

miles. Passengers on the Ferry Line are transferred to both the City and Mission routes without additional charge, and vice versa. The company upon all their lines run regularly between forty and forty-five cars, owns three hundred horses, employs one hundred and fifty men, pays its conductors and drivers \$2.50 per day. Fare reduced January 1, 1878, to five cents. Tickets of all the city roads received. During the past three years the road has transported five million passengers annually, creating a gross revenue of about \$250,000 per year. The company reports no increase of business for the past year.

THE CENTRAL RAILROAD CO. owns two main lines, both double track. One runs from the Market Street Wharf, via East, Jackson, Sansom, and other streets, to the junction of Eighth and Brannan streets, two and seven eighths miles. The other from Market Street Wharf, via Market, Pine, Sansom, and other important streets, to the junction of Post Street and Central Avenue, Lone Mountain, four miles and a quarter. During the year an extension of the company's lines has been made from Fifth Street on Market, to and up Dupont Street to Post. Total length of road operated by company, seven and one half miles. The company has now in daily use twenty-eight cars—thirteen on the city front line and fifteen on the Lone Mountain line. Three hundred horses are employed and one hundred and fifty men. There were carried during the year between three and one half and four million passengers. Fare, five cents. Tickets of all other lines received.

CLAY STREET RAILROAD.—This railroad was constructed in 1873, and is the pioneer road in the use of the "endless wire cable," invented and patented by A. S. Hallidie, Esq., the most extensive manufacturer of wire and wire rope on the Pacific Coast, and the success of which was first demonstrated by this company. The road commences at Clay and Kearny, and extends through Clay to Van Ness Avenue, a distance of about one mile, the cars being drawn by attaching themselves to the underground cable, which runs the entire distance. The steep grades average about fifteen feet in every one hundred. On the top of the hill proper are two stationary steam engines of one hundred and twelve horse power, only one of which is used, the other being a reserve in case of accident or other necessities. These engines wind the cable up one track and down the other, like winding cotton thread around a spinning-wheel. The cars move gently, steadily, and smoothly, and the only noise heard is a slight rumbling underground, made by the cable. This cable is of steel wire, three inches in circumference, and as the length of the incline is over five thousand feet, the cable is about eleven thousand feet, or two miles, long. It weighs eight tons. During the past year the road was extended from Leavenworth Street, its former terminus, to Van Ness Avenue, at an expense of \$80,000.

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, Montgomery, Montgomery Avenue, Pacific, Stockton, Union, and Powell streets, to the junction of the latter with Bay Street, three miles in all. A branch line runs along Market Street, from its junction with Montgomery, to the Oakland Ferry. 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, and runs down Washington through Sansom, to and over a single track, along Market to Second, 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. The company's ferry cars run between the stand in front of the Hibernia Bank and the Oakland and other ferries—making close connection with the yellow and red cars, thus enabling passengers from the ferry, by means of transfers, to reach any point on the company's route for a single fare. The same facilities are afforded for going to the ferries from any point on the company's routes. It has running forty-six cars, of which twenty-four are 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. 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 all their 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 a day, and transfers patrons without extra expense from either line to the other, at the corner of Third and Howard streets, and at the corner of Montgomery and Washington, where the two main lines come nearest together. Fare, five cents.

THE POTRERO AND BAY VIEW RAILROAD.—This line begins at the junction of Post and Mont-

Send orders for Music to GRAY'S, 105 Kearny Street, San Francisco.