

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 building of the road is now being pushed forward with commendable energy, and it is confidently expected to be entirely completed to Sacramento by the summer of 1867. The grading of the road from San José to Vallejo Mills, a distance of twenty-three miles, is nearly finished, and cars will be running to that point in May next.

The officers of the company are: Charles N. Fox, President; Ernestus S. Holden, Vice President; Charles W. Sanger, Secretary; B. F. Mann, Treasurer; and W. L. Stanroom, Chief Engineer.

#### 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.

Officers—A. Casselli, President; F. McCoppin, Levi Parsons, R. Bayerque, Henry Pichior, Directors; Henry Pichior, Secretary; J. B. Bayerque, Trustee; F. McCoppin, Superintendent. Secretary's office, south-east corner of Montgomery and Jackson streets; Superintendent's office, west side Valencia near Sixteenth.

#### OMNIBUS RAILROAD COMPANY.

This is the most extensive in its operations of any of our street railroads. Its capital stock is \$1,000,000, divided into 10,000 shares of one hundred dollars each. There are two lines of this road; one running from Powell and Francisco along Powell to Union, Union to Stockton, Stockton to Jackson and Washington, down these streets to Sanson, through these streets to Market, along Market to Second, along Second to Howard, along Howard to Third, and along Third to King Street. The other route is from the intersection of Washington and Montgomery streets, through the latter to Second, through the latter to Howard, Centre, and the Mission Dolores, with a branch from Market through Third to Howard. The cars run northwardly along Montgomery Street to 2½ o'clock, p.m., and southwardly after that time each day. The road is entirely completed, and the rails laid down, if reduced to a single track, would amount to ten miles and one-third. It has twenty-four cars constantly running and eight in reserve for extra service. Ninety men and one hundred and ninety horses are kept constantly employed. The depot on Howard Street, under Union Hall, is one of the largest structures of the city. The extensive stables, built of brick, two stories high, by the company, front on Minna, running back to Clementina Street, one hundred and fifty-seven by one hundred and sixty feet. The officers of this company are: Peter Donahue, President; Eugene Casserly, Vice President; W. H. Lyons, Treasurer; James O'Neil, Secretary; and John Gardner, Superintendent.

#### FRONT STREET, MISSION, AND OCEAN RAILROAD.

The Legislature of 1862-3 granted to William F. Nelson and others the franchise to lay down a railroad along and upon the following streets: Beginning at or near the intersection of Greenwich with Front Street, and thence along Front Street to Market Street, thence along Market to Sutter Street, thence along Sutter to Larkin Street, thence along

Larkin to 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 and Larkin Street, thence running southwardly along Larkin to Market Street, and along and across Market to Johnson Street, thence along Johnson to Mission Street, thence along Mission to Sparks Street, thence along and upon Sparks to Dolores Street, thence along Dolores to Corbett Street, thence along Corbett to Mission Street, thence along Mission to Sparks Street; together with the right to lay and maintain an iron railroad from the intersection of Corbett with Mission Street, along and upon Mission Street to the charter limits of said city and county—making the entire length of the road about one and two-thirds miles.

Under this charter the company having made a contract with H. Casebolt, commenced laying down a double track on the twenty-fifth day of September, 1865, from the corner of Sanson and Sutter streets; and its completion through Sutter, Polk to Broadway is expected by February 1st, 1866. Mr. Casebolt is constructing, under his contract, six first-class twenty-passenger cars. The entire cost of the road, with cars, buildings, and stock will not be less than ninety thousand dollars.

Officers—Henry Haight, President; David Wilder, Secretary; S. S. Tilton, Treasurer.

#### 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 of 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 everything 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 one million dollars, divided into ten thousand shares of one hundred dollars each. Their annual election for directors takes place on the fourth Monday of August of each year.

The following Board of Directors was chosen at the last election: A. J. Bowie, James T. Boyd, Michael Reese, A. L. Morrison, Henry A. Lyons, Michael Skelly, John S. Hager, and Alpheus Bull, who elected the following officers for the ensuing year: Dr. A. J. Bowie, President; James T. Boyd, Vice President; Michael Reese, Treasurer; Willet Southwick, Secretary; Michael Skelly, Superintendent.

#### CENTRAL RAILROAD.

The railroad was chartered by Act of the Legislature of 1862. Incorporated in 1862. Capital stock five hundred thousand dollars, in five thousand 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