

men and one hundred and forty horses are employed. The Depot on Howard Street, under Union Hall, is an immense structure. The Company are building extensive stables, fronting on Minna and running back to Clementina Street, one hundred and fifty-seven by one hundred and sixty feet, built of brick and two stories high. The officers of this Company are—President: Peter Donahue; Vice President: Eugene Casserly; Treasurer: Wm. Sharon; Secretary: James O'Neil; Superintendent: John Gardner.

#### NORTH BEACH AND MISSION RAILROAD.

This Company was organized from a consolidation of two railroad charters granted by the Legislature of California, and approved April 17th, 1861. The one authorizes the following route in commencing at the intersection of California and Montgomery streets, running through California to Battery, thence along Battery to Bush, thence to the intersection of First and Market, thence along Folsom to Center, and from thence to the Southern limits of the city and county of San Francisco, with a double track over the entire route. From Center Street southward no particular route is designated, it being optional with the Company to take any one they may deem most advantageous. The other charter authorizes the following route, viz.: commencing at the south end of Fourth Street, through Fourth to Mission, through Mission to First, through First and Battery, and by the northern limits of said city, outside of Telegraph Hill, to the north end of Mason, thence through Mason to Union, through Union to Powell, through Powell to Broadway, down Broadway to Kearny, through Kearny to Geary, through Geary and to Stockton, through Stockton to Market, along and across Market to Fourth, and thence back in the line of Fourth to the southern limits of the city, with a double track over all portions of the route excepting through Kearny Street where a single track with turnouts is allowed. The Legislature of 1863, granted to the N. B. & M. R. R. Co., the further right to construct a branch railroad from the intersection of Pacific and Battery streets, through Pacific to Dupont, and along Dupont to Broadway; also, a branch to run down Folsom from First to Stewart streets; also, in the event of Kearny Street being widened, which will probably soon be accomplished, the right to lay a double track on that street. There are three distinct routes of this Company completed and running: one from the corner of Powell and Union through Kearny, etc., to the corner of Fourth and Brannan; another from the corner California and Montgomery, through Battery, First, and Folsom, to the corner Fourth and Brannan streets; and one from the Plaza through Kearny, Fourth, and Folsom to Center streets; making in all four and two-thirds miles of double track, and three-quarters of a mile of single track. The fare on either of these routes is five cents. Thirty cars are required to accommodate the regular travel on these routes, and the Company have eleven more cars ready for extra occasions, with car houses, stables, blacksmith shop, work shop, and every thing complete for the accommodation of all the rolling stock, horses, etc., required for the prosecution of the business. Their depot is at the corner of Fourth and Louisa streets. This Company was incorporated August 23d, 1862. The capital stock is \$1,000,000 divided into 10,000 shares of \$100 each. Their annual election for directors takes place on the fourth Monday of August of each year. The officers elected on the 24th August, 1863, to serve for one year, are as follows—President: T. Dame; Vice President: Isaac E. Davis; Treasurer: Chas. B. Polhemus; Secretary: Willet Southwick; Superintendent: A. L. Morrison.

#### CENTRAL RAILROAD.

This railroad was chartered by Act of the Legis-

lature of 1862. Incorporated in 1862. Capital stock \$500,000 in 5,000 shares. The route traversed is, from the corner of Davis and Vallejo streets through Davis to Washington, along Washington to Sanson, along Sanson to Bush, and through Bush to Dupont, along Dupont to Post, through Post to Stockton, along Stockton to Geary, through Geary to Taylor, along Taylor to Turk, through Turk to Fillmore, to Post, and along Post to Lone Mountain Cemetery. Lateral a branch tract at Taylor Street, through Sixth to Brannan, and along Brannan to the Bridge at Mission Creek; also along Davis to Bush streets. The Central Railroad is completed from the intersection of Vallejo and Davis streets to the intersection of Taylor and Turk streets; and the remainder is under contract to be completed to Lone Mountain Cemetery by November 1, 1863.

Officers—President: John Middleton; Secretary: J. T. Hoyt; Treasurer: A. J. Gunnison; Superintendent: John A. McGlynn.

#### CITY RAILROAD COMPANY.

This Company was incorporated by Act of the Legislature approved April 21, 1863., and organized May 20, 1863. The capital stock of \$1,000,000 is divided into 10,000 shares of \$100 each. The first assessment of \$10,000, has already been paid in. By resolution of the Board of Directors nothing was allowed for the franchise which was donated to the Company by the thirteen original corporators. The route traversed by this road commences at the intersection of Chestnut and Stockton streets, thence along Stockton to Union, along Union to Dupont, along Dupont to the intersection of Market, and from the intersection of Montgomery and Market, along and upon Market to Fifth, across Market to Fifth, across Market to the city Front, and from the intersection of Mason and Washington, along Washington to Powell, along Powell to Broadway, along Broadway to Dupont, along Dupont to Pacific, along Pacific to Drumm, along Drumm to Washington, along Davis to Market, along and across Market to Fremont, along Fremont to Mission, along and upon Mission from East to Montgomery, and from the intersection of Dupont and Sacramento, along Sacramento to Davis, and from the intersection of Mission and Sparks, along Sparks to Dolores, along Dolores to Corbett, and along Corbett to Mission streets. The Dupont, Mission, Sacramento, Pacific, and Davis streets portions of the route are under contract.

The following are the officers of the Company—President: I. Rowell; Vice President: E. T. Pease; Treasurer: J. W. Reay; Secretary: E. W. Casey. Office corner of Bush and Kearny streets.

#### STREET RAILROADS AND TUNNEL THROUGH RUSSIAN HILL.

The Legislature at its last session granted to Abner Doble and others, the right to construct a tunnel through Russian Hill, in the city of San Francisco, on the line of Broadway, from Mason to Hyde or Larkin Street, which shall not be less than twenty feet in width, by sixteen in height in the center; also, the right to lay down a double track railroad, commencing at or near Fort Point, to be indicated by the grantees, with the consent of the U. S. Government, thence along the most practicable routes and streets in the Western Addition between Broadway on the south and San Francisco Street on the north to the intersection of Broadway and Polk streets, thence along Broadway to Davis Street, and (with the consent of the Central Railroad Company) along Davis Street to California Street, thence along California Street to Market Street, along Market Street to Stewart Street, and along Stewart Street to Folsom Street.

A franchise was also granted by the last Legislature, granting to S. H. Parker and others the right to lay down and maintain a railroad along and upon