

### The Masonic and Odd Fellows' Orders.

Among the most prominent of our public institutions are these benevolent orders. There is, probably, no city in the Union where these associations are in a more flourishing condition than in San Francisco. Each of these orders owns a handsome property—fine building with handsome halls for the use of the association. In the elegant building owned by the Masonic Order, built by a joint-stock association of the members, there are four large halls for the use of the lodges, and a large banqueting hall, with ante-rooms, committee rooms, and offices. This structure is one of the handsomest public buildings of our city.

The Odd Fellows' Order is also in a most flourishing condition, having recently purchased and fitted up for the use of the order the property on Montgomery Street, between California and Pine, known as Tucker's Hall. The library of this institution is one of the best in the city, abounding in rare works, relating especially to the history of our State.

For list of the different associations, and the officers of each, see Appendix, page 673.

### Fire Department.

The new paid Fire Department has been in operation since December 3d, 1867, and has fully met the expectations of those under whose direction its management is placed. The expense attending its operations is considerably in excess of the amount named in the law providing for its organization, but it is believed that the advantages of the present system over the old one will more than compensate for the difference. On page 591 of this volume will be found the law organizing the Department, and on page 647 is a description in detail, in which will be found a mass of information concerning the different companies, useful to its members and interesting to every citizen.

### Railroads.

Extensive improvements have been made in the various railroads laid down in and leading out of San Francisco since the publication of the Directory of last year. In fact, no department of our public improvements more fully indicates the untiring industry and enterprise of our people, or the sagacious employment of capital by those desirous of making profitable and steadily remunerating investments. The benefits to the public by the introduction of street cars, affording a convenient, comfortable, and cheap mode of travel through the various thoroughfares to extreme points of the city, are incalculable. These people's carriages are certainly a great public convenience, and their introduction has doubled and trebled the value of property in the more distant portions, as well as outside of the city. Incredible as it may seem, the carriage distance traveled by some of the street cars, with but three relays of horses, is near a hundred miles a day.

The following is a list of the railroads leading out of and in the vicinity of the city, in operation at

present, or in prospective, with a list of the officers, and the action of the same during the past year.

#### SAN FRANCISCO AND SAN JOSE RAILROAD.

This company was incorporated July 21st, 1860, with a capital stock of \$2,000,000. 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. 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 principal depot at present is at the corner of Valencia and Market Streets. The company now runs three passenger trains over the road each way daily. One freight train is run each way daily. Stages connect at the principal stations and at San José with the morning and evening trains to and from important points. Officers: H. M. Newhall, President; Peter Donahue, Vice President; D. O. Mills, Treasurer; J. L. Willcutt, Secretary; Richard P. Hammond, General Superintendent.

#### THE MARKET STREET RAILWAY OF SAN FRANCISCO.

This company was incorporated in 1857, under the name of "The San Francisco and Market Street Railroad Company," and was the first Street Railway enterprise inaugurated in our city. Though the terms of the charter originally contemplated that it should be used as a horse-railroad, yet by subsequent Legislative Acts, privilege was granted that steam might be used as a motive power for a limited period.

On the 4th day of July, 1860, the first train was run over the road from its eastern terminus to Center Street, (the road having afterwards been completed west to the city limits) and continued to be operated with steam until the 5th day of March, 1867, since which date the service of the road has been performed with horse cars, the entire route extending from the water front, over Market and Valencia Streets to 25th Street, with a branch road to Hayes Park.

Officers—Charles Mayne, President; Henry Barroillet, Treasurer; J. L. Willcutt, Secretary; J. W. Shaw, General Superintendent.

#### OMNIBUS RAILROAD.

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, Center, and the Mission Dolores, with a branch from Market through Third to Howard. The cars run northwardly along Montgomery Street to 12 o'clock, 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. One hundred and five men and two hundred and thirty-seven horses are kept constantly employed. The depot on Howard