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near Third
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station to station, at their own sweet will, commencing at 5 A. M., and stopping an hour after midnight. The Central Pacific has within the town five stations and about three miles of track. These free-riding arrangements nonplus the stranger, but it is "in the bond." The result of this system, naturally enough, is that pedestrianism is below par in Alameda, and many of her citizens will wait half an hour for a train rather than "foot it" for half a mile. Another peculiar feature is that the town is so shaped as to make it impossible to find any point, except on the island, distant more than four blocks from a station. At Alameda Point, a short distance south of, and parallel with the training walls of the Oakland harbor, an extensive and costly pier, with ferry slips and depot buildings, is being constructed by the San Francisco and Colorado River Railroad Company, a corporation recently organized and composed of the men who direct the fortunes of the South Pacific Coast road, and it is generally supposed that this point is to be the terminus of a transcontinental system of narrow-gauge railroads.

Alameda is essentially a residence town, and perhaps a majority of its adult males are people whose interests lie in San Francisco, but who prefer crossing the bay in a comfortable steamer, and be whirled from the landing to their homes in roomy, well-appointed trains, to taking a decidedly uncomfortable trip in the horse-cars or over a cable line to the Western Addition or the Mission hills. There is a charm about this ferry travel which hardly exists elsewhere. Every passenger has plenty of room—no pushing or crowding as in the street cars; here one meets his chosen circle at the same hour each day, and the time consumed in the trip passes pleasantly away—and then the everlasting verdure of the live oak trees alone is worth a trip across the bay, to a man whose mind is racked with business cares, and who needs an entire change of scene to distract his attention. As a class, Alamedans are intelligent and well-to-do, owning their residences and being able to keep them in good condition. In fact, the family that lives in a rented house is the exception rather than the rule, and this will, in a great measure, account for the handsome appearance of the town.

Manufacturing establishments are offered special facilities along the line of the bay shore in the way of cheap land and shipping facilities, by water or by rail, which can hardly be excelled in any town on the coast. So far, few have taken advantage of these facilities, there being but three places of the kind in the town, namely, the works of the Pacific Coast Oil Company, where native oils are prepared for illuminating purposes, a borax refinery, controlled by William T. Coleman & Co.,

S. F. LAUNDRY.

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33 Geary St., S. F., and 862 Broadway, Oakland.

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