

as follows: in 1872, two millions four hundred and fifteen thousand one hundred and forty-one; in 1873, two millions six hundred and twenty-one thousand nine hundred and seventy-six; in 1874, three million two hundred and thirty-eight thousand two hundred and eighty—increase in one year, six hundred and sixteen thousand three hundred and four. Trains run from Oakland, connecting with ferry boats for San Francisco, during business hours, every half hour, and from Brooklyn and Alameda every hour during the day, and up to nearly midnight. The Alameda branch was built last year from Harrison and Seventh streets, and crosses San Antonio Creek by a substantial bridge, seven hundred and eighty feet in length, with a draw of two openings of eighty feet each; ten trips are made daily, each way, and on Sundays twelve. During the past year a new depot has been erected at Broadway station at an expense of \$8,000 for the lot and \$9,000 for the building. A new double track has been laid with Bessemer steel rails, over which the cars run without jolt or jar. At the foot of Market Street, San Francisco, new ferry slips have been constructed, and better accommodations provided for the traveling public.

The street railroad system of Oakland is very comprehensive, all of the streets of present or prospective importance being covered by a franchise. The Oakland Railroad Company's franchise covers Broadway from the water front to the charter line, and thence by the most direct route to Berkeley. The road is five and one half miles long; fourteen one horse cars run regularly every seven and one half minutes, and when occasion requires, two two-horse cars and six flats are added; one hundred and nine trips from Seventh Street to Temescal are made daily; fifty-two horses are kept in the company's stable at Temescal. The San Pablo branch of the Oakland Railroad Company extends to a point near the Oakland Trotting Park, a distance of two miles, on which three cars are run regularly every fifteen minutes during the day.

The Oakland, Brooklyn, and Fruit Vale Railroad runs from the crossing of Broadway and Seventh streets, in Oakland, to the corner of East Twelfth Street and Thirteenth Avenue, East Oakland, a distance of two miles, passing on its route the two largest hotels this side of the bay—the Grand Central and Tubbs'. There are owned by the company four cars and twenty horses, running forty-one trips daily. The increase of travel on this road shows plainly of the rapid growth of Brooklyn or East Oakland.

The Alameda and Piedmont Springs Railroad is now in active operation, running two cars, one every half hour, from the foot of Webster Street over Webster Street bridge to Alameda.

The Brooklyn and Fruit Vale Railroad, just opened, runs from the Brooklyn depot along Thirteenth Avenue to East Twenty-second Street, thence through private properties to the head of Fruit Vale Avenue, a distance of two and one half miles; trips are made every hour.

The benefits of such improvements are very great, a population is drawn to the vicinity of the various lines of travel, and as communication between the different parts of the city is made convenient and cheap, its growth will be accelerated and the value of real estate in every locality will be much enhanced.

DRIVES AND PLEASURE RESORTS.

The smooth macadamized streets within the limits of the city afford many miles of pleasant driving, and if there were no other resort Oakland would be unusually attractive. There is a network of well made roads throughout the Oakland Valley, centering at Berkeley. The Telegraph

For Ice Cream Freezers go to J. S. G. GORDON'S, 469 Ninth Street.