



Sacramento's Street-Car System

Being a Little History of Transportation in a City Where This
Company Has Large and Varied Interests

By ARCHIE RICE.



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A good system of transportation within the confines of a city is a sure sign of its modern development. Engineers who are competent to judge have declared that Sacramento has the best-equipped street-railway service in the United States. There are twenty-nine miles of single track gridironing in the most desirable manner an entirely flat area that claims a population of more than 50,000 and contains real and personal property that in 1909 was assessed at \$30,450,000. The Pacific Gas and Electric Company owns Sacramento's street-car system, with its franchises, roadbeds, and passenger cars, and its big car barns and car shops, at Twenty-eighth and N streets; owns the Sacramento gas works, near the river bank at Front and U streets, and its distributing system; owns the electric plant and substation at Sixth and H streets, and its distributing system; and owns Oak Park, an eight-acre pleasure resort at the southeastern outskirts of the city, containing tree-shaded lawns, the local baseball grounds and grandstand, a theatre, a skating rink, a scenic railway, and a variety of amusement features. By the

aggregate of the several million dollars in these investments the company is financially interested in Sacramento and its prosperity. The company's diversified holdings are of such a character that their value and earning power must depend directly upon the population and success of Sacramento. Whatever is good for a city as a whole is good for those that supply the citizens with gas, electricity, and transportation. And by that measure this company may be said to be vitally interested in whatever may concern the welfare of Sacramento.

The great interior valley of California suggests a huge platter, the sloping outer edges of which are the foothills that are banked up against a solid surrounding wall of high mountains framing a level plain some 500 miles from north to south and about sixty miles wide. Midway of the western side a piece of the rim of the platter is broken out. There the foothills taper down and the mountains dwindle and part to accommodate San Francisco bay and to make of that spacious inland sea a common drainage basin for the two long rivers that meander slowly from opposite ends of the great valley. Hundreds of miles they flow between low and inadequate