

Johnstown, Pa. The cost of the road will be about \$500,000. The road will be continued as originally projected to First Avenue. The officers of the company are: Leland Stanford, President; P. H. Canavan, Vice-President; N. T. Smith, Treasurer; T. W. Hinchman, Secretary; Thomas Seals, Superintendent; A. H. Wands, Assistant Superintendent. The round trip from Kearny to Fillmore and return will be made in twenty minutes; fare five cents.

SUTTER STREET RAILROAD.—This company has now fifteen and two thirds miles of double track, over which cars run from 5:20 A.M. to 12 P.M. The route over this road is as follows: Commencing at the foot of Market Street, thence along Market to Sutter, along Sutter to Polk, Polk to Vallejo, Vallejo to Octavia, Octavia to Union, Union to Steiner, Steiner to Greenwich, Greenwich to Baker, Baker to Harbor View; from crossing of Polk and Pacific Avenue, along Pacific Avenue to Fillmore; from crossing of Bush and Polk, along Bush to Fillmore, Fillmore to California, California to Cemetery Avenue, Cemetery Avenue to Point Lobos Road; from crossing of Larkin and Sutter, along Larkin to Market, Market to Ninth, Ninth to Mission, Mission to Fourteenth. The company was incorporated in 1863, began work September 22, 1865, and on May 1, 1866, the first cars, each drawn by two horses, were run from Sansom and Sutter streets to Broadway and Polk streets. At that time the company had six cars and twenty-five horses. Now it has fifty-one cars, ten dummies, one hundred and eighty-one horses, and one steam motor. About sixty-eight horses are in constant use, and \$5,000 a year is expended in purchase of stock. The service of a horse is estimated on this line at four years. The average daily receipts since steam was applied was about \$650 up to date of reduction of fare to five cents, and is at present about \$520. The average daily expense, including wear and tear, is closely estimated at \$450. From July, 1871, to April, 1873, thirteen dividends of \$2,000 each were paid, aggregating \$26,000, about one half per cent. a month; from April, 1873, to June, 1874, six dividends were paid, of \$2,000 each, amounting to about four and one ninth per cent. per year; and from January, 1874, to January, 1876, eight dividends were declared, of \$2,500 each, which would be about one and a half per cent. on the amount then invested. The books of the company now show that the road pays but one eighth of one per cent. per month on the capital invested in the enterprise. The cars of this line are drawn over the steep grades of Sutter Street by an endless wire cable, covering that portion of their line on Sutter between Sansom and Larkin, which cable is worked by two engines of forty horsepower each, located at the corner of Bush and Larkin. Cars are transferred from the cable to horse-power, so as to obviate the necessity of changing cars at the termini of the cable. Since the cable has been used on Sutter and the steam motor on Union Street to Harbor View, the road has paid monthly dividends of \$4,000—about one per cent. per month on investment. With the fare at five cents as now established, the company estimate that no more dividends can be paid, except by discontinuing all the branch lines, or by operating the entire line by steam, it being the experience of this company that while the cable has proved much superior to horses, the steam motor discounts both methods for economy and speed.

THE CITY RAILROAD Co., commonly called "Woodward's," from the name of its principal, if 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"—double track, from Twentieth 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 day by the secretary or his agent, as the car passes the depot or the office. These cars have enabled the company to cover the road oftener with the same force. This company owns forty cars, besides a number of large, open cars for summer excursions; two hundred and fifty horses, and regularly employ forty-five drivers, at \$2.50 per day. Fare five cents. Tickets of all other city roads received.

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. During the past year the company has added a third line to their mileage, which, known as the Ferry Line, runs from the Plaza, through Kearny, California, Battery, Pine, and Market to the Ferry Landing. The total length of their three lines—all double track—is nearly eight

BEAMISH'S---Nucleus Building, corner of Third and Market streets.