

## GENERAL REVIEW, 1878.

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During the past year (1877) the advance of Oakland, in all of the material elements of progress and prosperity, has been unexampled. Her onward career has in no wise been checked or retarded by the business depression which prevails throughout the cities on the Atlantic seaboard and Mississippi Valley. A hamlet as late as 1852, it has grown to be the second city in population and wealth on the Pacific Coast. Previous to its incorporation as a city, in March, 1854, the village was regarded as one too remote from San Francisco to become a favorite place of suburban resort, and, owing to the impediments to navigation at the mouth of San Antonio Creek, was deemed all but inaccessible. The little steamer which plied between the metropolis and the foot of Broadway frequently grounded on the bar, subjecting passengers to many hours' detention. But, despite this obstacle, travel increased until a more positive impetus was given by the formation of the city government. What a wonderful contrast is presented along the harbor front to-day to that of twenty-five years ago? Then a few straggling shanties, a single wharf, with a solitary steamer, and an occasional sailing craft moored in the stream. Now the steamboat Capital, the largest afloat on the inland waters of California, makes five diurnal trips with great regularity, and laden with passengers and freight. At the foot of Broadway, the main business thoroughfare of the city, the Central Pacific Railroad Company have erected a broad and substantial wharf, passenger and freight depots, while above and below, during the last two years, three additional wharves have been built to accommodate the rapidly-increasing trade. Here was the nucleus of the present city, consisting of a small French hostlery, livery stable, and two or three grocery stores, which were supported, the former by stranger visitors, and the latter by the inhabitants of the infant settlement. To-day the corporate limits of Oakland extend from the creek front up Broadway and out Telegraph and San Pablo Avenues, and New Broadway, a distance of a mile and a half in a northeasterly direction. But as far as Temescal, a distance of another mile and a half, Telegraph Avenue is mostly built up with first-class residences.

From Temescal to the University Buildings at Berkeley, three miles, there was scarcely a habitation within sight as late as 1870. The main traveled road turned off at Temescal Creek, and ran into the cañon just below the Deaf, Dumb, and Blind Asylum. Now a railway connects Temescal with Berkeley, the cars being propelled by a "dummy" engine, which makes the trip in twelve minutes. San Pablo Avenue is well lined with buildings as far as the Baxter House, a distance of two miles and a half from the City Hall. During the year 1877 the extension of the city beyond East Oakland towards the hills, and in the vicinity of Fruit Vale, was particularly noticeable. Cosy cottages skirt the San Pablo Range, while here and there stately mansions are to be seen either just completed or in process of erection.

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