

six and one-quarter cents for fare, or four tickets or fares for twenty-five cents, except the Clay Street Road, which only charged five cents from the commencement of its operation. Upon that date, by virtue of an act of the last Legislature, all fares on street railroads in San Francisco were reduced to five cents. A thorough inquiry among the companies affected by the change reveals the fact that for the past year the reduction (of twenty per cent.) has caused an increase in the volume of traffic of about ten per cent., thereby leaving the companies with a loss of ten per cent. on gross receipts. It is questionable, however, whether or not a similar loss in gross receipts would not have been experienced at the old price, had it been maintained, in view of the stringency of the year. Managers are hopeful of a better showing in the coming year.

During the past year, in addition to the opening of the California Street road, and the substitution of cable for horse power by the Sutter Street Company on a part of its line, the City Railroad Company has extended its Mission line from Steuart, through Mission and East streets to the Oakland Ferry Landing; the North Beach and Mission line has several small changes in line for the greater convenience of its route, and the Potrero and Bay View Company have completed the conversion of their entire line from a single to a double track.

The Sutter Street Company have abandoned during the year their branch lines from the crossing of Polk and Bush, through Bush, Fillmore, California and Central Avenue to Point Lobos Road, and have leased that portion of their line from Octavia to Harbor View for one year. They will extend their Sutter Street line at once from Polk to Central Avenue, after the completion of which that part of their line from the corner of Polk and Sutter, through Polk and Vallejo to Octavia, will be operated as a branch.

During the early part of January of the present year the California Street Railroad Company petitioned the Board of Supervisors to consent to their abandoning of their franchise west of Fillmore Street, on the ground of the prior occupancy of the street by the Sutter Street Company, but upon the adoption of an order for the removal of the Sutter Street Company's tracks from California Street, the petition for abandonment has been withdrawn, and the California Street Company have agreed to complete their line to Central Avenue within the time of their original franchise, ten months from date hereof (February, 1879), an extension of time for its completion to First Avenue having been agreed upon.

Franchises are also in existence for the construction of lines as follows: One, known as the Ocean Beach Railroad Company, to run from California Street through First Avenue and various streets south of the Park to Great Highway and the southern boundary of the county, will probably be run by cable, and another cable road, to run from the corner of Washington and Montgomery, through Montgomery Avenue and Union Street to Steiner, its ultimate destination being the Presidio. Work on this line would have been commenced ere this, but for some complications in regard to right of way for part of the line overland embraced within the old Alcáde grant. The prospect now is, that all opposition on the part of the property owners of the Alcáde grant will be abandoned, when the work will be pushed rapidly to completion as far as Steiner Street.

Still another cable road, to run through Geary Street, is projected, the lot on the northeast corner of Geary and Buchanan having been secured for the erection of the engine-house.

Sixteen fifty-vara lots, lying in the double block bounded by Cole, Waller, Frederick and Clayton streets, have been purchased by the engineer of the California Street Cable Road, acting for Leland Stanford, looking to the building of a wire-cable road on Oak or Haight streets, from the Market Street Railroad on Market Street, to the Park and Stanyan Street, and ultimately to the ocean; work has already been commenced. It is also in contemplation to convert the Market Street and Hayes Valley horse-car lines into cable roads. This determination has resulted from the experience acquired in the California Street line, which has paid one and one quarter per cent. per month on the original investment.

The following statistics of the roads already built will be of interest:

CALIFORNIA STREET RAILROAD.—Runs from Kearny Street through California to Fillmore. It has twenty-five cars, seating sixteen persons each, and twenty-five dummies, seating eighteen persons each. Round trip from Kearny to Fillmore and return is made in twenty minutes. The company's offices and buildings are located at the corner of California and Larkin streets. The cost of the road was \$430,000. Its officers are: Leland Stanford, president; N. T. Smith, vice-president; T. W. Hinchman, secretary; Thomas Seals, superintendent.

CLAY STREET RAILROAD.—Runs from Kearny Street through Clay to Van Ness Avenue; The cable is nearly two miles long, was made in one piece, and weighs eight tons. One million six hundred thousand passengers were carried during past year, and one million pounds Sydney screenings consumed.

SUTTER STREET RAILROAD.—Runs from the foot of Market Street *via* Market, Sutter, Polk and Vallejo to Octavia. The leased portion of the line runs from corner of Octavia and Vallejo *via* Octavia, Union, Steiner, Greenwich and Baker to Harbor View. A branch line runs from Polk through Pacific Avenue to Fillmore. Another branch runs from Sutter through Larkin, Market, Ninth and Mission to Fourteenth Street. It has fifty-five cars, fourteen dummies, one hundred and eighty-one horses, and one steam motor. Monthly dividends of \$2,500 are being paid at present.