

ably with that of any other volunteer command in the Union. Its present strength is about 250 men.

Several companies have recently secured suitable accommodations for armories. The Mechanic's Pavilion, on Union Square, is now used for military exercises, and the National Guards are now erecting on Post Street near Stockton a commodious building for their use. It will be 25 feet front, 100 feet in depth, and two stories in height, with an octagonal tower, outside the main wall, of sufficient size to admit of doorways and stairways being arranged in it, so as to leave entire body of the building clear for drill-room, assembly-room, and company offices. The cost of the building will be in the neighborhood of \$6,000, and the lot on which it is to be erected is the sole property of the company. The Guard are, we believe, the first military company in San Francisco to erect permanent quarters for themselves, and thereby lay the foundation of an organization which will exist long years after the original members of the company have passed away.

Fire Department.

The Department at present consists of 916 members, divided into fourteen engine companies, three hook and ladder companies, and three hose companies. For their accommodation there are twenty houses; and for service sixteen fire-engines; three hook and ladder trucks, and seventeen hose carriages. Four new and powerful steam fire-engines have been recently added to the Department. There are in the city fifty cisterns, capable of holding 1,470,000 gallons of water—many of them substantially built of brick and cement.

We refer our readers to the Appendix, page 539, 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.

We can, without fear of successful controversy, assert that no community in the world has built so many railroads in so short a time as California. Scarcely sixteen years have elapsed since the hardy pioneer from the Atlantic States arrived here in search of gold; he found almost a barren desert or rough, impassable glaciers; now he can look upon cities, and towns, and railroads. Although there are several roads in the interior of the State, we do not propose to speak of any but those in or leading out of the city. Tracks are laid down through all the principal thoroughfares of the city, and the town-plat 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.

This company was incorporated July 21, 1860, with a capital stock of \$2,000,000; of this amount, \$600,000 was subscribed by the counties of San Francisco, San Mateo, and Santa Clara; \$500,000 reserved by the company; the remaining \$900,000 being raised by issuing bonds. The road was completed in January, 1863, and is pronounced by competent railroad men to be one of the staunchest built roads in the United States. The only funded indebtedness of the company is represented by nine hundred and sixty-eight mortgage bonds of \$1,000 each, bearing eight per cent. per annum interest, and issued July 1, 1861, to McLaughlin & Houston in part payment of the contract with them for constructing the road. These bonds run twenty years, and both principal and interest are payable in United States gold coin. Of the \$600,000 stock subscribed by the counties through which the road passes, San Francisco took \$400,000, San Mateo \$100,000, and Santa Clara \$200,000. On the seventeenth day of October, 1863, the first train passed over the portion of the road finished from the Mission Dolores to Big Tree Station on the San Francisco Creek. On the sixteenth day of January, 1864, the road was completed to San José, and trains commenced running to that place; and later, on the fourteenth day of February following, the San Francisco end of the road was extended to the corner of Fourth and Brannan streets, and trains commenced running from that point to San José direct. The company now runs two passenger trains over the road each way daily, leaving San Francisco at 8 A.M. and 4:30 P.M.; San José at 7:30 A.M. and 4 P.M. One freight train is run each way daily, leaving San Francisco at 6 P.M.; San José at 4:30 A.M. A smoking-car is attached to the freight train for the accommodation of passengers. Stages connect at the principal stations and at San José with the morning and evening trains to and from important points. The Board of Directors is composed of the following gentlemen: Timothy Dame, Peter Donahue, Henry M. Newhall, Chas. B. Polhemus, Charles McLaughlin, Alexander H. Houston, and John Center. The officers are: T. Dame, President; H. M. Newhall, Vice President; Chas. W. Sanger, Secretary; Peter Donahue, Treasurer; and A. H. Houston, General Superintendent.

SAN FRANCISCO AND ATLANTIC RAILROAD.

The San Francisco and Atlantic Railroad Company were incorporated under the State law regulating and authorizing incorporations, in July, 1864. Its capital stock is \$20,000,000, in \$100 shares, and Alpheus Bull, C. F. Lott, Louis McLane, A. Hayward, Sam'l Knight, Geo. H. Howard, W. E. Barron, A. B. Forbes, J. G. Kellogg, Wm. Sharon, M. J. Dooley, J. R. Anthony, and C. Gratton, are named as the Board of Directors. This company proposes to construct a road to run from San Francisco *via* Stockton, to, or near Folsom, where it will tap the Central Pacific Railroad. This company was organized for the purpose of completing the task proposed to be performed by the Western Pacific Railroad Company, which seems to have fallen into a state of coma since receiving the rude shock at the hands of Congress; but in order to be untrammelled, the company will not combine with or use the charter of any existing company. The capital to build this road will be furnished by English capitalists, who will, as soon as they receive the surveys, plans, maps, etc., which