

institutions have since sprung into existence, and it is not without propriety that Oakland is sometimes called the Athens of the Pacific Coast. But it is to be doubted if Oakland would now enjoy that distinction had fate led President Durant to select some other locality.

March 25th, 1854, a charter was granted for the "City of Oakland," (what is now termed the City Charter is an amendment to this Act) and a fresh impulse was given to public affairs. Three hundred and sixty-eight votes were cast at the first election after the granting of the charter, and Horace W. Carpentier was elected Mayor. The people of Oakland even then entertained very lofty ideas about the prospective importance of the place, and in his first message, the Mayor gave it as his opinion that the trans-continental railroad, that then seemed to be so far off, must terminate here. A newspaper called the *Alameda Express* was at that time published in Oakland, and in its columns can be found the message in full. There was a Fire Department and a School Department, and governmental machinery enough to run a vast city. The Council elected in 1854 was "Anti-Carpentier," and caused proceedings to be instituted to recover the water front. This and all other litigation against Mr. Carpentier touching the ownership of the property in question was unavailing.

The dredging of the Bar at the mouth of the San Antonio Creek greatly benefited the city, and the rivalry between the Larue and Minturn lines of ferry boats, by cheapening fares, advanced the prosperity of the town.

During the decade between 1854 and 1864, there is but little of interest to be noted. The First Presbyterian Church and the Catholic Church had been started, the College of California had been incorporated but had not an actual existence, the town grew moderately, and attracted but little attention. The improvement at the mouth of the Creek was not of long duration, and on account of the uncertainty of the ferry, many people who felt inclined to become residents of Oakland refused to do so.

The extending of a pier from "Gibbons' Point" into the deep water opposite Goat Island had long been projected, and when the San Francisco and Oakland Railroad Company undertook the work, Oakland commenced a new life. Population increased very steadily, communication with San Francisco was frequent and regular, and modern Oakland was ushered into existence. In 1868, real estate speculation began to assume prodigious proportions. Homestead associations almost without number were formed, and the lands north of the city that had for years been used as farms were staked off into homestead lots, upon many of which comfortable and elegant residences have since been erected.

The great and apparently all-important event in the history of Oakland, since it emerged from the condition of a country village and became a city in fact as well as in name, is the compromise of the water-front litigation and the cession of certain lands to the Western Pacific Railroad Company, whereby the terminus was secured for Oakland.

In 1867, the location of the Western terminus of the Pacific Railroad was a matter that attracted considerable attention in certain circles, but which the public generally had not commenced to consider. In the sum-