

EVENTS IN THE OUTSIDE DISTRICTS.

Residents of Fairmount at Work.

SECURE MANY PRIVILEGES.

RAPID CAR SERVICE OPENS THE NORTH END.

Private Waterworks in the Heyman Tract—A South Side Inquiry.

Fairmount is the name of the district lying south of Thirtieth street and extending west from Dolores street to the Twin Peaks range of hills. It is only recently that Fairmount has become well known. About a year ago the citizens of Fairmount began to make themselves heard, and they have ever since kept their neighborhood before the public.

Fairmount is located on an eminence,

too high to be supplied by its other reservoirs. The laying of the larger mains was recently commenced and will be continued as soon as the weather allows. Fairmount has also been given police protection. Two mounted patrolmen are now on duty, and life and property is much safer than heretofore.

There is a park in the neighborhood—that is to say, the land was intended for that purpose. The property owned by the city has never been cared for, however, and Fairmount square, after thirty years of municipal ownership, is still an eyesore. This condition the citizens intend to have changed, and an agitation for the reclamation of the park property has been begun. When the next tax levy is made an appeal will be made for funds to beautify the city's land. There are many other improvements which are wanted, and in another year it is believed that Fairmount will be made one of the leading city suburbs.

RICHMOND DEVELOPMENT.

The Sale of a Five-Thousand-Dollar House.

Building activity continues in the region north of the Park and nearly every day sees the foundations laid for one or more dwellings in Richmond. The section is fast spreading beyond Twelfth avenue and it will only be a short time before the district between Twelfth avenue and the City Cemetery will be dotted with homes. There have been quite a number of residences built in the vicinity of the Sutro carhouse, and the knowledge that the westerly section of Richmond will soon be made accessible is causing property-owners to improve.

rails were removed. He did not do so, however, and the rails remain.

The Park Commissioners recently let a contract for the extension of the boulevard for a mile south of its present terminus to the Ocean House road. The Commissioners requested bidders when they put in proposals, to provide for the removal of the rails from their present location to a point fifty feet east of the boulevard. Mayor Sutro, when he heard of this action, declared that the rails should not remain on the boulevard or anywhere in the vicinity. The South Side citizens are anxiously waiting to hear from him.

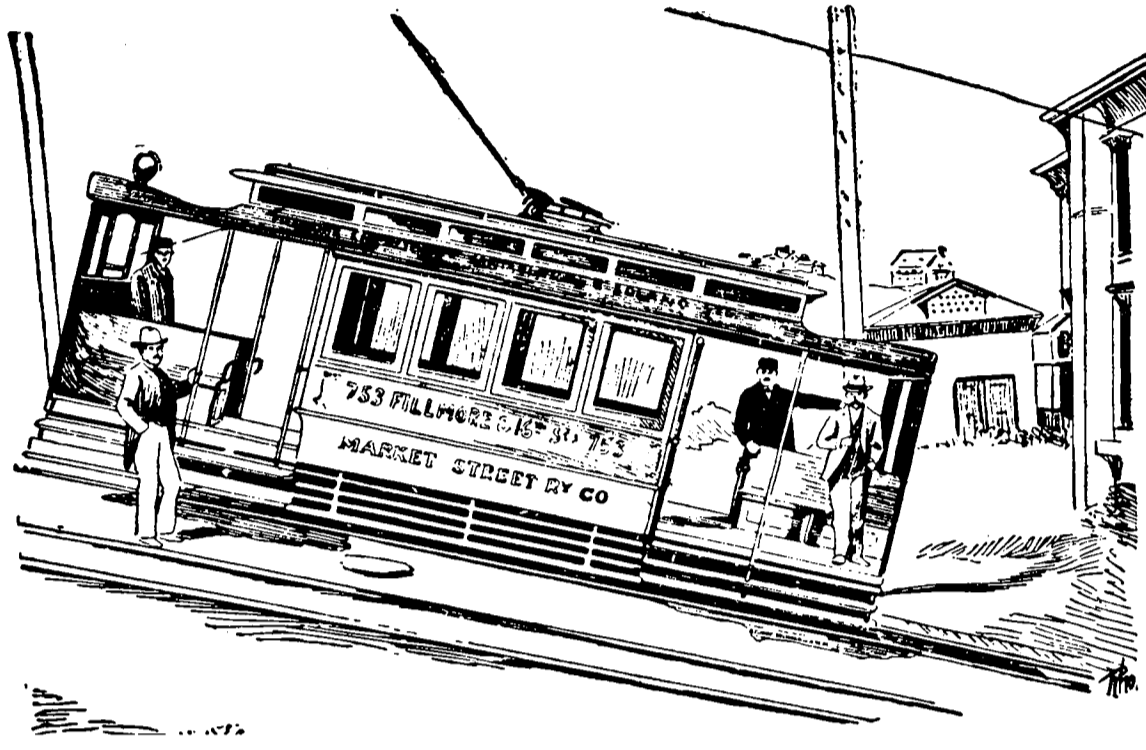
NORTH SIDE PROGRESS.

The Cross-Town Electric Road Causing an Awakening.

The construction of the Sixteenth and Fillmore streets crosstown line has caused activity in the north end. The residents of Golden Gate valley, as the region north of Broadway and between Gough and Devisadero streets is called, did not believe it possible for electric cars to travel over such grades as that on Fillmore from Broadway to Green street. An auxiliary cable, however, made it possible, and now cars ascend and descend the 25 1/2 per cent grade.

This line gave the residents of Golden Gate valley an opportunity to reach all portions of the city. Before last July, when the Fillmore-street line was opened, they were dependent upon the Union-street road, which does not reach the retail business center.

There was considerable idle property in Golden Gate valley which was unproductive and unsalable owing to the lack of transportation. This land is



AN ELECTRIC CAR DESCENDING A TWENTY-FIVE PER CENT GRADE ON FILLMORE STREET.

From its slopes views of the bay and the adjacent counties of Alameda and Contra Costa are obtained. To the east the city with its many houses is to be seen. Looking south the residents of Fairmount see the San Mateo hills, with the city of the future between Fairmount and the county line.

Fairmount became accessible three years ago. The construction of the San Mateo electric road along Chenery street and the San Jose road to the San Mateo cemeteries made it possible to reach the district. The opening of the electric road was the first step in the forward march of Fairmount. There were a few scattered dwellings throughout the neighborhood previous to that time. The past three years, however, have witnessed a big change. Many cottages were erected in the following year and the activity in building has continued.

Sixteen months ago the district was penetrated by an extension of the Mission-street car line. This gave the neighborhood a choice of routes and did much to stimulate its growth. A year ago the leading property-owners got together and decided that it was time to begin a campaign for improvement which the Supervisors seemed loth to give. The development of Fairmount had been so slow previous to the advent of the electric cars that the city officials could hardly believe that the section had made such great progress. The streets had not been graded, while sewers were unknown. At night the neighborhood was in darkness, having no gas or electric lights. The district could only be reached by way of Chenery street.

The steep embankment through which the San Jose steam road passes divided the section from Mission street. That thoroughfare and the electric cars, although within a stone's throw, could not be reached except by a roundabout journey of half a mile. The water supply was another matter which needed attention.

All these were discussed, and the organization of the Fairmount Improvement Club resulted. John J. McLaughlin was elected president, Thomas Crouch vice-president, John J. Ward secretary, and M. Johnson treasurer. The executive committee, upon which devolved most of the work for improvements, consists of Joseph Tuohy, Chris Stader, Behrend Joost, Thomas Crouch and Theodore Garnier.

The club's representatives were very successful in the fight for recognition. Street work was ordered and the laying of sewers began. A request for lights was also granted, and about four months ago they were put up in the district. Thirteen forty-foot masts with electric lights now make it possible for the residents to travel about at night with as much safety as during the day.

Last July the Supervisors were prevailed upon to appropriate funds to connect the streets which were divided by the Southern Pacific embankment. It was at first proposed to build two wooden bridges, one at Charles or Thirty-second street and the other at Miguel or Thirty-fourth street. This plan was changed, and the Supervisors decided to put up one durable structure, and next year appropriate funds for another bridge. A contract was let for an iron and steel bridge to span the embankment at Charles street. The surveys have been made and the contractor is only waiting for the weather to clear when the construction of the bridge will be undertaken.

Another improvement which has been agitated for is the opening of Chenery street, from Randall or Thirty-first to Castro street, and its extension to the latter point through the Castro-street Addition to the Corbett road. This, if accomplished, will give the residents of Sunnyside, the Castro-street Addition and Fairmount a direct route to the Park.

The question of a better water supply has also been much discussed. On the higher levels the residents are dependent upon private sources for their water. The water company has agreed to put down larger mains and supply the district from another much higher source. The Clarendon Heights tank will probably furnish the Fairmount consumers. It was built for the purpose of reaching those districts which were

The Sutro Electric Road will make it possible for the residents of the westerly end of Richmond to reach the city for a single fare.

One of the largest transfers ever recorded in Richmond was made yesterday. It was the purchase of the handsome ten-room residence built by D. McGraw on Clement street, near Fifth avenue, by D. Williams, a well-known sporting man at the Bay District race track. The price paid was \$5250, which is the highest price yet obtained for any house and single lot in Richmond.

THE SOUTHERN SUBURBS.

Street Improvement Desired in South San Francisco.

The City Engineer has recently completed a survey of the district from Fifteenth to Thirty-fourth avenues and for a considerable distance on either side of Railroad avenue. This will enable the owners of property to begin the improvement of the section south of the terminus of the Kentucky-street Electric Road, which now runs to Fifteenth and Railroad avenues. An era of street improvement is now expected. The extension of Railroad avenue from Eighteenth avenue to the county line may now be undertaken.

The street improvements made by the Potrero property-owners, as mentioned by the "Chronicle" yesterday, cost upward of \$60,000. This amount was spent solely for the purpose of grading and macadamizing. The outlay for other improvements, including building, cannot be accurately computed, but will run far up into the thousands.

The opening of Sixteenth street, from Harrison to Potrero avenue, a distance of six blocks, cost the property-owners nearly \$10,000.

The citizens of the southern suburb think that their district made a good showing for one year. It is expected that the operations during the present year will surpass those of 1895.

HAVE THEIR OWN WATERWORKS.

Residents of the Heyman Tract Well Fixed.

The residents of the Heyman tract, as the region west of Douglass street and south of Twentieth is known, are no longer dependent upon the Spring Valley Company for their water supply. For many months the citizens of that neighborhood waited for the water company to keep its promise to give them better service. At last they set about to secure what the Spring Valley Company seemed loth to give. There were a number of springs in the vicinity and it was found that they were capable of supplying plenty of water.

Jacob Heyman, who is largely interested in the section, had three tanks each holding 20,000 gallons built.

The water was piped to these reservoirs and then distributed throughout the neighborhood. There were thirty consumers waiting for the water, and since the completion of the plant the number of consumers has increased. There are now nearly fifty houses being supplied from the three tanks. The demand has increased so rapidly lately that it has been found necessary to enlarge the plant. A larger reservoir is to be built, holding 60,000 gallons.

LOOKING TO SUTRO.

South of the Park Citizens Want the Sour Track Removed.

South of the Park taxpayers are wondering why Mayor Sutro does not keep his promise to remove the railroad tracks from the boulevard along the Great Highway. Some weeks ago Mayor Sutro threatened to bring legal proceedings to cause the removal of the spur track if the railroad company did not at once remove the rails.

The franchise was granted in the winter of 1898 and was to run for one year. At the expiration of that time the tracks were to be taken up. The time was extended for sixty days, and when the citizens of the South Side remonstrated for granting the extension of time Mr. Ellert, who was then Mayor, promised, it is said, to personally see that the

being opened and subdivided into home-stand lots. There are also a number of buildings in course of erection.

Tracklayers Again at Work.

The Market-street Railway Company resumed operations yesterday on Oak street. Employees of the construction department were again set to work after a delay of a week, due to the weather. The reconstruction of the Oak-street cable line into a trolley road will be finished in ten days if the weather does not interfere. The Ellis and O'Farrell streets electric cars will run on Oak street to the junction of Haight and Stanyan streets, curving into Oak at Devisadero. The terminus of the line now is at Page and Stanyan streets.