

figures, as compared with the returns of the census of the present year, 15,387, are 626 less, or about four and one half per cent., a reasonable estimate for the increase during the twelve months between the dates of the respective estimates.

It is to be regretted that the published returns of the census of the present year do not exhibit a classification of the white element according to age, as the existence of such data would be useful for present reference, and valuable as a basis for future estimates.

Meteorological.

The only meteorological observations have been made by John Ross, of Oakland, and have been mainly confined to recording the rainfall, which has been as follows, for the years named:

	Inches.
1868-9.....	20 69-100
1869-70.....	19 58-100
1870-1.....	12 16-100
1871-2.....	32 69-100
1872-3.....	16 42-100.

Real Estate.

From E. C. Sessions, Real Estate Dealer, we obtain the figures given below:

Total sales in the City of Oakland, from Nov.	
1st, 1866, to July 1st, 1872.....	\$12,496,843
Sales, foreign, ending July 1st, 1873	2,586,482
Sales from July 1st, 1873, to Oct. 13th, 1873,	
(present date)	657,922
Total	\$15,741,247

The above total represents the amount of all sales effected in Oakland City, from the time it commenced to assume importance and attract general attention throughout the State. During the year ending November 1, 1868, the sales amounted to \$29,83,719, but, with the exception of that year, the report for the year 1872-3 is the best on record. In 1868 the greater part of the real estate business was purely speculative. For three years there has been but very little speculation in city property; sales have been mainly to parties intending to improve and occupy the property. Prices are not greatly in excess of those prevailing three years ago. These facts indicate that the business has been healthy and legitimate, far better for the city than another season of speculation. The street railroads have brought into market hundreds of acres of land, and rendered it valuable for building purposes. The improvements outside of the old Encinal line have been extensive and valuable, but far the larger number of dwelling-houses have been erected in the central portion of the city, within a few moments' walk of the local railroad.