

## THE RAILROAD SYSTEM.

Oakland is the natural center of the railroad system of the Pacific Coast, as a mere glance at any railroad map will demonstrate. While it is the terminus of all the roads running north and east, including the great overland road, it is also the natural terminus of the roads penetrating the southern portion of the State, as Oakland is reached by a natural, easy grade, following the broad and level valleys which stretch along the eastern side of the bay of San Francisco. It is also the terminus of the Southern Pacific Road, which is fast being pushed towards the banks of the Colorado. In fact, every projected railroad enterprise, with few exceptions, converges to this point. The several lines of railroad in operation in California are either owned or controlled by the Central Pacific Railroad Company, whose works must necessarily be concentrated in this city, 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, work shops, and planing mill. At this mill is prepared all the lumber used in the construction and repairs of bridges on the lines of their several roads. Within the past year the company have also excavated a dock and constructed a ship yard, connecting it by a channel with deep water. There has been constructed at this yard, this year, the largest freight boat ever launched on this coast, the Transit, carrying twenty freight cars. Also at this yard, the new and magnificent ferry boat, the Oakland, 1,692 tons, was constructed from the old steamer Chrysothis; the steamer Capital, from which another new ferry boat is to be constructed, is now on the ways, being torn to pieces. These two boats will be the most magnificent and fastest ferry boats in the world. The Oakland took its place on the first of September, and makes the trip from wharf to wharf in seventeen minutes.

The railroad company also own 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 have also purchased considerable real estate at the head of San Antonio Creek, and they own a large tract of 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. These lands are destined to be the future location of extensive works, store houses, grain elevators, machine shops, rolling mills, car shops, and other necessary works of the company, when the Oakland harbor improvements shall have been accomplished, and ship and car brought together at the Oakland water front. Now, ship and car are brought together at the end of the long wharf projecting from Oakland Point, eleven thousand feet in length, to deep water. Here the largest ships which plough the ocean can load, there being twenty-six and one half feet of water at low tide and thirty-three and one half feet at high tide. Here has been erected extensive freight buildings, depots, railroad offices, warehouses, and ample facilities for storage and shipping of grain and other freight. 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 train, and the accommodation trains for San José, Sacramento, Stockton, and Marysville, are run over the track laid through First Street, and the local trains run over the Seventh Street track. Eighty-two passenger and freight trains daily pass over this wharf, and three hundred sail vessels loaded and discharged cargo at this wharf during the year 1874, carrying away over two hundred thousand tons of grain. The ferry passengers over this wharf for the three years last past, have been

TUBBS' HOTEL, East Oakland. Most healthy location in the State.