

miles to the city of San Francisco. (See large illustration of "Birds Eye view of San Francisco, and surrounding country.")

Oakland Wharf—is on the end of this pier. Until the building of a pier at this place, the only harbor of Oakland was to the eastward, at the mouth of San Antonio Creek, the water to the westward being quite shallow for a long distance from shore. The ferry-boats leave and arrive to and from San Francisco, at this wharf every half-hour, and trains, many times composed of 18 or 20 passenger cars, run in connection with the boats to Oakland, Berkley, and other points.

THE PIER—is built of the best materials, and in the most substantial manner, with double track and carriage-way extending the whole length. There are three slips. The one to the north is 600 feet long, and will accommodate the largest ships, the water being $26\frac{1}{2}$ feet in depth at low tide, and 32 at high tide. On each side of the slip are erected large warehouses, one of them 600x52 feet, the other 500x52 feet with tracks running through, for the purpose of loading and discharging.

The next slip south was built to accommodate the "THOROUGHFARE." This

steamer was designed expressly for taking freight cars and cattle across the bay. Her capacity is 16 loaded cars and pens for 16 car-loads of cattle—288 head—making 32 car-loads in all. She once made a trip across the bay, loaded, running a distance of three and a half miles in 22 minutes. The boat is 260 feet on deck, 38 feet beam, with flat bottom. The engines are 200 horse power; cylinders, 22x84, and were constructed at the company's shops in Sacramento.

The south slip is the passenger slip, where lands the regular ferry-boat between Oakland and San Francisco. On each side of this slip is a passenger-house—one 30x70 feet, the other 40x50 feet. In these buildings are located the division offices of the Railroad Company. They afford ample accommodations for passengers, and the enormous travel, the advance guard of which has only *just commenced* to arrive.

The first ship that loaded at this pier was the "Jennie Eastman," of Bath, England. She commenced loading August 4th, 1870, for Liverpool, with wheat, brought—some from San Joaquin Valley, but the greater portion from the end of the California and Oregon railroad, 230 miles



PALACE HOTEL, SAN FRANCISCO.

Warren Leland, Lessee.