

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.

**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. Under a lease with the Market Street Railway Co., this line also runs its cars along Market Street to the corner of Sanson. Its total length slightly exceeds five miles, mostly single track. Forty-two men, one hundred and fifteen horses, and seventeen cars make up the list of employés and the inventory of live and rolling stock. Four fares the entire distance on this line cost twenty-five cents; the same fare on the northern section, the road being operated in two sections connecting with each other at Townsend Street. The greater portion of the southerly section of this road runs over water, crossing Mission Bay and Islais Creek by substantial and expensive bridges.

**THE NORTH BEACH AND MISSION RAILROAD Co.** runs two main, double-track lines, having a general direction at right angles to each other and intersecting at the corner of Fourth and Folsom streets, where either transfers to the other without extra charge. The one commonly called the City Route, has its southern terminus on Fourth Street, corner of Townsend, at the offices of the Central, Southern Pacific, and California Pacific Railway companies, whence it extends through Fourth and Kearny Montgomery Avenue and other important streets to the junction of Mason and Francisco streets, North Beach, a distance of two and seven eighths miles. The other, more generally known as the Mission Route, runs from the corner of Montgomery and California streets, down the latter to and along Battery Street, through First and along Folsom to Twenty-sixth Street, its southerly terminus, about three miles and three quarters. Total length of both lines, all double track, six and five eighths miles. On both lines the company regularly runs between 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 four tickets for a "quarter," and charges ten cents for a single ticket. During 1875 it transported five million passengers. Its gross receipts for the same period were about \$251,453. During the year 1876 the amount of business over this road was about the same as that of the previous year.

**MARKET STREET RAILROAD.**—This was the first street railroad constructed in this city, and was for some years operated by steam, under legislative and municipal franchises. Like the other suburban railroads, it has kept in advance of the growth of the city, until its original two miles operated has by its various lines or branches now reached nine and a half miles, with prospects of further extension as rapidly as the increase in business seems to require it. The main line of this road extends from Oakland Ferry, along Market and Valencia streets, to Twenty-sixth Street, a distance of about four miles. Two branch lines are also run from Oakland Ferry, one via Hayes, Laguna, Tyler streets, etc., to the junction of Devisadero and O'Farrell streets, which is generally known as the Hayes Valley Branch; the other, or Fifth Street Branch, for the accommodation of that growing portion of the city, running via Fifth Street to various public buildings and manufacturing establishments, and the great wool depots located upon its route, and also the freight depots of the Southern Pacific and Central Pacific railroads, terminating directly opposite the Passenger Depot of the Southern Pacific, and being the only line of cars running direct between the Oakland Ferry and the railroad depots. The average number of miles run per car over the three lines per day is two hundred and nineteen and a half (219½), or an average of seventy-three miles and one sixth over each route, the shortest being sixty-eight and the longest seventy-six miles; the total mileage per day over the various routes being three thousand five hundred and sixty-three and one half miles. The company has fifty-nine cars and four hundred and fifty-nine horses, and employs two hundred and five men in various capacities. The conductors are required to wear a neat gray uniform cap, which is said to add to the efficiency of their service. Its cars are furnished with all late improvements, are roomy inside and well ventilated, with extra large platforms for smokers and other outside passengers. They are kept clean inside and outside, and have the reputation of making the quickest time of any cars in the city, as well as running more frequently—not more than two or three minutes elapsing at any time during the day between the running of the cars at any point between the new City Hall and the Oakland Ferry, while frequently they are running under only one or two minutes headway over a portion of the route. During the year 1876 it transported five million eight hundred and fifty-two thousand nine hundred and eighty-eight passengers, the gross receipts of the road being about \$353,000. A substantial and commodious two-story stable and carhouse, located on Turk Street, between Fillmore and Steiner streets, and occupying half a block, has just been completed. The destructive fire in August last having destroyed the stable and carhouse on the block bounded by Third, Fourth, Brannan and Townsend streets, the company set about the construction of others as near fire-proof as possible, and have nearly completed the same, which are constructed with heavy brick walls, and iron roof and ventilators.

**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 depot of the Southern Pacific Railroad on Townsend Street, whence it runs in a generally northerly direction along Townsend to Third, through Market to Mont