

The number of regular cars running daily is twenty-six, and the number of horses owned is two hundred. The drivers on this line receive \$2.50 per day. Five tickets can be purchased for twenty-five cents (including transfers). The total length of the City Railroad, double track, is four miles. The earnings of the road, for 1873, amounted to \$130,000. The total number of passengers carried by it during the same period was three million five hundred thousand.

MARKET STREET RAILROAD COMPANY.—This line is owned and operated by the Southern Pacific Railroad Co. It begins on Market Street, between Spear and Main, and runs, *via* Market and Valencia, to Twenty-sixth Street, a distance of three and two thirds miles. The Hayes Valley branch of this road begins at the junction of Market and Hayes streets, and runs, *via* Hayes, Laguna, and other streets, to the corner of O'Farrell and Devisadero streets, a distance of nearly two miles. It is, we believe, the intention of this company to extend the Hayes Valley Branch to the Golden Gate Park before long. Twenty-three cars are daily run upon the main and branch lines of this company. Two hundred and nine horses and eighty men are owned and employed by it. Its conductors and drivers are paid \$2.50 per day, and five tickets, including Hayes Valley transfer, are given for twenty-five cents. The number of passengers carried by this road, in 1873, was two million seven hundred and eighty-six thousand nine hundred and fifty-five, and the earnings amounted to \$130,253.

POTRERO AND BAY VIEW RAILROAD COMPANY.—This line begins at the junction of Berry and Fourth streets, and runs (*via* Fourth and Kentucky streets and Railroad Avenue) to Thirty-fourth Avenue, South San Francisco. It is also owned and controlled by the Southern Pacific Railroad Co. Its total length is nearly three and a half miles. Fifty-eight horses and nine cars are owned by the company. An average of thirty-three men, in all, are employed by this road. Its conductors and drivers are paid \$2.50 per day. Four fares on this line cost twenty-five cents; no transfer tickets are issued by it. The number of passengers carried over this route in 1873 was five hundred and thirty-seven thousand five hundred and seventy-eight, and the total gross earnings in the same time amounted to \$33,984. The greater portion of this road crosses Mission Bay by means of a series of substantial trestle-work bridges. As the Southern Pacific Railroad Company contemplate a change in their present trunk line from Valencia Street to the shore-line of Mission Bay, the latter will be gradually filled in and the present means of reaching South San Francisco by long wooden bridges will be done away with. The completion of such an undertaking will materially enhance the property and general interests of the Potrero and South San Francisco. This locality is destined in the near future to become the great ship-building and manufacturing center of the city.

NORTH BEACH AND MISSION RAILROAD COMPANY.—This company runs two main lines of double-track railroad. The one runs from the junction of Fourth and Berry streets (*via* Fourth, Kearny, etc.) to the junction of Francisco and Mason streets, a distance of two and seven eighths miles; the other line starts from the junction of California and Montgomery streets and runs to the corner of Folsom and Twenty-sixth streets, a distance of three and three quarters miles. Total length of both lines (double-track), about six miles. Thirty cars are run regularly every day on both lines. The company owns two hundred and fifty horses, and employs in all one hundred and thirty men. Conductors and drivers are paid \$2.50 per day. Five tickets are sold for twenty-five cents (including transfers). The number of passengers carried by this road during the past year was four million two hundred and seventy-four thousand seven hundred and two. The gross earnings of the road in the same time were \$213,735.

CLAY STREET HILL RAILROAD COMPANY.—This road has been completed and regularly running since October, 1873. Inclusive of that operated by steam and horse-power, its total length (double-track) is two and two thirds miles. The initial point of the road is at the junction of Kearny and Clay, and its terminus is at Chestnut and Larkin streets. From Kearny to Leavenworth, up a grade of almost three hundred and seventeen feet to the half mile, the cars are operated by means of an endless steel-wire rope, one inch in diameter, running in a sub-way, and in no way impeding the travel of ordinary vehicles. The motive power is furnished