

dred and forty-one remaining. The number of inmates is frequently largely in excess of the number which the building was originally designed to accommodate, and an enlargement of the building to meet its increased wants is urged. The cost of maintaining the institution for the past fiscal year was \$59,784.30; the average yearly cost for each inmate being \$139.61, and the daily cost of each, 38½ cents. The institution is under the charge of M. J. Keating. Dr. S. R. Gerry is the resident physician.

THE COUNTY JAIL is situated in an old building on Broadway, near Kearny Street. For several years it has been too small to accommodate the number of prisoners committed to it, and on this account a branch has been established in the old County Hospital building at the corner of Francisco and Stockton streets, where all the female, and a portion of the male prisoners are confined. Notwithstanding this increase of accommodations, the County Jail continued so overcrowded as to be a dangerous place for its inmates, and to obviate this, the Sheriff during the past year has been authorized to take charge of the House of Correction, and transfer to that institution a part of the prisoners sentenced to the County Jail, in order to prevent an overcrowding of the latter.

THE CITY PRISON, situated in the basement of the City Hall, at the corner of Kearny and Washington Streets, is probably the most inadequate of all our city institutions, and it is doubtful if a more noisome, foul and loathesome place is used in any city of the Union for the detention of persons charged with crime. The prison consists of one long corridor, opening into which are several large cells, in each of which a score of prisoners are confined at once. At the upper end of the corridor are several rows of smaller cells, which two or three prisoners can occupy at a time. The whole place is damp and almost without ventilation. During the last fiscal year twenty-one thousand seven hundred and eighty-nine arrests were made. During that time twenty-seven murders were committed; there were three cases of manslaughter, thirty-six arrests were made for murder, of which four resulted in a verdict of justifiable homicide. Seventy-five suicides are also reported. The police force during the year consisted of one hundred and fifty-four men. Its increase is now warmly advocated by many of our citizens.

Street Railroads.

CALIFORNIA STREET RAILROAD.—This company was organized August, 1876, with a franchise to run from Kearny, through California to First Avenue, a distance of three miles. Plans were prepared in March, 1877, orders were given for the rail April 13th, 1877, and ground was broken for the immediate construction of the road July 5th, 1877, from which time the work was prosecuted with great energy up to the middle of December, when the last rail of the first section of the road, from Kearny to Fillmore, was completed. This section of the road was opened for passenger traffic January 28th, 1878. The value of this grand improvement to the city, as also to the engineering profession, is incalculable, affording, as it does, facilities for inter-transit from the business portion of the city to our most desirable residence localities, the values of which have already appreciated, in many cases, one hundred per cent.; and to the engineering profession, as presenting the solution of many untried mechanical appliances, and the construction of the best road bed for street transit known to the world. The rails are of steel, and connected by fish joints, like the T rail. The ribs, which serve as ties, are made from T-rail iron, turned bottom up, and bent to a curve, so as to pass under the tube, which encloses the cable; these are about four feet apart, and rest upon a solid and continuous concrete, the concrete being carried up so as to form the sides of the cable tubes, and the foundation of the street-paving between the track. No wood whatever was used in the construction of the road bed. At Kearny and Fillmore streets, underground excavations walled up with solid masonry, each sixty feet long, contain the automatic tightening gear for the cable, which takes up, not only the occasional slacking, but any permanent stretching which may occur. The road crosses two ranges of hills, the summits being at Jones and Octavia streets; between the two, at the crossing of Larkin, and in the centre of California street, is located the engine and driving machinery, to receive which, excavations were required thirty-one feet in depth, one hundred and ten feet in length, and thirty feet in width. The engines and boilers are located under the sidewalk and company's building, corner of Larkin and California, the whole being surrounded and surmounted by solid masonry, the magnitude of which can only be appreciated by those conversant with works of like character. There are two engines of five hundred horse power each, and are so arranged that either can be used, or both at once, if required. The cable is in two parts, each about nine thousand feet long, and weighs forty-three thousand five hundred pounds. It is made of flexible steel wire, one and a quarter inches in diameter, and was manufactured by A. S. Hallidie of this city. The company's building is three stories in height, and has a frontage of eighty feet on California, and seventy feet on Larkin. The cars and dummies are stored in the basement and third story, and are raised or lowered by an elevator. The building has a capacity for eighty cars and dummies; here also are located the offices of the company. The company now has twenty-five cars seating sixteen persons, and twenty-five dummies seating eighteen persons each. The cars and dummies are of a new and elegant pattern—the dummies having springs to relieve them from all jolt, and are as attractive for passengers as the cars. Everything pertaining to the construction of the road, rolling stock, and equipment, was manufactured by Pacific Slope mechanics, except the steel rail, made by the Cambria Works,

GRAY'S New Music Store, 105 Kearny Street, San Francisco.