

Street, under Union Hall, is one of the largest structures of the city, being ninety-four feet, six inches front, by one hundred and sixty feet in depth. 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: Eugene Casserly, President; J. O. Eldridge, 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 Streets, 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 the charter the company have completed the road from the foot of Broadway, running through Broadway, Battery, Sutter, Polk to Broadway, and have furnished it with every facility for the accommodation of the public.

Officers—N. D. Arnot, President; William Blackwood, Vice President; John Barton, Treasurer; James B. Naudain, Secretary; A. Fuller, Superintendent.

NORTH BEACH AND MISSION RAILROAD.

The North Beach and Mission Railroad Company was organized by a consolidation of the San Francisco City Railroad Company and the North and South Beach Railroad Company, charters for which were granted by the Legislature of California, April 17th, 1861. The company have two routes on which cars are run, viz: from the corner of Mason and Francisco Streets, through Mason, Greenwich, Powell, Kearny, and Fourth Streets to Townsend Street, where the line connects with Potrero and Bay View Railroad, which crosses Long Bridge and continues to Bay View Park; also, from the Plaza through California, Battery, First, and Folsom Streets, to Twenty-second Street and the grounds formerly known as the "Union Race Course." The connection with Long Bridge, the extension of the road to the foot of Mason Street, the opening of the City Gardens on Folsom Street, and the uninterrupted increase of improvements on the line of Folsom Street, have increased the business of this company at least twenty-five per cent. during the past year, and the prospect is fair for further improvement.

Twenty-five cars are employed to accommodate the daily travel on these routes, and the company have twelve cars which are reserved for extra occasions.

Their cars are built in their own workshop, and are considered superior to any imported. The car-

houses, stables, blacksmith's shop, and all appurtenances necessary will compare favorably with those of any institution of the kind in this State.

An artesian well on the premises furnishes water for horses and all purposes required, and one hundred men and two hundred horses are employed to carry on the working of the company's business.

The company was incorporated August 23d, 1862. The capital stock is one million dollars, divided into ten thousand shares of one hundred dollars each.

The present Board of Directors are James T. Boyd, Michael Reese, Hon. John S. Hager, Alphens Bull, Michael Skelly, John G. Bray, and E. F. Northam.

Officers—James T. Boyd, President; Michael Reese, Treasurer; W. Southwick, Secretary; M. Skelly, Superintendent. The depot and office of the company are on the southwest corner of Fourth and Louisa Streets.

CENTRAL RAILROAD.

This 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 Sansom, along Sansom 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 and Sixth to Brannan, and along Brannan to the bridge at Mission Creek. From Taylor Street a branch track runs along Turk to Fillmore, along Fillmore to Post, and along Post to Lone Mountain Cemetery. The entire length of this railroad is five miles of double track, and about one-third of a mile of single track. The car houses and stables of the company are situated at the termini on Brannan Street and at Lone Mountain, and the office is on Taylor Street near Turk. The Central Railroad is completed and has been running for four years, to the great accommodation of the public and the manifest benefit of real estate in the suburbs.

The officers of the company are: R. J. Vandewater, President; B. M. Hartshorne, Vice President; A. J. Gunnison, Treasurer; J. T. Hoyt, Secretary; J. A. McGlynn, Superintendent.

CITY RAILROAD.

This company was incorporated by Act of the Legislature, approved April 21st, 1863, and organized May 20th, 1863. The capital stock of one million dollars is divided into ten thousand shares of one hundred dollars each. The first assessment of ten thousand dollars has already been paid in.

The officers of the City Railroad are: Isaac Rowell, President; E. W. Casey, Secretary.

POTRERO AND BAY VIEW RAILROAD.

In the Legislature of 1866, the right was granted to Edward Tompkins, Elijah Case, J. C. Bidseye, Wm. F. Williamson, John Kirkpatrick and others, to lay down and maintain an iron railroad within the city and county of San Francisco, along and upon the following route, viz: commencing at the intersection of Post and Montgomery Streets, thence along and upon Post Street to Powell, along Powell to Market, across Market Street to its intersection with Fifth Street, along Fifth Street to Townsend, thence to the Bridge over Mission Bay, thence over the Bridge to the New Potrero, thence along Kentucky Street across the Potrero, thence southerly by the most practicable route to the Bay View Race Course, or to Hunter's Point.

In the month of September, 1866, Mr. J. R. Myers the contractor, commenced operations in the Potrero Hill, and since that time there has been an exca-