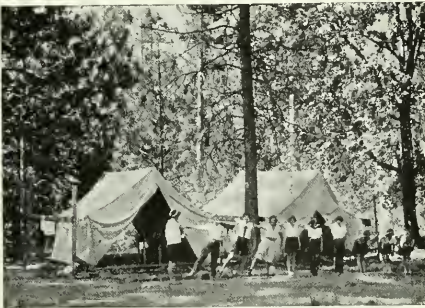


railroad officials that Oakland handles more freight than any other city west of Chicago. Freight is now brought into Oakland by three great systems: the Southern Pacific, the Western Pacific, and the Santa Fe. With the Great Northern anticipating use of Oakland as its western terminal, this would mean a fourth great freight carrier. I would urge every Oakland citizen having the interests of his city at heart to urge the granting of this petition. While present freight and passenger rates may not be excessive, nevertheless competition is the life of trade, and with a fourth and independent railway system entering Oakland, reduction of freight and passenger rates would seem certain.

Union Railroad Terminal

In this connection I again urge, as I have repeatedly urged in the past, the development of a Municipal Union Passenger Terminal, to be used by all railroads entering our city. It should now, if never before, have this Council's most earnest consideration.

Such a facility would be open to use by the Southern Pacific, Western Pacific, Santa Fe, Sacramento Short Line, the Great Northern, and other railroads now contemplating Oakland as the coming great industrial and shipping center of the West. I repeat again that this terminal could be no better located than in the area bounded by Wood or Willow Street on the east, Eighteenth Street on the south, Thirty-second Street on the north, and on the west might extend down the present tracks of the Southern Pacific Railroad Company along the western waterfront. The Western Pacific Railroad today holds a franchise on Wood Street, the Santa Fe has its lines on Wood Street, terminating at Twentieth and Adeline, the Southern Pacific tracks parallel the western waterfront. At the present time the Santa Fe terminal is at Fortieth and San Pablo, the Western Pacific station at Third and Broadway, the Southern Pacific Overland at Sixteenth Street station, the Sacramento Short Line at Fortieth and Shafter, and the Great Northern would probably approach Oakland by one of two routes: via Stockton and Altamont Pass from the east, via the present right of way of the Sacramento Short Line from the north. Consolidation of the terminal facilities of all these roads in the location recommended above would be of notable advantage and form a facility convenient of access to all railroads now in or anticipating coming to Oakland, and would allow room sufficiently ample to satisfy railroad traffic problems for many years to come. The fact that such a terminal would be operated by the city would likewise eliminate possible future discrimination against any carrier entering the city. Rental would be charged in proportion to terminal use by each carrier, and revenue thereby derived would—as already do our harbor revenues—repay the cost and maintenance and provide the city with a future net income.



Health and recreation are found for all at Oakland's Municipal Camps in the High Sierras.