

Oakland, Alameda Co, P O, incorporated city and County seat, the central portion of which is eight miles east from San Francisco. It is the railway terminus of the State, and is a beautiful and rapidly rising city, noted for its groves of evergreen oak trees, rich sandy soil, beautiful well macadamized streets, long avenues, educational institutions, and many elegant private residences, as well as the profusion of its private gardens, parks and lawns. Not only do the indigenous oaks produce a park-like effect, but exotic trees, shrubs and plants, the products of all climes, add to its ornamentation. Formerly Oakland was surrounded on three sides by water, having the Bay of San Francisco on its west, the estuary of San Antonio on its south, and Lake Peralta on its east side; but the annexation of Brooklyn, in 1872, so extended its limits as to place the little lake near its center. Although so nearly encircled by water, it has not the benefit of a good harbor, as on the Bay side the water is too shallow near shore for the purposes of commerce, and at the mouth of the estuary of San Antonio, a sand bar forms which requires frequent dredging to accommodate the light-draft craft that ply to the wharves, carrying coal, wood, lumber, furniture and general merchandise. The shallowness of the Bay on its eastern side, opposite Oakland, has made it necessary for the Central Pacific Railroad Company to build two wharves or piers, some two and three-quarters of a mile long, into the Bay, on which to run their trains to make connection with their ferry steamers, of which three now ply regularly between the San Francisco and Oakland sides. The Central Pacific Railroad Company also owns the San Francisco and Oakland ferry and local railroad, which also branches to Alameda, eleven miles distant from San Francisco. This road, which has its Oakland terminus at Brooklyn, nine miles east from San Francisco, permits of half hourly trips between San Francisco and Broadway, in Oakland, and hourly trips to Brooklyn and Alameda; and the increase of travel makes it probable that additional facilities will be required at an early day; indeed, this necessity is so apparent that the company is making preparations to meet it by the building of new boats. In order to remove the disadvantages under which Oakland labors with regard to its harbor, the corporation appropriated some \$15,000 in 1874 for dredging the bar at the mouth of the San Antonio estuary, which work has been accomplished, and the United States Congress at its last session appropriated one hundred thousand dollars towards the permanent improvement of the harbor, which sum, under the direction of the United States engineers, will be expended in building a stone pier on the northern side of the channel into the bay, so as to prevent further filling up. It is believed that this sum will be supplemented by future appropriations, until a capacious harbor is constructed for Oakland. At present, vessels of considerable size find a sufficient depth of water to reach the wharves without hindrance. At the end of the railroad wharf, or pier, which projects nearly three miles into the bay, the largest vessels now load and unload, and here a great deal of the grain for foreign markets is received into sea-going vessels. The railroad company, in addition to erecting workshops at Oakland Point, have recently added a shipyard to their possessions in that locality, and here the steamers necessary for their ferry and other purposes, are built and altered. With its recent additions Oakland now comprises a territory extending $\frac{1}{2}$ miles from west to east and $\frac{3}{4}$ from north to south. No place has more beautiful suburbs. Alameda joins it on the south, Brooklyn and Fruitvale on the east, and the city of Berkeley on the north. Its streets are substantially macadamized, the stone material, admirably adapted for the purpose, being found in the adjacent hills. Its scenery and surroundings are altogether unsurpassed. On either side are mountains, plains, woods and water, each heightening its beauty and making attractive its scenery. Its drives are unrivaled in America, for extent, variety and charm. It has no inferior quarter, every part of it simply rivalling the other. It is not therefore to be wondered at that it has been attracted hundreds of the business and professional men of San Francisco, as well as many persons from distant localities and States, even Europe and Asia, who seek a desirable place for permanent homes. The increase of population in Oakland is very rapid, its population being now close upon 22,000. It is estimated that during 1874 no less than 1,000 houses were built, or enlarged, within its borders. Besides its natural beauty of surface and surroundings, the climate of Oakland being much milder than that of San Francisco, proves a great attraction. Oakland is now the county seat of Alameda County, and elegant county buildings have just been finished on one of the squares at the lower

end of Broadway. Three street railroads are now in operation, and a fourth is in course of construction. One of these communicates with the State University at Berkeley, six miles distant, via Telegraph avenue; a second also communicates with the northern suburbs, via San Pablo avenue, and a third with the eastern suburbs, via Twelfth street, at present having its terminus at Thirteenth avenue in Brooklyn. The fourth is designed to communicate between Alameda and the northeastern suburbs, by way of Webster street bridge. Three newspapers, *The News, Transcript, and Tribune* are published daily, and *The Gazette, Semi-Tropical Press, Journal*, a German organ, and *Signs of the Times*, weekly.

Officers: Mack Webber, Mayor; Wallace Everson, J. R. Mason, James Dods, J. W. Shanklin, John Miner, J. B. Ford, William Huntington, Councilmen; H. Hillebrand, Treasurer and Clerk; Perry Johnson, Marshall and Tax Collector; Joseph M. Dillon, Assessor; S. F. Gilcrest, Attorney; F. M. Campbell, Superintendent Public Schools; A. L. Jayne, Police Judge; D. H. Rand, Chief of Police; Thomas J. Arnold, Engineer; George E. Sherman, M. D., Health Officer.

Academy of Our Lady of the Sacred Heart, Webster, bet Twenty-first and Twenty-second
Achar Charles, carriage trimmer, 367 Eleventh
Adams J. S., physician, 1004 Broadway
Akerly Benjamin Rev, clergyman (Episc), Adeline bet West Fourth and Sixteenth
ALAMEDA COUNTY GAZETTE, Bishop and Powers, proprietors, 911 Broadway
Alameda Macadamizing Co, 954 Broadway
Alexander Henry, clothing and gents furnishing goods, James' Block, West Oakland
Alexander Isidor, boots and shoes, 845 Broadway
Allen M W, carriage maker, cor Tenth and Franklin
Allen T H, blacksmith, Pine nr Railroad av, West Oakland
Allen & Arhman, blacksmiths and horseshoers, 908 Franklin
Altshul Simon & Co, varieties and fancy goods, 1155 Broadway
Altvrater Frederick, groceries and liquors, cor Lewis and West Fifth
Anderson J P, agent California Cracker Co, 409 Fourth
Arnold T J, civil engineer, City Hall
Artificial Stone Manufacturing Co, F Chappellot, president, s w cor Second and Franklin
Ash Henry, stoves and tinware, 817 Broadway
AULD & BARFRED, stationery, periodicals, baths and intelligence office, 457 Ninth
Babcock Heman P, physician, 1005 Washington
Babcock & Gould, proprietors Oakland City Flouring Mills, Third nr Broadway
Backes Peter, liquor saloon and gardens, cor Harrison and Second
Bacon James H, candies, 965 Broadway
Badgor Thomas W, proprietor Grand Central Park, bet East Tenth, Seventh and Eighth aves, East Oakland
Bailey R S & Co, restaurant, Oakland Wharf
Baker Peter, groceries and provisions, 823 Broadway
Baker & Williams, plasterers, 424 Third
Baldwin D M, physician, 1050 Broadway
Ballard James W, liquor saloon, s e cor Pine and Railroad ave
Bamford William, physician, 657 East Twelfth, East Oakland
Bangle & Chase, house painters, 803 East Twelfth, East Oakland
Bankhead & Sons, auctioneers, 811 Broadway
Bannister Alfred, surveyor, 1004 Broadway
Bannister Patrick, boarding stable, foot Broadway
Barbagelata Frank, crockery and hardware, 1070 Broadway
Barnes & Taylor, doors, sashes and blinds, cor Washington and Second
Barnett Edward, dry goods and fancy goods, 825 Broadway
Barrett Abraham, boots and shoes, 1057 Broadway
Bartels Charles, barber, 615 Sixth
BARTER G W, proprietor Semi Tropical Press, Railroad ave, nr Wood, West Oakland
BAUDER CHRISTIAN & CO, proprietors Golden Star Hotel, 838 Broadway
Bauer Christian, liquor saloon, 866 Broadway
Beaudry Lewis M, livery stable, 852 Broadway
Beaudry & McAvoy, undertakers, 852 Broadway