

prosperity and there was an immediate and large increase of population and local business. On Monday, November 8th, the regular business of the Western Pacific Railroad was transferred to Oakland, and on the evening of that day the event was celebrated in an appropriate manner. Colonel John Scott was Grand Marshal of the occasion, and speeches were made by Mayor Felton, ex-Mayor Merritt, Hon. A. C. Henry and others. At the date of this writing, the Western Pacific Railroad Company is extending the pier at the Oakland Point out to deep water, and at San Antonio the direct line, to run through First street, in Oakland, is being constructed. The corporation of the San Francisco and Oakland Railroad is still maintained, but the whole management is vested in the Western Pacific, and the case is similar in regard to the San Francisco and Alameda Railroad.

Street Improvements.

The street improvements made during the past year are not extensive. A Commission of Civil Engineers was chosen in April last to revise our system of street grades, and their report has not been presented. As some important changes have been expected, the Council have generally refused to order any street work whatever. The records of the City Marshal and Superintendent of Streets, show the following facts:

Name of street.	Feet long.	Cost.
Third street, from Oak to Market.....	4,455	\$19,664 00
Eighth street, from Broadway to Oak.....	2,600	7,274 02
West Twelfth street, from Market to Adeline.....	2,006	4,446 06
Adeline street, from the northern charter line to First street.....	5,921	19,230 01
Grove street, from Fourteenth to San Pablo road (graded only).....		1,257 50
Fourteenth street, from Broadway to Market (graded only).....		1,456 27
Crosswalks and sidewalks on Broadway.....		3,322 01
Crosswalks on Eighth street, from Market to Oak.....		1,089 20
Total.....	15,502	\$58,001 29

It appears from this that the total length of the streets graded and macadamized during the year ending December 1st, 1869, is 15,502 feet. The total amount expended for public street improvements, and the length of the streets, as shown by the records of the City Marshal, is as follows:

Streets improved prior to December 1st, 1868.....	Feet long.	Cost.
Streets improved subsequent to December 1st, 1868.....	23,974	\$67,004 96
Total.....	15,502	\$4,001 29
	39,476	\$71,006 25

The City Hall.

During the past two years the City Hall scheme has received much attention from the City Council, and a history of it, from its incipency to the present time, would fill a tolerably large volume, and would be quite entertaining reading matter. December 21st, 1867, Councilman Hobart introduced a resolution, declaring it to be the sense of the Council and the people of Oakland, that a City Hall should be erected; and a site immediately purchased. The resolution was adopted, and a committee appointed to examine the various localities, and report the most suitable site. The committee reported in favor of purchasing a tract of land at the junction of the San Pablo road and Fourteenth street. January 10th, 1868, the Council passed a resolution requesting the Alameda county Legislative delegation to secure the passage of a bill empowering the Council to issue bonds to the amount of \$50,000, and use the proceeds for the purchase of a tract of land and the erection of a City Hall thereon. Such an act was passed by the Legislature, and approved March 19th, 1868. The Council purchased the tract of land that had been recommended by the committee, at a cost of \$17,672 91. The plans first selected were prepared by James N. Olney, Jr., but as it was demonstrated that to erect the four walls of the proposed building would exhaust the appropriation, these plans were laid aside, and plans prepared by Bugbee & Son, according to the suggestions of Councilman Hobart, were selected. Mr. Olney was made superintendent of the work. The contracts awarded on these plans were as follows:

Grading the lot.....	\$ 190 00
Stone foundation.....	11,784 00
House joiners' work.....	23,965 00
Add cost of land.....	17,672 91
Total.....	\$53,611 91

The iron work was to be done at the rate of six cents per pound. This has amounted to upwards of \$4,000. The extra work and the architect's bills make the total cost of the premises, at the present time, something more than \$60,000. The building is not plastered or painted, and no fence has been placed around the property. At a moderate estimate, the total cost of the City Hall, when com-