

have been prepared for them by a skillful corps of engineers, send their agents here to superintend the construction of the road. The starting-point of the road has not been fixed upon; it may be at Goat Island, Alameda, or Oakland; or, if the company can purchase the San Francisco and San José Railroad upon favorable terms, it may do so, and continue that route to the proposed terminus; but it is not their intention to have connection with any other road leading into the city. The officers are—President: Alpheus Bull; Treasurer: Louis McLane; Secretary: George Wallace.

SAN FRANCISCO MARKET STREET RAILROAD.

This being the first of the Street Railroad enterprises, which have been 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.

OMNIBUS RAILROAD COMPANY.

The capital stock of this company is \$1,000,000, divided into 10,000 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 men and one hundred and forty horses are employed. The Depot on Howard Street, under Union Hall, is an immense structure. This company have built extensive stables fronting on Miuna and running back to Clementina Street, one hundred and fifty-seven by one hundred and sixty feet, built of brick, two stories high. The officers of this company are—President: Peter Donahue; Vice President: Eugene Casserly; Treasurer: William Sharon; Secretary: James O'Neill; 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. There are two 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 Willows' Race Course, with a branch through Folsom Street to the Willows, making in all five and a half miles of double track, and three-quarters of a mile of single track. The fare on either of these routes is five cents. Twenty-five 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 22d August, 1864, to serve for one year, are as follows: President: Dr. A. J. Bowie; Vice President: Robert Turner; Secretary: Willet Southwick; Treasurer: Michael Reese; Superintendent: Michael Skelly.

CENTRAL RAILROAD.

This railroad was chartered by Act of the Legislature 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 and has been running for nearly a year, to the great accommodation of the public and the manifest benefit of real estate in the suburbs. In regard to patronage, this road may compare favorably with either of the other routes.

FRONT STREET, MISSION, AND OCEAN RAILROAD.

The Legislature of 1862-3 granted a franchise to William F. Nelson, and others, to lay down a railroad along and upon the following streets: Beginning at or near the center of intersection of Greenwich Street with Front Street, thence along and upon Front Street to Market Street, thence along and upon Market Street to Sutter Street, thence along and upon Sutter Street to Larkin Street, thence along and upon Larkin Street to Pacific Street, thence along and upon Pacific Street to the charter limits, with the right of continuation along the said line of Pacific Street to the ocean beach whenever said street is declared open by the proper authorities of the City and County of San Francisco, with an intersecting railroad connecting at the junction of Sutter with Larkin Street, thence running southerly along and upon Larkin Street to Market Street, thence along and across Market Street to Johnson Street, thence along and upon Johnson Street to Mission Street, thence along and upon Mission Street to Sparks Street, thence along and upon Sparks Street to Dolores Street, thence along and upon Dolores Street to Corbet Street, thence along and upon Corbet Street to Mission Street, thence along and upon Mission Street to Sparks Street; together with the right to lay and maintain an iron railroad from the intersection of Corbet Street with Mission Street, along and upon Mission Street to the charter limits of said city and county. This Company organized by the election of a Board of Directors and the following officers—President: J. P. Robinson; Vice President: J. C. Beideman; Secretary: A. D. Hatch; Treasurer: John Barton; and expect to have about one-half of this route completed this year.

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