

to its southern terminus; and another line from the Metropolitan Theater through Montgomery to Market, Second, Howard and Sixteenth streets to the Mission Dolores. These names indicate the principal streets and points of attraction up to the inauguration of the street railway system in San Francisco. The streets now used are: by the first line running yellow cars, from North Beach via Powell, Union, Stockton, Pacific, Montgomery Avenue, Montgomery, Market, Third and Townsend streets to the Southern Pacific Railroad depot, and the general offices of the Central and Southern Pacific Railroad Companies. At Market a transfer is given to cars running to the ferry; at Howard street to the cars on that street, running out Howard to Twenty-sixth street, and at Brannan to cars running to the Pacific Mail Steamship Company's wharf. The other branch, called the Howard street road, starting from the Metropolitan Block on Montgomery street, runs along Washington to Sansome, to Market, Second and Howard to Twenty-sixth street, making the same connections as the Montgomery and Third street branch.

THE NORTH BEACH AND MISSION RAILROAD.—The growth of the city has been well marked by the construction of street railroads, these first traversing the most populous portions, and as their advantages were developed, and their profitableness proven, were extended as rapidly as the population spread, and even penetrated unsettled quarters, which were thereby rendered accessible, and soon rewarded the enterprise with abundant patronage. The North Beach and Mission was a rival of the Omnibus, and chose parallel routes, and, like the other, consists of two lines. One extends from North Beach at Francisco street, via Mason, Broadway, Kearny, Geary, Stockton and Fourth streets, to the Southern Pacific Railroad depot at Townsend street, giving transfers to the second line at California and Folsom streets. The cars run at five minutes' interval; fare at the uniform rate of five cents, including transfers. The Mission route runs from the ferry landing, via Market, California, Kearny, Market, Fourth and Folsom to Twenty-sixth street, and another branch from Montgomery street, via California, Battery, First and Folsom streets to Fourth, where transfers are made to the other branches. By the accommodating system of transfers, the passenger is carried for a single fare of five cents to every extreme of the city.

THE CENTRAL RAILROAD marks another step in the changes of business and the growth of the city. The Company chose for its route a connection with the former landing of the Oakland and Alameda ferries, on Davis street, between Pacific and Broadway, running on Jackson, Sansome, Bush, Kearny, Post, Stockton, Geary, Taylor, Sixth and Brannan to Eighth; but with the change of ferry landings, the change of starting point was made by extending the road along Jackson and East streets to the foot of Market. This formerly gave transfers at Turk street for the Lone Mountain branch, but the increase of business in that direction made a through line a necessity, which now runs from the ferry along Market, Pine, Sansome, Bush, Kearny, Post, Dupont, Market, Turk, Fillmore and Post streets, to Cemetery avenue, exchanging transfers at Taylor street with the Sixth street branch. The Central was for a long time the only road that reached the vicinity of the cemeteries, and from that fact was more popularly known as the Lone Mountain line, and, with its advantageous connection with the ferries and steamboat landings, was the most profitable road of the city.

THE SUTTER STREET RAILROAD comprises a very extended scheme of main lines and branches. Originally the main line ran from the steamboat landings at the foot of Broadway, along that street, Battery, Sutter, Polk, Vallejo, Octavia, Union, Pierce, Greenwich, Broderick, Lombard and Baker streets, to Harbor View, a distance of nearly four and a half miles. Branches run from the crossing of Larkin along that street to Market, and on Pacific street from Polk to Fillmore. This road was a most important factor in building up the otherwise isolated region along its route, but the numerous hills were exceedingly wearing upon the animals used in hauling cars, and travel was necessarily slow. It was, however, the only road penetrating that portion of the city, and for a number of years enjoyed a monopoly of the business. The subsequent construction and great success of the cable road along Clay street, crossing the precipitous ridge and giving access to the quarter traversed by the Sutter street line, made a reorganization necessary. An underground cable has been laid from the junction of Market street, along Sutter to Polk, thence to Bush, and along the latter to Cemetery avenue, and a branch along Larkin street to Market, making it the longest cable road of the city. The cars now run by horse traction from the ferry landing, up Market, street to Sutter, thence by cable to Polk, Bush and Cemetery avenue; also by horses from the engine house on Polk street to Vallejo, and on Vallejo to Octavia, where connection is made with the cars of the Presidio branch to Harbor View. The cable on Larkin street takes the cars to and from Market street, from which point horses are used on the extended line along Ninth and Mission streets to Woodward's Gardens. That portion from Davis street along Broadway and Battery streets to Market has been abandoned, and the ferry is reached by a direct road from Sutter down Market street.

THE CITY RAILROAD COMPANY operate what is popularly known as the Mission street Railroad, running from the ferry along East street to Mission, thence to Twenty-sixth street. Another branch runs from the same starting point along Market, Sutter, Dupont, Market,

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