

necessity. It is expected that about the first of next year they will have an engine, and organize a new company in place of Live Oak Engine Company, No. 4, lately disbanded.

LOCATION OF CISTERNS.—Corner Second and Broadway (wood); Third and Broadway (wood); Fourth and Broadway (wood); Eighth and Broadway (brick); Thirteenth and Broadway (brick).

FIRE DISTRICTS.—First District, west of Adeline Street; Second, north by Twelfth, east by Broadway, south by the Water Front, west by Adeline Street; Third, north by city limits, east by Broadway and Telegraph Avenue, south by Twelfth Street, west by Adeline Street; Fourth, north by Twelfth Street, east and south by Water Front, west by Broadway; Fifth, north by northern line of the city, east by westerly shore of Lake Merritt and a line running due north from said westerly line to the northern boundary of the city, south by Twelfth Street, west by Broadway and Telegraph Avenue; Sixth, all of East Oakland.

POLICE TELEGRAPH.—Communication between the City Hall and prominent points throughout the city, is maintained by lines of telegraphic wire, running to East Oakland, Oakland Point, to the northern boundary line, and to the City Front.

Stations.—City Hall, Seventh Street; Western Union Telegraph Company; Taylor & Little's Lumber Yard, First Street; Oakland Point; McClure's Military Academy; The Theological Seminary; Knox House, and Tubbs' Hotel.

The City is now putting up telegraphic lines, extending from City Hall to East and West Oakland, connecting with the different engine houses intended to be used for the purpose of fire alarms, etc.

## STREET IMPROVEMENTS AND SEWERAGE.

In April, 1869, the City Council appointed a Board of Engineers to devise and report a system of street lines and grades, and sewerage, for the whole city. Previous to that time there had been but little street work, but enough to demonstrate the necessity for a thorough and comprehensive plan, by which future improvements should be made. The members of this Board were George F. Allardt, George Davidson, George E. Gray, Milo Hoadley, and W. F. Boardman, the then City Engineer. In December, 1869, the Board submitted its report to the City Council. The lines and grades then recommended, and a system of sewerage, were immediately thereafter adopted, and have ever since been faithfully adhered to. The immense amount of work done since that time demonstrates the wisdom and foresight of the engineers. Excepting only the marsh lands that are at times submerged by the tide, all the land within the limits of the city can be drained, and in nearly every locality sewers can be laid deep enough to admit the construction of cellars. The construction of two main sewers is part of the original design. One of these, designated as the "Creek Sewer," debouches from Lake Merritt near the Twelfth Street Dam, and runs thence along Lake Shore Avenue to East Front Street, thence along East Front Street to South Front Street, thence to Market Street, thence to Hudson Street, and thence to the shore of the Bay, to connect with a tidal canal. Its length will be 3.18 miles.

The second is termed the Lake Sewer. It leaves Lake Merritt at Delger Street, and runs thence to San Pablo Avenue, thence to Twenty-first Street, thence to Market Street, and thence on the line of Twenty-second Street to the Bay of San Francisco. Its length is 1.84 miles.

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