follows: first, the training walls; second, the canal to connect with San Leandro Bay; third, the dam at the mouth of the San Leandro Bay, and fourth, the excavation of the tidal basin at the head of San Antonio Creek. The estimated cost of the whole work is \$1,736,985.20. When the work is completed Oakland will have a land-locked harbor capable of accommodating forty large ships at the same time, with room for as many more at anchor, and room for as many ferry slips as may be required. The engineers recommended an immediate appropriation to begin the work, asserting that the trade and travel between Oakland and San Francisco would be put on a better basis, the present long wharf being a temporary one. The two draw bridges between Oakland and Alameda must be removed when the harbor has an active commerce.

At the first session of the forty-third Congress an appropriation of \$100,000 was made for this work, and a similar appropriation was made at the last session. In the Fall of 1874 the work of constructing the training walls was commenced, and the northerly one, of loose rock from Goat Island, is nearly completed. Pending the application for Federal aid a small amount of dredging was done at the expense of the city, and at the present time the channel is sufficiently deep to allow the passage of ferry boats at all stages of the tide. These improvements give confidence to the belief that Oakland will become a commercial city, that the vast grain trade of the interior will result to her benefit, and that her merchants will prosper by the newly created business. The natural advantages arising from the position of the city are certain to cause prosperity, and its coming will be hastened by the labors of its people. An examination of any railroad map of the State shows that this is the center of the entire railroad system, that this must of necessity be the terminus of the Northern, Central, and Southern Pacific railroads. These considerations inspire faith in the great future before us, they are inducements for the investment of capital, and cause Oakland real estate to hold a firm position, and show greater stability in the market than the real property in any other place in California.

The city assessment rolls, from the fiscal year 1863-4 to date, have been as follows :

YEAR.	AMOUNT OF ASSESSMENT.
1863-64.....	\$ 794,121
1864-55.....	970,125
1865-66.....	1,107,949
1866-67.....	1,434,800
1867-68.....	1,832,428
1868-69.....	3,363,478
1869-70.....	4,256,702
1870-71.....	4,563,737
1871-72.....	5,215,704
1872-73.....	6,647,039
1873-74.....	18,539,303
1874-75.....	19,867,162

TUBBS' HOTEL, East Oakland, is provided with every modern accommodation for travelers.