

# Oakland Plans Magnificent Harbor Development

## GIGANTIC PIER PROPOSED BY MUNICIPALITY

Public Works Department  
of Oakland Submits Proj-  
ect to Citizens

MOLE TO BE MILE LONG

Seven Miles of Rail Lines  
to Give Service to 15  
Great Freight Sheds

OAKLAND, May 6.—A gigantic pier 6000 feet long which will accommodate simultaneously about eighteen of the largest type of vessels will form a part of the development of Oakland's western water front. If plans of the department of public work reach fruition,

Plans for the great pier were completed today by Commissioner Albert E. Carter of that department and Harbor Engineer Ralph Beebe. They say that harbor authorities who have been consulted pronounce the pier as one of the most practical and beneficial steps that could be taken in Oakland's harbor development.

### \$3,000,000 COST ESTIMATE

Commissioner Carter says he will lay the plans before all the citizens and civic organizations of the city and hopes to have the pier incorporated into a bond issue for subscription to the public early next year. The filling and construction would necessitate about \$3,000,000 worth of bonds to finance it, according to the estimates of Carter and Beebe.

According to the plans, the pier would be an extension from the present western water front bulkhead line into the Key Route basin of that portion of filled land lying between Fourteenth and Eighteenth streets. The pier would be 730 feet wide, 6000 feet long on the north side and 5000 feet long on the south side, extending as far west as the United States pierhead line.

### PIER TO CHANNEL

Upon it would be built fifteen transit sheds, and it could accommodate 37,000 feet, nearly seven miles, of storage and switching tracks.

The pier would project directly into the new channel, which is to be dredged to the western water front, and vessels could approach the pier from both the north and south sides.

Beebe points out that the dredgings from the proposed channel could be used in making the solid fill for the pier and considerably minimize this item of expenditure.

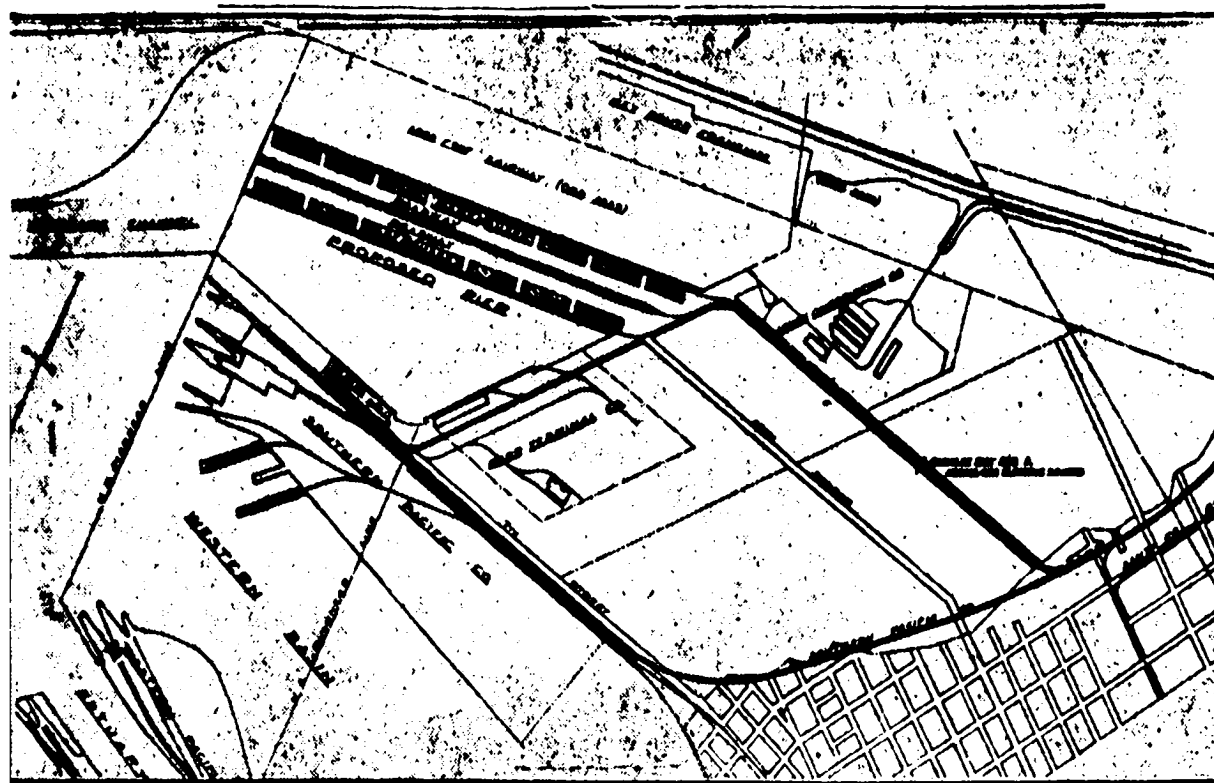
Such a pier would be in line with a development that could be extended along the east bay shore all the way to Richmond, with piers being constructed over the shallow mud flats to a point where deep water could be obtained through normal dredging. It is pointed out.

### FACTOR IN DEVELOPMENT

"Oakland can look for little harbor development by private capital," says Commissioner Carter, "because of charter provisions which limit leases on water front property to twenty-five years. This is too short a period for any capital to receive a proper return.

"Oakland sorely needs harbor development, and as soon as it is obtained commerce will be stimulated here immeasurably. I believe that a pier along the line of these plans would be a tremendous factor in this development and, furthermore, would bring a revenue to the city that would soon warrant the expenditures entailed in the construction of such a project."

## Where Freight Traffic Will Center



Eighteen of the world's largest vessels could be accommodated simultaneously at a gigantic pier proposed for east bay city's water front. The plan of the development is shown in the above drawing