

absolutely necessary to take decisive steps in this direction. Of course, sewers have been constructed in the thickly settled portions of the town, and these all run toward the north, leaving that portion of the town south of the ridge above mentioned, in a sewerless condition. An ordinance of the Board of Town Trustees prohibits the discharge of sewage on the south side, in order that the facilities there afforded for bathing may not be disturbed. A main sewer, with laterals, will doubtless be built to carry off the sewage matter to the deep waters of the bay.

Along the sandy beach on the south line of the town are scattered numerous bathing establishments, of greater or less pretensions, which, in their proper season, attract throngs of visitors from neighboring cities, preference being given to Alameda on account of the higher temperature of the water, which, in passing over the sandy flats on the easterly side of the bay, receives a certain amount of heat from the rays of the sun. The more frequented of these places are provided with coffer-dams, in which the water is impounded, thus affording the bather an opportunity to sport in the aqueous fluid at lowest tide without parading over the long stretch of beach left dry by the receding element. Other establishments "point with pride" to the fact that they have no dams, and their patrons must either wait the tide or hunt the water. The principal bathing houses are located at the westerly end of the town, and are conducted in an excellent manner.

In the matter of traveling facilities, Alameda challenges the world to produce a place so favored. From Park Street, the business center of the town, horse-cars make half-hourly trips to Broadway, in Oakland, a distance of four miles, charging a five-cent fare. The Central Pacific Railroad makes thirty-one trips daily, passing through Oakland to San Francisco; time, less than forty minutes. The South Pacific Coast (narrow-gauge), running its boats by way of Alameda Point, with a branch from that point to Oakland, makes seventeen trips a day in about equal time. In addition to these local trains, the narrow-gauge freight and passenger trains pass through the town on their way to Santa Cruz and intermediate points, and the Central Pacific runs a daily freight train for the accommodation of local traffic. The fare to San Francisco is fifteen cents for a single trip, but commutation tickets are sold, which entitle the holder to one round trip a day for one month. These tickets are sold at three dollars, which brings the fare down to five cents a trip. This is certainly low enough to suit the most exacting anti-monopolist, but free rides are cheaper, and Alameda does a great deal of riding absolutely "without money and without price." These roads charge no fare within the corporate limits of the town, and all who feel so disposed may ride backward and forward, from

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