

thirty and forty cars, owns two hundred and fifty horses, employs a hundred and thirty men, pays its conductors and drivers \$2.50 a day, sells five tickets for a "quarter," and charges no more in proportion for a single ticket. During 1874 it transported five million passengers. Its gross receipts for the same period were about \$251,453.

THE OMNIBUS RAILROAD Co., like several others, has its two routes, or main double-track lines. The first, or City Route, commonly called the North Beach and South Park Line, has its southern terminus at the foot of Third Street, near the water front, whence it runs in a generally northerly direction along Third Street, through Howard, Second, Montgomery, or Sansom, Jackson, Stockton, and Powell streets to the junction of the latter with Bay Street, three miles in all. Going northerly the cars of this line run from Second to Washington streets through Montgomery, but when returning, drive from Washington to Second streets through Sansom, until noon. During the afternoon they reverse this arrangement, and in the evening they run through Montgomery Street only in both directions. Between Sansom or Montgomery and Stockton streets the cars go westerly up Jackson Street, over a grade so steep that the company employs twelve of its horses as extras, or tow-horses, to help the regular spans up this most difficult pitch attempted by any horse-line in the city. Returning, the cars make their easterly transit from Stockton to Montgomery Street, by going down Washington Street. A branch line, single track, extends from Third Street, easterly, down Brannan Street to the Pacific Mail Steamship Co.'s Docks, conveying passengers to and from the main City Line without extra expense. The other main line of this company—the Mission Route—starts from Montgomery Street, between Jackson and Washington, and runs, over a double track, southerly, through Montgomery Street, along Market Street to Third, through Third Street to Howard, along which, westerly and then southerly, it finishes its course at the corner of Twenty-sixth Street, three and one half miles from its opposite terminus. Total length of both routes, six and one half miles; of track, thirteen miles. On the Mission Line the company runs twelve cars. It has recently commenced running ten of the most elegant, best constructed, most thoroughly equipped, excellently lighted, convenient, and comfortable one-horse cars that the skill and taste of that veteran car builder, John Stephenson, could construct, and has ten more of the same pattern now on their way hither. Among several modern improvements in the new cars, the most notable, as the one likely to prove most generally acceptable, especially to ladies without escorts, is the new arrangement of the check strap communicating with the driver's bell. Just inside the car it divides into two, one of which runs along the upper corner, on each side, from end to end. From these, at convenient intervals, short, connecting straps hang sufficiently low to be conveniently grasped and pulled without rising. Thus, a lady can readily give the stopping signal without leaving her seat or asking any one to do it for her. Over the City Line the company runs from eighteen to twenty cars. On both lines it employs—as nearly as can be estimated in the absence of official figures, which they appear strangely reluctant to give—about a hundred and thirty men and not far from three hundred horses. It pays its conductors and drivers \$2.50 a day, sells five tickets for twenty-five cents, asks but half a dime for a single fare, and transfers patrons without extra expense from either line to the other, at the corner of Third and Howard streets, where the two main lines come nearest together. According to the best practicable estimate this company carried nearly five million passengers in 1874, and received therefrom gross earnings which closely approximated \$250,000.

THE POTRERO AND BAY VIEW RAILROAD.—This line begins at the junction of Post and Montgomery streets, and runs somewhat westerly but mainly southerly, through Post, Dupont, Market, Fifth, Bluxome, Fourth, and Kentucky streets, and Railroad Avenue, to Thirty-fourth Avenue, South San Francisco. By agreement with the Market Street Railway Co., this line also runs its cars along Market Street to the corner of Sansom. Its total length slightly exceeds five miles, mostly single track. Forty-two men, fifty-seven horses, and fifteen cars make up the list of employes and the inventory of live and rolling stock. Four fares on this line cost twenty-five cents; a single fare, five cents on the northern section, and ten cents on the southern, the road being operated in two sections connecting with each other at Townsend Street. The passenger who goes from either section to the other must pay another fare. The greater portion of the southerly section of this road runs over water, crossing Mission Bay and Islais Creek by substantial and expensive bridges. As soon as the Southern Pacific Railroad Co. effect the contemplated change in the route of their present trunk line from Valencia Street to the shore line of Mission Bay, the bay will be gradually filled in until the present long, wooden bridges become bulkheads along the new water front. Upon the completion of this plan the property interests and general importance of the Potrero and South San Francisco will experience an immediate, very decided, and unquestionably permanent appreciation. These localities appear destined, at no distant day, to become great manufacturing and ship-building centers.

SUTTER STREET RAILROAD.—The main trunk road, known as the City Route, begins at the junction of Broadway and Davis streets, on the city front, and runs thence through Broadway, Battery, Sutter, and Polk streets to the junction of the latter with Broadway Street, a distance of two and one third miles. One branch, the Larkin Street Route, extends from the corner of Sutter and Larkin streets, through Larkin, Ninth, and Mission streets to Woodward's Gardens, over the track of the City Railroad which grants the use of so much of its track in return for the equivalent privilege of running the cars of its northern branch line over the Sutter Street track from Dupont to Sansom streets. The second branch, extends from the corner of Bush