

Congress in 1874 appropriated \$100,000, and a like amount in 1875, to commence active work on this grand scheme of harbor improvement. During 1875 and 1876 parallel lines of wall were constructed, and a large amount of dredging done at the mouth of the harbor. Additional appropriations have from time to time been made, until, including one made by the Congress recently adjourned, the total amounts to \$415,000, of which it is claimed that \$160,000 is unspent and immediately available.

Interruption to the work occurred in 1878, owing to a claim set up by the Water Front Company to the frontage upon the estuary, while willing to cede to the Government a channel of 400 feet in width, and claiming all outside that channel. The approval of the City Council was asked to this claim and not obtained. The Government, through the advice of its engineers, refused to permit a further expenditure of the appropriations made, so long as any adverse claim to the waters of the estuary remained unsettled. Hence, this invaluable work has been for a long time suspended. The recent action of Congress in making a new appropriation of \$60,000 it is believed will be approved by all parties in interest. The conditions are, simply, that the sum so appropriated; and the amount heretofore unexpended, shall not be available until the right of the United States to the bed of the estuary and training walls of this work is secured without expense to the Government, in a manner satisfactory to the Secretary of War.

The United States Government has always had the right to any portion of the water front necessary for the purposes of commerce. It is hoped and firmly believed by all interested in the growth and commercial prosperity of Oakland that nothing more will be heard of adverse claims, and that work will be vigorously prosecuted upon the improvement of the harbor.

Central Pacific Railroad Improvements.

While the water-front controversy has been going on, the Central Pacific Railroad Company has been engaged in improving the western water-front. A solid causeway of rock and earth has been constructed out to deep water on the bay. The long wharf, over two miles in extent, will be abandoned, and passengers landed at new ferry slips on terra firma. The length of this causeway is about one mile, and its width from 120 to 300 feet. The freight traffic, including the loading of wheat ships, is to be removed from the end

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