

Greenwich Street, between Jones and Taylor streets. The building has a frontage of fifty-one and two thirds feet, and a depth of seventy-nine and seven twelfths feet. There are two wings, thirteen by thirty-five feet, for halls of entrance. It is three stories high. There are accommodations for seven hundred and twenty pupils. Contract price, \$29,500.

SOUTH COSMOPOLITAN GRAMMAR SCHOOL.—An eighteen class building has been erected on the fifty vara lot on the south side of Eddy Street, between Polk Street and Van Ness Avenue. Its dimensions are the same as those of the preceding building, and in addition there are two wings thirty-eight by thirty-five feet in size. It seats one thousand pupils and cost \$37,000.

MISSION SCHOOL.—The old Mission school house has been removed to the rear portion of the lot and thoroughly repaired. A twelve class building has been erected on Mission Street, with seats for twelve hundred grammar and primary pupils, at a cost of \$28,000.

GEARY STREET SCHOOL.—A building, similar to the Greenwich Street Primary, has been erected on a portion of Hamilton Square fronting upon Geary Street. There are accommodations for seven hundred grammar pupils. Cost of building, \$26,500.

RINCON SCHOOL.—The old Rincon school building has been removed to the western portion of the lot on which it stood, raised one story, and made into a twelve class building, with room for seven hundred primary pupils. A new edifice has been erected in this lot, forty-eight by seventy-eight and one fourth feet in size, with two wings for halls of entrance, thirteen by thirty-five feet in size. These two buildings will seat thirteen hundred pupils. The cost of repairing the old one was \$3,990; of building the new one, \$31,937.

LINCOLN PRIMARY.—Upon a lot on Bryant Street, near Sixth, the Board of Education has erected an elegant twelve class edifice similar to the Rincon grammar building, with seats for seven hundred and twenty pupils. Contract price, \$28,794. The lot cost \$20,000. It is ninety by two hundred and seventy-five feet in size, and affords ample room for the erection of another school house.

BOYS' HIGH SCHOOL.—This is a plain and substantial building on a fifty vara lot on the north side of Sutter Street, between Octavia and Gough. The building is fifty-one and seven twelfths by seventy-nine and one twelfth feet in size. The session rooms are all twenty-four and seven twelfths by thirty-three feet in dimension, and those upon the third story are connected by sliding doors, and can be thrown into one large hall for general exercises. Contract price, \$37,400.

OTHER SCHOOL HOUSES AND ENLARGEMENTS.—Another story has been added to the Spring Valley Grammar School, giving four more rooms. Cost, \$11,525.

A one story building has been erected at the corner of Noe and Temple streets, capable of accommodating two hundred and forty primary pupils, at a cost of \$7,297.50.

The buildings erected have cost \$258,146, and will accomodate 6,700 pupils.

Street Railroads.

The population of San Francisco is scattered over a large area, and an abundance of fresh air and sunshine is thus assured. To this fact, in no inconsiderable degree, the city is indebted for its low death rate. The construction of street cars enables the toiling masses to reside in localities where the cost of land is small and where each may become the owner of the house that shelters him. This modern means of transportation is one of the greatest blessings of the times, and has been more potent than anything else in improving the health and purifying the morals of communities. But for our street railroads, the central part of the city would be densely populated, while its outskirts would remain almost uninhabited. What is now within the reach of everybody, would be a luxury, to be enjoyed only by the more opulent.

The street railroads of San Francisco are of an aggregate length of forty-nine miles, and as most of the companies have double tracks over the principal part of their routes, there is not less than ninety miles of track in daily use. Exact information has been given us by some of the companies, but not by all of them. We find, however, that the total number of passengers carried during the year 1875, was about thirty millions; that there are two hundred and fifty cars in use, one thousand seven hundred and twenty-nine horses owned by the companies, and six hundred and ten men employed. Six out of the eight companies are connected with the ferry landing at the foot of Market Street. Their branches extend to every part of the city where there is a prospect of obtaining a fair amount of business, and in many cases extensions to unimproved localities have been secured by property-owners, and have thus induced population by rendering them accessible.

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 Brannan 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. There are also ferry cars running to the foot of Market Street, connecting with the company's other lines at the junction of Market and Sanson streets. 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 1875 twenty-four cars in regular daily use, sixteen