

THE NORTH BEACH AND MISSION RAILROAD COMPANY.—Runs from Townsend through Fourth, Market, Kearny, Montgomery Avenue and other streets to the junction of Mason and Francisco streets. The Mission route runs from the ferry landings through Market, California, Kearny, Market, Fourth and Folsom to Twenty-sixth Street. Another branch runs from the corner of Montgomery and California streets through California, Battery, First and Folsom to Fourth Street. The company employs forty-five cars, three hundred horses and one hundred and fifty men. It carries about five million passengers annually.

THE OMNIBUS RAILROAD COMPANY.—Runs from the Southern Pacific Railroad Depot, on Townsend Street, through Townsend, Third, Market, Montgomery, Montgomery Avenue, Pacific, Stockton, Union and Powell to Bay Street. A branch runs from Montgomery along Market to the ferry landing. Another branch from Third Street along Brannan to Pacific Mail Steamship Docks. Their "Mission Route" runs from Montgomery through Washington, Sanson, Market, Second and Howard to Twenty-Sixth Street. The company has forty-six cars, twenty-four of which are "bobtails," three hundred horses, and employs one hundred and thirty men.

THE CENTRAL RAILROAD COMPANY.—Runs from ferry landing through East, Jackson, Sanson, Bush, Kearny, Post, Stockton, Geary, Taylor, Sixth and Brannan to Eighth Street. Another line runs from ferry landing through Market, Pine, Sanson, Bush, Kearny, Post, Dupont, Market, Turk and other streets to the corner of Post and Central Avenue. The company employs in daily use twenty-eight cars, three hundred horses and one hundred and fifty men. Three million seven hundred and fifty thousand passengers were carried last year.

THE CITY RAILROAD COMPANY.—Runs from ferry landing through East and Mission to Twenty-sixth Street. Its other line runs from ferry landing through Market, Sutter, Dupont, Market, Fifth and Mission to Twentieth Street. It has fifty cars, all "bobtails," two hundred and fifty horses and requires forty-five drivers daily.

THE POTRERO AND BAY VIEW RAILROAD.—Runs from ferry landing *via* Market, Post, Dupont, Market, Fifth, Bluxome, Fourth and Kentucky streets and Railroad Avenue to Thirty-fourth Avenue, South San Francisco. The greater portion of the southerly section of this road is over water, crossing Mission Bay and Islais Creek on substantial and expensive bridges. It uses the "bobtail" car.

MARKET STREET RAILROAD.—Runs from ferry landing through Market and Valencia to Twenty-sixth Street. The Hayes Valley branch runs from ferry landing through Market, Hayes, Laguna, Tyler and other streets to corner of Devisadero and O'Farrell streets. The Fifth Street line runs from ferry landing through Market and Fifth to the Southern Pacific Railroad depot. The company has seventy-seven cars, five hundred and fifty horses and employs two hundred and fifty men. The number of miles ran by the cars of this company in 1878 was one million four hundred and twenty-four thousand eight hundred and ninety-two.

BERRY STREET RAILROAD.—Runs from Seventh through Berry and Third to Channel streets. This road was completed during the past year, but cars have not as yet been placed on it.

Steam Railroads.

CENTRAL PACIFIC.—This railroad extends from San Francisco to Ogden, Utah, a distance of eight hundred and eighty-two and eighty-nine hundredths miles; there is also embraced in the property of the company, by consolidation, the Western Pacific, the California and Oregon, the San Francisco, Oakland and Alameda, and the San Joaquin Valley railroads, which, together with the leased lines, make a total mileage operated by the company of two thousand one hundred and eighty-seven miles. There is also operated under this company two hundred and ninety-four miles of steamer line, on the Sacramento River. The amount of stock subscribed in the Central Pacific Railroad Company of California is \$62,608,800, of which \$54,275,500 has been paid up. The receipts for the year 1878, from transportation of passengers, \$5,284,913.07; of freights, \$10,802,276.40; and from other sources, \$1,443,669.08; total, \$17,530,858.55. The operating expenses for the year were \$8,780,312.48, leaving net earnings to the amount of \$8,750,546.07, the proportion of operating expenses to gross receipts being a shade over fifty per cent. The indebtedness of the company at the close of said year amounted to \$82,740,680, of which there is due to the United States \$27,855,680. The value of the road, including its lands, steamers, rolling stock, machine shops, and all appurtenances, is estimated at \$187,003,680.66.

The additions to rolling stock during the year have been twelve passenger, two baggage, and three hundred and four flat cars. The rolling stock of the company now embraces two hundred and twenty-eight locomotives, one hundred and thirty first-class, forty-one sleeping, twenty mail and express, seventy-two emigrant, thirty-one baggage, seventy-three caboose, five officer's, seven wrecking, four station, two thousand five hundred and forty-three box, and two thousand and thirteen flat cars, or a total of four thousand nine hundred and thirty-nine cars. During the year new road has been made as follows: San Pablo and Tulare road, from Tracy to Martinez, connecting at Martinez with the Northern Railroad, at a point thirty-one miles from Oakland. The distance from Tracy to Martinez is forty-six and one-half miles. By this new connection an additional line for through traffic is made, which avoids the severe gradients of the Livermore Pass. The Northern has been extended from Suisun to the Benicia water front, seventeen miles, where slips are being prepared for the new monster transfer steamer now in