

These figures show that the three companies above named employ here and in Oakland, a total of one thousand four hundred and twenty-seven men, whose aggregate yearly salaries or wages amounts to \$1,282,500, or an average of seventy-five dollars per month to each man employed. We frequently hear how the railroad has destroyed this or that small business which flourished prior to its advent, but we think these figures prove that it has destroyed in the atom only to restore in the lump, and that on a much more enduring, extended, and independent basis. It must be remembered too that, as yet, we have only begun to experience the benefits of railroad communication, and the consequent development of the mineral, agricultural, and manufacturing interests which it fosters.

Street Railroads.

THE HORSE-CAR RAILROADS OF SAN FRANCISCO.—The multiplication and extension of lines of street railroad, when reasonable fares are charged, has a direct and most potent effect in assisting a city to build up and extend its suburbs. This is especially true of United States' cities in general, but of San Francisco in particular. The annexed statistics show that, comparatively speaking, this city ranks second to none in the Union in point of easy, rapid, cheap, and plentiful means of street locomotion by horse-cars. Out of the eight street railroad companies of the city, but six (Market Street, Potrero and Bay View, Central, Clay Street Hill, City, and North Beach and Mission) have furnished us with the number of passengers carried by them during the year 1873. Upon this particular branch of their business the managers of the other two companies (Omnibus and Sutter Street) are disposed to be stupidly reticent. We give estimates of them. With these exceptions, all other particulars are officially given.

CENTRAL RAILROAD COMPANY.—This company owns two (double track) main lines of railroad. One of the lines begins at the junction of Eighth and Brannan streets and runs to the corner of Front and Vallejo streets, a distance of two and seven eighths miles. The other main line starts from Taylor Street, between Eddy and Turk, and runs to the junction of Post Street and Cemetery Avenue, Lone Mountain. The distance of this line is two and one quarter miles. Total length of both lines owned and now operated by this company, inclusive of sidings, etc., five miles. A branch of this road is in process of construction from the corner of Turk and Fillmore streets, *via* Turk, Devisadero, and Fell streets, to the new Golden Gate Park entrance, a distance of one mile. This branch will be completed and opened for traffic as soon as the Park presents sufficient attractions to induce travel enough to warrant it. As the number of visitors to the Park is rapidly increasing, and the embellishment of the grounds being pushed forward with energy, the opening of this branch of the Central Road to permanent travel can not long be delayed. Twenty-two cars are in daily use on both lines of this company—sixteen on the line running to the City Front, and six on the Lone Mountain line. The company has eighty employés on its pay-roll, and owns and works two hundred and fifteen horses. The conductors and drivers, one to each car, are paid at the rate of \$2.50 to \$2.75 per day. Four tickets are sold on this road for twenty-five cents, passengers receiving a transfer ticket, when desired, to ride the whole length of the road, by change of cars, on either line. The total number of passengers carried by this road, in 1873, was two million six hundred and seventy thousand one hundred and sixty-two. Its gross earnings during the same period amounted to \$171,610.

CITY RAILROAD COMPANY (Woodward's).—The cars of this line are small and light ones⁴⁵ drawn by one horse, no conductors are employed on them, the fare being deposited in a patent box, into which each passenger drops his fare upon entering the car. Communication is held with the driver, and change made by him, through an aperture in front of the car. The company own and operate one main and one branch line. The former runs from the corner of New Montgomery and Market streets, *via* Mission Street, to Twenty-sixth Street, a distance of three miles. The branch line runs from the corner of Bush and Dupont streets, *via* Dupont, Market, Fifth, and Mission, to Woodward's Gardens, corner of Fourteenth Street, a distance of nearly two miles. The company's books show that eighty men, in all, are employed by it.