

Metal Roofers' Eight Hour League.—Organized March 10th, 1867. Commenced working eight hours, July 10th, 1867. John C. Roberts, John Layton, E. C. McMullen.

Oakland House Carpenters' Eight Hour League.—Organized January, 1868. Commenced working eight hours, May 1st, 1868. Zeno Kelly, E. L. Wetmore, C. M. Beunett.

Oakland Bricklayers' and Plasterers' Association.—Organized March, 1868. Commenced working eight hours, same date. Bernard Radican.

Laborers' Eight Hour League.—Organized May 12th, 1868. J. D. Connelly.

Railroads.

While no new railroads have during the past year been built within the city limits, a number of extensions have been made and other important improvements effected on those previously laid down. The North Beach and Mission Company have put down a double track, extending on Kearny, from Geary street to Pacific, and the Omnibus Company have extended their track from Sixteenth street south to Twenty-fifth street, while the Potrero and Bay View Company have, by the removal of the obstructions that formerly existed at the deep cut in Potrero Hill, opened their road throughout its entire length, cars now running to Bay View, a distance of five miles from the City Hall. Intersecting this road near Bay View, a branch track is now being built, already more than half completed, leading in a westerly direction two miles to the grounds of the University Extension Homestead Association, a locality that is fast being improved and settled with a desirable population. In a number of instances the routes of the city roads have been altered, in order to secure easier grades, large sections of the track having also been taken up and relaid with better material or upon more permanent foundations, adding greatly to their security and value. Several city companies have charters authorizing an extension of their roads, some of which have already been commenced, while others will be prosecuted as soon as the streets along which they are to run, are declared open by the proper authorities. Thus the Central Company will probably, during the coming year, extend their road out on Cemetery Avenue, with a view to carrying it ultimately to the Ocean beach. The Front Street, Mission and Ocean Company, have already adopted measures looking to the early extension of their road to Fort Point, and subsequently thence on to the sea shore.

Among the various railroads not confined to the city limits, though tending towards or terminating within them, is the San Francisco and San José road, the business upon which has been largely augmented during the year, both the freight and passenger traffic having been increased beyond the most sanguine expectations of the proprietors. Extending south from San José and reaching to Gilroy, a distance of thirty miles, another piece of railroad has been graded, and is now ready for the superstructure, a portion of which has been laid down, it

being the intention of the company owning it to have the whole completed and the cars running to Gilroy in the month of January next. As this new section, though considered a portion of the Southern Pacific, will practically operate, at least for the present, as an extension of the San José road, the business of the latter must through its agency be materially increased.

During the summer the Southern portion of a railroad designed to extend from Saucelito north into Humboldt county, was surveyed and some work done upon the same, the projectors of this road expressing a determination to proceed with its construction at an early day. The track of the California and Pacific railroad, extending from Vallejo to Sacramento with a branch to Marysville, is now laid to a point within twelve miles of Sacramento, to which place it will be completed in the course of a few months. Should this road be extended south to the contemplated terminus near Yerba Buena Island, it would become an active feeder to the commerce of San Francisco, which in any event, it must greatly promote. Labor, at present suspended on the Western Pacific railroad, really a continuation of the Central Pacific from Sacramento to this city, will shortly be resumed and pushed speedily to completion; it being the intention of the Central Pacific Company, who now own this work, to concentrate their immense working force upon it as soon as this force can be spared from the other and more important enterprise now in hand. The Suscol and Calistoga road, extending a distance of forty miles, has recently been completed and is now transacting a profitable business. The San Francisco and Oakland road and that reaching from Alameda to Hayward's, have both done a prosperous business during the year, encouraging the planning of similar works leading to other suburban localities, some of which will no doubt be practically entered upon within the coming year.

Homestead Associations.

Owing to the number and general success that has attended the formation of these institutions, they may be considered one of the features of San Francisco, having been developed here on a grand scale and served as powerful auxiliaries in hastening forward the city's expansion. These associations, though inaugurated some years since, have been rapidly multiplied during the past two years, the list of those having their headquarters in San Francisco numbering about sixty, the lands of the greater portion of these being also situate near the city, though in a few instances they are at points more remote. So manifest had this plan of combining small amounts of capital for the purchase of land at wholesale prices become, that recently it has been adopted for securing not only city homes, but also tracts for horticultural, vinicultural, and even farming purposes; the sites for these objects being mostly chosen in the large agricultural valleys that