

*Officers*—Cyrus Wilson, Chairman; Thomas A. Smith, W. B. Clements, Dr. J. C. Tucker, G. W. Wilson, Directors; F. A. Harnden, Secretary; Dr. J. C. Tucker, Treasurer.

#### ALAMEDA REAL ESTATE ASSOCIATES.

Organized for the purpose of operating in and improving real estate in the town of Alameda. It owns many valuable tracts, and is continually offering upon the installment plan, or otherwise, property improved under its direction.

The office of the Associates is located at 607 Montgomery Street, San Francisco. James E. Damon, Secretary and Manager.

#### ALAMEDA BUILDING AND LOAN ASSOCIATION.

Organized March, 1876. Meets the second Saturday in every month. Moritz Friedrich, Secretary.

#### ALAMEDA GAS LIGHT COMPANY.

This company, organized in 1877, is now about entering upon the construction of independent gas works for the town of Alameda, land for that purpose having just been purchased (March, 1878), on Atlantic Avenue, between Chestnut and Grand Streets. It is the intention of the company to build their works immediately.

*Officers.*—H. H. Haight, President; V. L. Eastland, Superintendent.

#### WATER SUPPLY.

THE ALAMEDA WATER COMPANY, incorporated December 22, 1876, supplies the town with water. Office and works, located on the west side of Grand Street, between Railroad and Santa Clara Avenues. The water is obtained from an artesian well two hundred and fifty feet in depth, being drawn therefrom by steam pumps having a pumping capacity of four hundred thousand gallons daily. The Company now has three and one-half miles of mains laid, and intend increasing this mileage very materially during the coming year.

*Officers.*—O. J. Preston, President; Theodore Bradley, Secretary; B. R. Norton, Treasurer; F. Boehmer, C. D. Wheat, B. R. Norton, Theodore Bradley, and F. B. Wild, Directors.

#### SOUTH PACIFIC COAST RAILROAD.

This railroad, one of the most important additions to Alameda's advantages during the past year, was begun in April, 1875, when the line from Dumbarton Point, through Newark, to San Jose, a distance of twenty-one miles, was built, it being the intention to connect with San Francisco by steamer from Dumbarton Point. This idea, however, was abandoned, as being too slow, and in July of last year work was begun for the extension of the road from Newark to Alameda, and pushed forward with that vigor which enabled the company to informally open their line from Alameda to Los Gatos, a distance of forty-six miles, December 3, 1877. Regular passenger trains began running over this distance March 20, 1878. The ultimate southern terminus of the road is Santa Cruz, toward which the company is now facing, and in process of undertaking their most serious obstacle, a tunnel six thousand feet in length being required to pierce the mountain barrier which separates the road from the ocean at Santa Cruz. The contract for this tunnel has already been let to Messrs. Martin, Ballard & Ferguson for \$280,000.

The road is constructed of the standard narrow gauge, three feet; is laid with rail weighing fifty pounds to the yard, manufactured by the

For coal and wood go to O. K. FREEMAN & CO., NW cor. Eighth and Franklin sts.