

stowed on the sanitary arrangement of the stable, and every convenience that skill could devise or wealth secure.

**DAM'S BUILDING.**—On the northwest corner of Bush and Stockton streets, George W. Dam, Esq., of the well known real estate firm of Dam & Blanchard, has built of wood one of the prettiest houses in the city. This was designed for a private boarding-house, and the beauty of the exterior and convenient arrangement of the interior should make it an attractive one. The house is three stories in height, with Mansard roof and observatory, and contains sixty rooms. The cost of construction was \$25,000.

**MONTGOMERY AVENUE.**—Under a statute passed by the legislature of 1869-70, a Board of Commissioners was appointed, consisting of Messrs. J. C. Maynard, R. H. Sinton and A. M. Hay, for the purpose of opening a street to be called Montgomery Avenue, extending from the corner of Washington and Montgomery streets in a northwesterly direction to Beach Street between Leavenworth and Hyde streets near Black Point in the northern portion of the city. The original surveys had been such as to make the streets run perpendicular to the slopes of the hills on which the city is built thus rendering many sections almost inaccessible, and Montgomery Avenue was designed to remedy this defect. The route of this street would lead to the northern portion of the city by a grade of but four feet in one hundred, as far as Green Street, thence down by a grade of two and one-half feet in one hundred, while by the present streets it is such as to forbid extensive traffic in that quarter. The avenue was to be 80 feet in width and its length 6,177 feet. The commissioners entered actively upon their duties, in the survey of the route, assessing damages and benefits resulting from cutting it through buildings and streets and estimating its cost. The total cost of construction was estimated at \$2,612,070 85 while the benefits to property was estimated at \$3,426,035. The payment for the right of way purchasing land and buildings along the line, would have been \$1,974,632, and the expense of construction, widening lateral streets, repairing sewers, adjusting water and gas pipe, court expenses, interest and expenses of the commissioners were placed at \$637,433 85. A vast amount of work was done by the commissioners, in surveys, searching of titles, estimates, etc., but so strong an opposition was raised as to cause the abandonment—temporarily at least—of the project, and the commission has been dissolved.

**SOUTH SAN FRANCISCO.**—The building of street railroads has made accessible the extreme limits of the city. The Potrero and Bay View Railroad opened the Potrero and South San Francisco to settlement, and pleasant suburban villages have there grown up, attached to and under the municipal government of the city. The localities afford most available sites for manufacturing, metallurgical works, and shipbuilding. There are already several important establishments in operation, as the Rolling Mills, Silk Factory, Ropewalk, etc. At Hunter's Point is the great Dry Dock; the Catholic Orphan Asylum crowns the South San Francisco hill; New Butchertown is a busy quarter in Islais Creek Bay; the extensive works of the City Gas Company are in course of construction at Potrero Point, and other institutions and enterprises give life to this southern quarter of the city. The sale of tide lands, the proposition to construct a bridge across the bay, and the expectation that the Southern Pacific Railroad will enter the city in this quarter, have drawn attention to the locality, and its rapid improvement is anticipated.

A new line of street railroad to South San Francisco, commencing at Twenty-sixth Street and passing University Mound is projected, which will still further enhance the attractiveness of this pleasant suburb. This railroad will connect the Market Street Railway with the Potrero and Bay View Railroad in a distance of about two miles, giving access to an important section of country, and affording a circuit of the southern portion of the city. To aid and encourage the construction of this road, the owners of property along the line have agreed to build a bridge across Islais Creek and to grade both sides of the cañon for the reception of the rails. For this purpose \$40,000 have been raised by subscription, articles have been drawn, and the franchise secured.

**CITY GAS COMPANY.**—The formation of new gas, water and railroad companies, where the supply already seems abundant, indicates a plethora of capital more ready for cautious city investment in channels proven by others than in speculative enterprises for developing the resources of the country, great though they be, and upon which all prosperity depends. The City Gas Company is one of the most important of these new enterprises. This is a combination of San Francisco capi-