

n the City Front Line, and eight on the Lone Mountain Line—all of the usual pattern, seating twenty-two passengers each. It has ninety employes upon its rolls, and owns and works two hundred and twenty horses. The conductors and drivers, one to each car, receive from \$2.50 to \$2.75 a day. In fare, the company adheres to the rate of four tickets for a "quarter," and exacts ten cents for a single fare. Passengers who desire, receive a transfer from either line to the other without extra expense. In 1875 this road carried an aggregate of about three million five hundred thousand passengers, making its gross earnings amount to \$16,000.

THE CITY RAILROAD Co., commonly called "Woodward's," from the name of its principal, not exclusive, owner, or "Mission Street," from the name of the street upon which most of its property lies, owns and operates one double track, main line—"The Mission Route"—from the corner of Steuart and Mission streets, straight along the latter to Twenty-sixth Street, a distance of three miles; and one branch line—"The City Route"—mostly double track, from Woodward's Gardens, Mission Street, between Thirteenth and Fourteenth, through Mission, Fifth, Market, Dupont, and Sutter streets, to the Oakland Ferry. This line is noted for having first introduced the "bob-tail," or light, one-horse car, seating but fourteen, having no conductor, but requiring each passenger to deposit his own fare or ticket—which he obtains of the driver through a small brass gate swinging horizontally in the front door—in a patent receiver with glass front and back, and a tipping bottom from which, by pulling a strap, the driver slips or drops each fare or ticket as soon as deposited, into a metal box below, which is unlocked and emptied of its contents once each round trip by the secretary or his agent, as the car passes the depot or the office. This company owns forty cars, besides a number of large, open cars for summer excursions; two hundred and twenty horses, and regularly employs thirty-five drivers, at \$2.50 per day. It sells four tickets for twenty-five cents, and charges ten cents a single fare, keeps its cars cleaner and better lighted, runs them oftener and faster, and, upon the whole, pleases the general public better than any other line. During 1875 it carried about four million of passengers.

THE CLAY STREET HILL RAILROAD Co. is remarkable for combining steam and horse power in the traction of its cars. The exceeding steepness of the grade along the first seven blocks from its eastern terminus westward, in some parts being one foot in six, renders it wholly impracticable, if not quite impossible, for any ordinary span of horses to pull up even the smallest cars and the lightest loads. In this juncture the ingenious and enterprising company, encouraged by energetic citizens living upon the adjacent heights or owning adjacent property, became the pioneers in the employment of a steam engine acting upon an endless underground steel-wire cable, by which to draw loaded cars up the grade swiftly, smoothly, and safely. At the top of the grade stands a stationary engine of thirty-five horse power. This operates heavy machinery, which steadily winds the wire cable at a uniform rate, in one direction, up one track and down the other. This rope cable is of the best steel wire, upward of three inches in circumference, about one mile and three eighths long, and weighs nearly five tons. The cars receive the motive power through tenders or dummies, coupled to them in front and provided with strong gripping-clamps or grippers which reach down through a narrow continuous slit or slot nearly under the center of the car, and firmly grip the cable which instantly communicates its motion to both tender and car. They stop by releasing their grip upon the running cable beneath and remain stationary, or avoid running down hill by four strong brakes which, instead of acting directly upon the wheels as usual, present four long, flat surfaces which, when pushed squarely down upon the track exert a friction which proves amply sufficient to hold them securely in place without the least sign of slipping under even the heaviest load. Judging by the throngs of spectators and passengers for months after the opening of this road, it was for a long time an open question whether it was the greater mechanical curiosity or municipal convenience. The steep grade, up and down which the company employs steam power, extends from the inner or city end, at the corner of Clay and Kearny streets, to Leavenworth Street, a distance of seven blocks, or nearly three quarters of a mile; thence to the outer or suburban terminus, nearly two miles, the cars are drawn by horses in the usual manner. Among the minor conveniences of this line, the public notice with pleasure that it was the first and, thus far, remains the only one which provides its cars with clocks, and keeps them, like the other equipments of the line, always in excellent running order and sharply "on time." Mechanically and financially, the road has proved a gratifying success to its ingenious and enterprising projectors and owners. This company also, as well as the Central, proposes to extend its line through Clay Street and First Avenue to the Golden Gate Park at as early a day as an obvious public demand shall justify the expense. The present working force is thirty-three men, twenty-two horses, and fourteen cars. Five tickets for a "quarter;" single fares at same rate. During the whole period of its operation, since September, 1873, the road has carried over three million two hundred and fifty thousand passengers without accident of any kind. At present its daily travel averages about four thousand three hundred, and the consumption of coal, sixteen hundred pounds. A new steel rope was put in on December 12, 1875; the old rope had run two years and four months, traveled sixty-four thousand two hundred miles, and raised five hundred and forty-two thousand five hundred tons of dead weight three hundred and seven feet high. As far as known it is the only road of the kind not only in the United States but in the world.

STEELE'S Glycerine Lotion cures Tan, Sunburn, Eruptions, etc.