

Pacific Rolling Mill, of San Francisco; smooth and well ballasted, enabling the trains to readily attain a speed of thirty miles an hour without jolt or jar. The cost of the road is about \$20,000 per mile. The shops of the company are located at Newark, where all of their passenger coaches, which compare favorably with those of the best Eastern manufacture, are constructed. The company's ferry boat, the steamer Newark, will, as soon as the wharf at Alameda Point is completed, make hourly, or, if necessary, half hourly, trips to the foot of Market Street, San Francisco.

The construction of this line has been marked by the complete absence of anything like subsidy subscriptions or external aid, has been built by the company purely as a commercial enterprise, and relying wholly upon the development it will create for their reward. This company owns a large tract of land at Newark, which, when the facilities for communication with San Francisco are completed, they expect will be rapidly taken up by parties desiring pleasant country residences, as it will then be within one hour's ride of the city.

The officers of the company are: A. E. Davis, President; B. B. Minor, Secretary; Thomas Carter, Superintendent; A. E. Davis, D. Cook, G. W. Kidd, Cary Peebles, J. W. Clark, and J. Barr Robertson, Directors. The offices of the company are located at rooms 20, 21, and 22, Nevada Block, San Francisco.

#### STREET RAILROADS.

**THE ALAMEDA, OAKLAND, AND PIEDMONT RAILROAD.**—This line commences at the westerly line of Park Street, at the intersection of Santa Clara Avenue, runs thence through Santa Clara avenue and Webster, across San Antonio Creek, and through various streets to the intersection of Broadway and Seventh Street, Oakland. The first car leaves Alameda at 5:45 A. M., and thereafter at intervals of thirty minutes up to 9:20 P. M.; returning, leave Oakland at 6:20 A. M., and thereafter every thirty minutes to 10:00 P. M.; time from Broadway, Oakland, to Alameda terminus, twenty minutes. Cars drawn by horses; stables located on Santa Clara Avenue.

Preliminary steps, looking to the building of a horse railroad from the southerly line of Park Street to the heart of Brooklyn, have been taken by prominent citizens, and it is expected that upon the granting of the franchise the work will be pushed rapidly forward.

#### POST OFFICES.

**ALAMEDA POST OFFICE.**—Northeast corner of Park Street and Webb Avenue. A. S. Barber, P. M. Office hours from seven A. M. to eight P. M. Mails arrive, nine A. M., five P. M., six P. M.; depart, seven A. M., four P. M.

**WEST END POST OFFICE.**—West side Webster Street, between Railroad and Santa Clara Avenues. J. W. Clark, P. M. Mails arrive, eight forty A. M., four fifty P. M.; depart, seven fifteen A. M., seven fifteen P. M.

#### NEWSPAPERS.

**THE ALAMEDA ENCINAL.**—The pioneer newspaper of Alameda, is now in its ninth year of publication. It is issued every Saturday. F. K. Krauth, Editor and Publisher. Office, northeast corner Park Street and Webb Avenue. Terms, \$3.00 per annum.

**THE ALAMEDA ARGUS.**—Established December 6, 1877. T. G. Daniells, Editor and Publisher. It is issued every Thursday. Terms, \$3.00 per annum.