

1,470,000 gallons of water—many of them substantially built of brick and cement.

We refer our readers to the Appendix, page 510, for a complete description of the organization of this important branch of the public service, in which will be found a mass of information concerning the different companies, useful to its members and interesting to every citizen.

Railroads.

In our last issue the remark was made that "the construction of this means of communication and transit has not kept pace with the other elements of progress which American enterprise has brought into requisition in California." While the correctness of this statement at the time it was made could not be reasonably controverted, affairs in this department have, during the past year, been moved by an impetus that has kept pace with the onward march of improvement, and fully made up for the inactivity of the past. Tracks are laid down through all the principal thoroughfares of the city, and the town-plot exhibits a net-work of iron rails, ramifying throughout its entire extent and radiating outwardly in all directions affording egress from its limits. The benefits arising from these public improvements, in enhancing the convenience of the public travel, at a reasonable rate, are everywhere apparent, especially in the expansion of the limits of the city, the enhancement of the value of real estate, and the rapid improvement of suburban property. The following is a list of these important public works, in successful and prospective operation, within and leading out of the city:

SAN FRANCISCO AND SAN JOSE RAILROAD.

The Company engaged in the construction of this road was incorporated July 21, 1860, with a capital stock of \$2,000,000; of this amount \$600,000 has been subscribed by the three counties through which the road passes, of which sum three-fifths is the proportion of San Francisco, two-sixths that of Santa Clara, and one-sixth of San Mateo. The entire route between the city of San Francisco and the Pueblo of San José, fifty-two miles in length, is under contract to Messrs. McLaughlin & Houston, of this city, who are prosecuting the work with characteristic energy and vigor. The grading of the entire road, including all bridges, culverts, drains, etc., is completed from San José to within a short distance of Mission Dolores, and the character of the work is pronounced by competent judges to be fully equal to that of the most substantial and best constructed works in the Eastern States. The greater portion of the rails and machinery for the road has been received. A spacious and elegant brick depot is in the course of construction at San José and will soon be completed. A portion of the track has been laid—in a short time will be extended to this city—and it is confidently anticipated that the entire road will be in successful operation by December next. The route traversed is through one of the most fertile and inviting portions of the State, and the benefits to be derived from this desirable improvement are incalculable; and forming, as is confidently anticipated, the first link in the great chain extending from this city across the continent, its importance cannot be over estimated.

The officers of the Company are: President: Timothy Dame; Vice President: H. M. Newhall; Secretary: Charles W. Sanger; Treasurer: Peter Donahue; Chief Engineer: Wm. J. Lewis; Assistant Engineer: Thomas J. Arnold. Office 302 Montgomery Street.

THE WESTERN PACIFIC RAILROAD.

This Company was incorporated December 11, 1862, with a capital stock of \$5,400,000, for the purpose of constructing a railroad from San José to Sacramento by the way of Stockton. The route is one hundred and twenty miles in length, and connecting with the San Francisco and San José Railroad forms the second link in the great Pacific Railroad chain. Of the capital stock of this road, \$400,000 has been subscribed by San Francisco County; \$250,000 by San Joaquin, and \$150,000 by Santa Clara County. The remainder is furnished by heavy capitalists of San Francisco. The work will be commenced in a short time and pushed forward without delay to its successful completion.

The officers of the Company are: President: Timothy Dame; Vice President: Erastus S. Holden; Secretary: Charles W. Sanger; Treasurer: Emery T. Pease; Chief Engineer: Wm. J. Lewis; Assistant Engineer: Thomas J. Arnold.

SAN FRANCISCO MARKET STREET RAILROAD.

This being the first of the Street Railroad enterprises, which have inaugurated, and are daily bringing about such important results in our city, is fairly entitled to the honor of being styled the pioneer in this department. Few of those who witnessed the passage of the first car over this road but a little more than three years since, imagined that in so short a space of time a net-work of iron rails would traverse the principal thoroughfares of the city. Although the act incorporating this road was granted in 1857, the work upon it was not actively commenced until about two years after. The work was however pushed forward with such energy and vigor that in a little more than a year's time the first car passed over the track, and trains of cars commenced making their regular trips, which have been successfully continued. The travel over this road to and from the Mission, the Willows, Hayes Park and intermediate points, since its opening, has been immense, and beyond calculation. Contrasted with the old system of plank roads and wading through the sand, which existed but a few years since, it is somewhat difficult to realize the change brought about by the system of Street Railroads now in successful operation.

Officers—President: A. Casselli; Directors: F. McCoppin, Thomas Hayes, H. A. Cobb, J. B. Beyerque; Secretary: Henry Pichoir; Trustee: J. B. Beyerque; Superintendent: F. McCoppin. Office of the Company south-east corner of Montgomery and Jackson streets; Superintendent's office, juncture of Market, Geary, and Kearny streets.

OMNIBUS RAILROAD COMPANY.

The Capital Stock of this Company is \$1,000,000, divided into 1,000 shares of \$100 each. There are two lines of the Omnibus Railroad. One from Powell and Union to Stockton, and along Stockton to Jackson and Washington, down both of these streets to Montgomery and Sanson, and through these streets to Second, and thence to Howard, Third, and Townsend. The other is from the intersection of Montgomery and Washington, through Montgomery to Second, thence to Howard, Center, and the Mission Dolores, with a branch from Market through Third to Howard. This road is entirely completed, and the length of rails laid down, if reduced to a single track, would amount to ten and seven-tenths miles. It has twenty-four cars constantly running, and eight more in reserve for extra service. Ninety