

427,732 tons—clear proof of a fact already known by Oakland port authorities, namely, that the growth of Oakland Harbor is bringing in a more important type of trade and consequently a larger type of vessel.

On the western waterfront in the last year, too, the Port Department located in Warehouses "A" and "B", respectively, the firms of Rosenberg Brothers & Company, the world's largest shipper of dried fruits, and Libby, McNeill & Libby, the world's largest shipper of canned goods. In the contractual agreement in connection with these municipally owned warehouses, these two giant firms agreed to make Oakland their principal shipping point in California, each guaranteeing to ship a minimum of 50,000 tons of cargo annually over Port of Oakland piers. It is fully expected, however, that the combined export shipments of these two firms will be considerably above 200,000 tons per year. In addition to all dockage, tolls and other charges incidental to export shipments, each of these firms pay to the city an annual rental of approximately \$35,000.

The result of the placing of these two firms and of other shipping growth in the outer harbor terminal has likewise brought the additional application of 14 foreign, 7 coastwise and 8 intercoastal lines for berthing space. It brings the further result that the Port Department finds it necessary to extend all facilities at this terminal, lengthening the wharfing space, constructing additional warehouses and cargo handling devices.

The Port of Oakland and private dredges have cut a channel 800 feet in width with 32 feet depth, from the pierhead line to the outer harbor, and the government dredges have completed dredging a mile long entrance channel from the deep waters of the Bay to the pierhead line. This channel is 400 feet wide by 32 feet deep and is properly marked by the United States Department of Lighthouses. In the inner harbor, Grove Street to Market Street piers, in operation as a unit in the year preceding, have lead all other municipally operated piers during 1929. 214,000 tons of general cargo passed over them during the period.

Still deeper in the inner harbor the Port Commissioners are constructing a new shipping center in Brooklyn Basin, at the foot of Ninth Avenue. Plans call for a total berthing space of 1510 feet, with the pier itself to have a width of 224 feet. Ample rail facilities will be available, and Ninth Avenue itself will be extended so that trucks will have ready access to the new shipping terminal. I am glad to report, also, for those who care for the stimulation and health-giving qualities of water recreation, that the Port of Oakland is also to have a yacht harbor. This will be located at the foot of Nineteenth Avenue, on the site previously occupied by the Oakland Yacht Club. The yachting organization and private owners have relinquished claims on their leased land in this area in order to facilitate the development of such a harbor for pleasure craft.

I am glad to state that the Railroad Commission has at last made one decision favorable to this city—it has equalized rates in the Oakland Port area and certain pier area in San Francisco. Under the new schedules Port of Oakland shippers will from now on enjoy the same rates as do San Francisco shippers. The previous discriminatory charges to firms which routed goods via piers on the continental side of the Bay have been abolished.

#### **Oakland Now Full Port of Entry**

I am also happy to report that during 1929 the Treasury Department has recognized Oakland's growth by establishing our city a full port of entry. In previous years Oakland had to look to the Custom House in San Francisco to care for imported and exported merchandise. Today we have our own Federal office to carry on this work.

#### **Oakland Municipal Airport**

Continuing the rapid progress and improvement that followed the five epoch-making trans-Pacific flights starting from the Oakland Municipal Airport, this magnificent city facility continued to make rapid forward steps during the twelve months of