

understand why they used the phrase "Bay View" so frequently in naming localities hereabout, he has only to glance eastward from any one of several points on his way out, to solve the problem.

Northerly from the city the only drive takes one to the Presidio and Fort Point, over a road not remarkable for excellence, and through suburbs not particularly attractive.

From the city front the pleasantest and, probably, the only practicable drive, would be that upon the deck of a ferry boat. The best time for any or all of these drives is in the morning—the earlier the better. Besides the greater purity, freshness, and clearness of the air everywhere accompanying the morning hours, one then escapes the wind and dust which, on nearly every afternoon through more than half the year, constitute the chief drawback from the full enjoyment of out-door pleasure near the California coast.

#### Improvement of Streets.

**STREET PAVING AND CLEANING.**—For the very considerable number who drive their own carriages, ride in hired vehicles or perambulate the sidewalks and, in fact, for nearly all the inhabitants of the city who, living within its bounds, must daily look forth upon its streets, the construction and cleanliness of these daily thoroughfares become matters of the highest interest; while to the business man and, especially, to all tax-paying citizens, they constitute items of the most decided personal and pecuniary importance. As a general fact, the streets of San Francisco give little ground for just pride to her citizens. We can spend more money on our streets, get less work for it, have it more shabbily done, repeat the operation more frequently, grumble more, and do less by way of effectual and permanent remedy, than any constituency of equal number in the Union. It would seem that we have advanced nearly far enough in outward or material civilization to enable us at least to learn of sister cities, if we cannot or will not originate our own remedy. For nearly two years past the City of Philadelphia, through a committee of its council, has thoroughly examined the methods, results, and comparative cost of street construction and street cleaning in several prominent cities of Europe. The examination demonstrated—as any observant European traveler could have previously assured them that it would—that in respect to both these important particulars, Paris furnishes by far the best example. Every sojourner in that city knows that a highway out of repair seldom obstructs travel or offends the eye. And all who study the subject also know that this maximum of excellence in condition is regularly secured and constantly maintained at the minimum of expense. The whole city is divided into sections, each having its own superintendent or contractor. When the police notice any want of repair they instantly report to the proper superintendent, who as promptly attends to the matter. It involves no question of jurisdiction and is done without delay. It is unquestionably somebody's duty, and that somebody knows it, and he knows, too, that the Government knows both him and his duty. Under that system the contractor makes more money by doing his duty promptly and thoroughly than by delaying or slighting it. He knows that, too, and profits by it. The simple secret of all this is that the government of Paris has reduced this paving and cleansing of streets to plain, common-sense business principles, precisely as any business man of ordinary sagacity, charged with any similar business for himself or another, would immediately do as a matter of course. It has so exactly learned the actual and necessary cost of keeping the streets in proper order, that it knows just what sum will pay each contractor for the faithful performance of his duty and leave him a fair margin of profit. It even knows the chemical composition and the agricultural or commercial value of the street refuse, and makes this an element in each contract. For example: The official figures of the Philadelphia council committee's report show that Paris pays its scavengers \$290,000 a year for cleaning its streets, and that the scavengers pay back to the city \$120,000 a year for the right to profit by selling the refuse. Thus the net cost to that immense city of having her streets thoroughly swept every day in the year, is but \$170,000. As the population of Paris is, in round numbers, ten times that of San Francisco, the cost of keeping our streets in repair and of cleaning them, if we do as well, relatively, should be but \$17,000!! Instead of this it amounts to \$315,000 a year, for a service hardly one tenth as well done. But, beyond this, one should remember that even this immense sum pays for nothing but repairing and cleaning our streets. Besides this, the cost of new street work for the last fiscal year was \$667,488.40. And to both these snug little items, already amounting to nearly a round million of dollars in gold, we have yet to add the expenses of lighting, and the repairs incidental to that operation, which amounted to a third item of \$252,000, upward of a quarter of a million. Thus the streets of San Francisco, during the year 1874, cost the city the modest little amount of \$1,234,488.40, gold coin of the United States, and they were not remarkably good streets at that.

#### Water Resources.

The Spring Valley Water Works of San Francisco draw their supply mainly from the Lobos and Pilarcitos creeks. The first of these is a stream of pure, clear water, emptying into the outer bay near Point Lobos, and is capable of supplying two and one half million of gallons of water daily. This stream is about three and one half miles from the City Hall. From this, four double connecting pumps, driven by engines of five hundred-horse power and having a capacity of four million gallons a day, force water into the immense distributing reservoir three hundred and eight feet above the city base. This is located at the corner of Hyde and Greenwich streets.