

the property immediately east of the municipal property on the Western Harbor front for the extension of certain streets to the water line. We have completed a mile-long fill for the extension of West 14th Street, at a cost of over \$100,000, and steps should be taken immediately for its improvement and paving. I consider that the Western Harbor front and the "White Meat" lying between the Western Pacific and Southern Pacific moles, which is likewise the property of the city, some of the most valuable property owned by the city and which should be given primary consideration in any plan of harbor development. Completion of this plan will give the Western Harbor front the recognition to which it is entitled, and provide unexcelled harbor facilities, and with ample accommodations through its thousands of feet of wharfage, trackage, berthing space, and warehouses for the traffic of the world.

I also wish to recommend the construction of two additional wharves on the Inner Harbor extending out from the quay wall, one at the foot of Grove Street, and another between Grove and Clay Streets. These, together with the development outlined above, and with the recently completed wharf at the foot of Castro Street, would, in my opinion, provide ample facilities for Oakland's harbor for many years to come.

The rapid development of Oakland's harbor traffic resulted early this year in an application by the Santa Fe Railroad for permission to lay tracks along First Street from their present yards to connect with the municipal wharves at Clay and Castro Streets. This permission was granted by the Council and was opposed by the Southern Pacific Company, which attempted to prevent the Santa Fe exercising their right and commenced to lay a Southern Pacific track in the same location.

At my direction the work of the Southern Pacific was stopped and proceedings instituted before the Council for the widening of First Street, which would have given the Santa Fe the right to lay the track requested by them. As a result of this action the Santa Fe and the Southern Pacific came to an agreement by which the new track would be jointly used by all railroads desiring access to the municipal wharves. This track has just been finished and is now accessible for use by all carriers without



Shipping in Oakland Harbor