

and Polk streets through Bush, Fillmore, and California streets, and Cemetery Avenue, and to the junction of the latter with Geary Street, a distance of one and seven eighths miles. This line, carrying passengers direct to Lone Mountain and the neighboring cemeteries, is known as the Lone Mountain Branch. The main line and nearly all of both branches are double-track roads. From the corner of Union and Laguna streets a third branch—the Presidio—runs with a single track, through Union, Pierce, Greenwich, and Baker streets, three miles to Harbor View, on the Bay shore, near the Presidio. Still a fourth branch, the Pacific Street, runs along that street from the main line at Polk Street to Fillmore Street, a distance of eight blocks, or about one mile. The total length of the Sutter Street Road, including branches, is eight and one quarter miles. The company owns two hundred horses and thirty cars. Several of the latter are midway in size between the usual double and the modern single-horse car, owing to the frequency and extent of steep grades, of which this road has a larger proportion than any other in the city using horses exclusively. The smaller size of these cars enables them, unusually heavily loaded, to dispense with the extra tow horse, such as the Omnibus Company is regularly compelled to use in surmounting its Jackson Street grade with cars of the usual size and carrying ordinary loads. Among the newer cars it has one single-horse car of a peculiarly novel pattern, known as the "balloon car," having an oval outline and a dome top, but chiefly distinguished by the fact that the body of the car turns at will upon the truck which remains stationary, thus enabling the company not only to dispense with the turntable sometimes employed, but relieving the driver from the necessity of unhitching his horses, driving them round and re-attaching them to the other end of the car. The company employs ninety men, pays its conductors and drivers \$2.50 a day, and is one of the three which still sell but four tickets for a "quarter," and charges ten cents for a single fare. The main line and all the branches, except the Presidio, exchange transfers with each other. In 1874 the company reports one million eight hundred and two thousand six hundred and thirty-nine passengers carried, and \$125,000 gross receipts.

Steam Railroads.

STEAM RAILROADS.—From the city's facilities for internal and suburban intercommunication the mind naturally passes next to her provisions for rapid transit to points beyond the suburbs, and thence successively to all those places within the State, upon the coast, or on the continent, with which business demands rapid, sure, and frequent communication.

Our city, now in the middle of its third decade, is yet in its infancy, or at most, just entering upon its early youth. It is not yet too late to prepare for the immense and rapid growth which inevitably awaits us. Our first native-born generation has hardly yet attained its majority, and is but just beginning to make itself felt in the administration of public affairs. Many of our founders yet survive with undiminished vigor and full of experience and counsel for the guidance of those who have already become their juvenile partners in public as well as private business, and, in the course of nature, must presently succeed them in the management of public affairs. It is only supreme selfishness which could cause these founders of a city to refuse so to order their present plans as to provide, as wisely and as broadly as possible, not only for themselves and those who shall immediately follow them, but for the whole vast future, however remote. Within ten years New York has discovered that she has almost irremediably lost nearly half a million of inhabitants and half a billion of wealth by failing to provide, or having failed to begin to provide, twenty years ago, for ample means of frequent and rapid transit between the central business portions of the city and the remoter suburbs and outlying districts, which the erection of private residences or occupation by modest homes and tenement blocks would have speedily converted into additional and constantly-extending suburbs. Fifteen years ago business had crowded residence so far north that the passage between store or shop and home required two hours a day. Few could stand a greater loss of time than this, and from that time men began to save time by seeking nearer homes, even though they had to go out of the city and even out of the State to do it. Thenceforward New York became and has since remained more and more distinctively a city of stores, shops, counting houses, and factories, populous by day and deserted at night. Previous to 1860 the city had grown so rapidly in both population and wealth, that each successive census had become a fresh and welcome surprise to her citizens. At the rate of increase which had seemed to have become established, but twenty years more would give the great city two million of inhabitants and two billion of wealth. But, in that same year, or within the following, she reached her limit of suburban expansion as compared with facilities of internal transportation; conditions changed, and forthwith her unprecedented growth experienced a very sensible and, as it proved, a continuous diminution in ratio. Right across the North River lay Jersey City and the whole of Hudson County as an almost limitless suburb surrounding it. New Yorkers began to discover that they could there find or found homes at less original cost, and at a far less expense of time and money in the daily double transit. And they also found that they could reach the eastern and southern suburbs of Brooklyn quicker than the northern ones of their own city. The natural result followed. During the ten years from 1860 to 1870, Hudson County, New Jersey, gained nearly four hundred per cent. in population, while New York gained but eighty per cent, only one fifth as fast. Upon the publication of the census of 1870, New York began to realize the immensity of her mistake. Her eyes suddenly opened to the fact that, had she built a double

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