

of Long Wharf to the Brooklyn Station ; at this point starts a horse railroad, which runs *via* Thirteenth Avenue to the east end of Fruit Vale Avenue, a distance of two and one half miles ; also, from same station along East Fourteenth Street to a point beyond Fruit Vale Avenue. This road is to be extended to Mills Seminary ; cars on this road are propelled by horse power.

The Oakland, Brooklyn, and Fruit Vale Railway extends from the corner of Seventh Street and Broadway to Thirteenth Avenue in East Oakland.

The Oakland and San Pablo railways are owned by the same company. The first runs to Temescal and Berkeley. Cars on this line are drawn by horses to the first named place, and thence propelled by steam to Berkeley—distance, five miles. The San Pablo road runs from the intersection of Broadway with Seventh Street to the Oakland Trotting Park—distance, two and one half miles.

The Broadway and Piedmont road extends from the intersection of Seventh with Washington streets to Mountain View Cemetery—distance, two miles. This road is also to be laid along the base of the foot-hills to the Deaf, Dumb, and Blind Asylum, and thence to Berkeley. On this latter branch steam will be the propelling power.

A narrow-gauge horse railway runs from the junction of Broadway and Seventh Streets to Park Street, in Alameda ; distance, four miles. This is known as the Alameda, Oakland, and Piedmont Railroad.

The Berkeley Villa Railroad connects Central Berkeley with the Berkeley Villa Homestead Association Tract ; distance, one mile.

Walter Blair and associates, having obtained a franchise from the city, have commenced the building of a horse railway up Market and through Fourteenth Street to West Oakland.

Thus it will be seen that Oakland, although covering so great an extent of territory, is already well, if not amply, provided with street railway communication between distant localities for the accommodation of citizens and stranger visitors.

BERKELEY.

By an Act passed by the Legislature of 1877-8, the thriving settlement of Berkeley was duly incorporated. Without disparagement to other localities, it can but be regarded as the most charming and attractive of all the environs of Oakland. It is reached now from San Francisco and Oakland in much less time than last season. A steamboat plies twice a day between San Francisco and West Berkeley, where there is a substantial and commodious wharf. Quicker transit is had by steamer from Market Street to the end of Long Wharf, thence by local railway train to the "Point" Station, and thence by what is known as the Berkeley Branch Railway to Central Berkeley, between the University Buildings and West Berkeley. Again there is still another very pleasant way of going to Upper Berkeley from Oakland. This is to take the Telegraph Avenue horse cars at the corner of Seventh and Broadway. Midway between Central Oakland and the University a dummy engine is attached to the car, which whirls the traveler to the terminus of the road in twelve minutes. The entire time expended in making the trip over this route is but forty minutes.

Under the caption of "State University," a minute description of the College edifices and surroundings, scenery, etc., are given. In addition it may be stated that the "campus," or parade and drill ground for the military students, is shortly to be effectively graded and improved. Owing to two years of consecutive drought, the want of a copious supply