

gomery streets, and runs somewhat westerly but mainly southerly, through Post, Dupont, Market, Fifth, Bluxome, Fourth, and Kentucky streets, and Railroad Avenue, to Thirty-fourth Avenue, South San Francisco. Under a lease with the Market Street Railway Co., this line also runs its cars along Market Street to Oakland Ferry. Its total length slightly exceeds five miles, mostly single track. Forty-two men, one hundred and fifteen horses, and seventeen cars make up the list of employes and the inventory of live and rolling stock. The road is operated in two sections, connecting with each other at Townsend Street. The greater portion of the southerly section of this road runs over water, crossing Mission Bay and Islais Creek by substantial and expensive bridges. Fare, five cents. Tickets of all other city roads received.

MARKET STREET RAILWAY.—This was the first street railroad constructed in this city, and was for some years operated by steam, under legislative and municipal franchises. Like the other suburban railroads, it has kept in advance of the growth of the city, until its original two miles operated has by its various lines or branches now reached nine and a half miles, with prospects of further extension as rapidly as the increase in business seems to require it. The main line of this road extends from Oakland Ferry, along Market and Valencia streets, to Twenty-sixth Street, a distance of about four miles. Two branch lines are also run from Oakland Ferry: one via Hayes, Laguna, Tyler streets, etc., to the junction of Devisadero and O'Farrell streets, which is generally known as the Hayes Valley Branch; the other, or Fifth Street Branch, for the accommodation of that growing portion of the city, running via Fifth Street to various public buildings and manufacturing establishments, and the great wool depots located upon its route, as also the freight depots of the Southern Pacific and Central Pacific railroads, terminating directly opposite the Passenger Depot of the Southern Pacific, and being the only line of cars running direct between the Oakland Ferry and the railroad depots. The average number of miles run per car over the three lines per day is two hundred and nineteen and a half (219½), or an average of seventy-three miles and one sixth over each route, the shortest being sixty-eight and the longest seventy-six miles; the total mileage per day over the various routes being three thousand five hundred and sixty-three and one half miles. The company has fifty-nine cars and four hundred and fifty-nine horses, and employs two hundred and five men in various capacities. The conductors are required to wear a neat gray uniform cap, which is said to add to the efficiency of their service. Its cars are furnished with all late improvements, are roomy inside and well ventilated, with extra large platforms for smokers and other outside passengers. They are kept clean inside and outside, and have the reputation of making the quickest time of any cars in the city, as well as running more frequently—not more than two or three minutes elapsing at any time during the day between the running of the cars at any point between the new City Hall and the Oakland Ferry, while frequently they are running under only one or two minutes headway over a portion of the route. A substantial and commodious two-story stable and carhouse, for the Hayes Valley line, is located on Turk Street, between Fillmore and Steiner, and occupies half a block. The destructive fire of August, 1876, having destroyed the stable and carhouse of the Fifth Street line on the block bounded by Third, Fourth, Brannan, and Townsend, the company at once rebuilt them in the most solid and substantial manner, and as nearly fire-proof as possible, the brick walls being very heavy, and iron roof and ventilators. The stables and car-house of the Market Street and Valencia Street lines are located on Valencia street, between Fifteenth and Sixteenth.

BERRY STREET RAILROAD.—This railroad, commencing at the intersection of the easterly line of Seventh Street with Berry Street, runs thence through Berry to Third, and Third to Channel Street. Work was commenced during the Fall of last year, was delayed somewhat, by injunction obtained by property-holders along the line, which, having been dissolved, the work is being pushed vigorously, and the road will be completed by the date of this publication. Cars to be drawn by horses, and intended for the transportation of freight and passengers.

PROJECTED LINES.—In addition to the foregoing, franchises have been obtained during the past year for the following projected lines: The Ocean Beach Railroad Company, to run from California Street along First Avenue, Fifth Avenue, B Street, Twenty-sixth Avenue, C Street, and Great Highway, to the southern boundary line of the city and county; cars to be moved by either horses, compressed air, or cable; this road is to be the extension or continuation of the California Street Railroad. Another, to run from the centre line of Stockton Street, through Geary Street, Central, Point Lobos, and First avenues to Golden Gate Park; and another, known as the "Prismoidal or Elevated Railway," to be built at a height of not less than fourteen feet above the curbing of the sidewalks, and to run from the intersection of Market and Valencia streets through various streets along Golden Gate Park to the Ocean Beach, and providing for lateral branches via Laguna de la Merced to the county line, and from San Miguel to junction of San Jose Avenue and Twenty-sixth Street. All of the above are yet in abeyance, but it is expected that work will be commenced upon most of them during the coming spring.

Steam Railroads.

CENTRAL PACIFIC.—This railroad extends from San Francisco to Ogden, Utah, a distance of eight hundred and eighty-two and eighty-nine hundredths miles; there is also embraced in the property of the company, by consolidation, the Western Pacific, the California and Oregon, the

BEAMISH'S—Nucleus Bldg, Third & Market, Shirts & Men's Furnishing Goods.