

tion of the large number of families settling in the beautiful valley between Noe Street and the Mission Hills. In addition to these it is proposed to move the old Rincon School House to the western part of the lot facing on Perry Street, and erect, upon the remainder of the lot fronting on Silver Street, a large building which will accommodate six hundred and sixty grammar and primary pupils.

FACILITIES OF INTERNAL COMMUNICATION.—Under this head one may class the extension of old streets and the opening of new ones; the adoption of new methods of paving, and the improvement of those already in use; the grading, sewerage, and paving of both old and new streets; the grading, curbing, planking, paving, and laying of crossings and sidewalks, with the extension of horse-car routes, and the completion, equipment, and operation of new lines.

While it is obviously impracticable to attempt anything more than the mere mention of most of these, we subjoin the latest obtainable details of our Horse Railroads, as the most important public means of internal communication.

Street Railroads.

If streets and avenues are the city's arteries and veins, the horse car is the most vital corpuscle that circulates through them. Indeed, without the horse car the business and social circulation in the outer portions, and especially the remote suburbs, would diminish to positive stagnation, if it did not wholly cease. But for the horse car the population would pack itself into unhealthy density in and about all those quarters most devoted to manufacture, trade, and leading occupations, and large cities would presently suffer from a social or civic "congestion of the heart." It is hardly too much to say that the modern horse car is among the most indispensable conditions of modern metropolitan growth. It is to a city what steam-car and steamship lines are to a State or a country. In these modern days of fashionable effeminacy and flabby feebleness, which never walks when it can possibly ride, the horse car virtually fixes the ultimate limit of suburban growth. The easier, faster, cheaper, more frequent, and abundant are the means of transit from center to circumference, the more rapid will be the growth, and, at the same time, the better the sanitary condition of that city.

From the wonderfully rapid growth of this city as already stated, one would immediately infer that, in respect to this, she enjoys unusual facilities even among the most progressive American cities. Such is the fact. Few, if any, cities in the Union, of equal population, crowd their inhabitants as little. Everybody has room, and the principal cause of that most unusual fact, which contributes so directly and so largely to the unequaled healthiness of the city, is the convenience and the cheapness with which laborers and the poorer classes generally can reach comparatively roomy and sunny suburban homes by means of plenty of horse cars and low fares.

Eight companies, owning and operating nearly forty-five miles of routes, about eighty miles of track, running two hundred and twenty cars, employing seven hundred men and seventeen hundred horses, perform this indispensable public service. The aggregate number of passengers carried over these roads during the year 1874, exceeded twenty-seven million; gross receipts, \$1,350,000. In accordance with usual custom we subjoin them in alphabetic order, for obvious convenience of reference:

THE CENTRAL RAILROAD CO. owns two main lines, both double track. One runs from the water front, on Vallejo Street near Front, to the junction of Eighth and Braunan streets—two miles and seven eighths; the other, from Taylor Street, between Eddy and Turk, to the junction of Post Street and Cemetery Avenue, Lone Mountain—two miles and a quarter. Total length of both lines, with sidings, five miles and one eighth. A branch track from the corner of Turk and Fillmore streets, through Turk, Devisadero and Fell streets, to the new Golden Gate Park—one mile—is in process of construction, and will be completed, stocked, and operated as soon as the Park becomes sufficiently attractive. The company had in 1874 twenty-four cars in regular daily use, sixteen on the City Front Line, and eight on the Lone Mountain Line—all of the usual pattern, seating twenty-two passengers each. It has ninety employes upon its rolls, and owns and works two hundred and twenty horses. The conductors and drivers, one to each car, receive from \$2.50 to \$2.75 a day. In fare, the company adheres to the obnoxious old rate of four tickets for a "quarter," and exacts ten cents for a single fare. Passengers who desire receive a transfer from either line to the other without extra expense. In 1874 this road carried an aggregate of about three million of passengers, making its gross earnings amount to \$190,000.

THE CITY RAILROAD CO., commonly called "Woodward's," from the name of its principal, if not exclusive, owner, or "Mission Street," from the name of the street upon which most of its property lies, owns and operates one double track, main line—"The Mission Route"—from the corner of Second and Mission streets, straight along the latter to Twenty-sixth Street, a distance of three miles; and one branch line—"The City Route"—mostly double track, from Woodward's Gardens, Mission Street, between Thirteenth and Fourteenth, through Mission, Fifth, Market, Dupont, and Sutter streets, to the corner of Sutter and Sansom streets, about two and one quarter miles. This line is noted for having first introduced the "bob-tail," or light, one-horse car, seating but fourteen, having no conductor, but requiring each passenger to deposit his own fare or ticket—which he obtains of the driver through a small brass gate swinging horizontally in the front door—in a patent receiver with glass front and back, and a tipping bottom from which, by pulling a strap, the driver slips or drops each fare or ticket as soon as depos-