

Associations—Protective, Literary, Etc.

For a description of the different associations the reader is referred to the Appendix, page 616, in which will be found the officers and operations of each during the past year. The progress made by many of these associations reflects credit upon the members thereof, and is worthy of the liberality so generously exhibited in their support.

THE MASONIC AND ODD FELLOWS' ORDERS.

Among the most prominent of our public institutions are these benevolent orders. There is, probably, no city in the Union where these associations are in a more flourishing condition than in San Francisco. Each of these orders own a handsome property—fine building with handsome halls for the use of the association. In the elegant building owned by the Masonic Order, built by a joint stock association of the members, there are four large halls for the use of the lodges, and a large banqueting hall, with ante-rooms, committee rooms, and offices. This structure is one of the handsomest public buildings of our city.

The Odd Fellows' Order is also in a most flourishing condition, having recently purchased and fitted up for the use of the order the property on Montgomery Street, between California and Pine, known as Tucker's Hall. The library of this institution is one of the best in the city, abounding in rare works, relating especially to the history of our State.

For list of the different associations, and the officers of each, see Appendix, page 611.

Military.

An unusual degree of activity has been exhibited during the past year in the organization and equipment of our volunteer soldiery. The number of companies now enrolled is fifty, exclusive of the Police organization, with an aggregate effective strength of 3,500 men. Eleven companies have been organized during the past year.

Ample provision has been made by the Legislature of the State to relieve, to some extent, the heavy expense attending these organizations, thereby removing an objection heretofore existing with many to a more general connection with this most important branch of our public service.

Fire Department.

The Department at present consists of eight hundred and twenty-six members, divided into fourteen engine companies, three hook and ladder companies, and three hose companies. For their accommodation there are twenty houses; and for service sixteen fire engines, three hook and ladder trucks, and seventeen hose carriages. Four new and powerful steam fire engines have been recently added to the Department. There are in the city fifty cisterns, capable of holding 1,470,000 gallons of water—many of them substantially built of brick and cement.

We refer our readers to the Appendix, page 587,

for a complete description of the organization of this important branch of the public service, in which will be found a mass of information concerning the different companies, useful to its members and interesting to every citizen.

Railroads.

Extensive improvements have been made in the various railroads laid down in and leading out of San Francisco since the publication of the Directory of last year. In fact, no department of our public improvements more fully indicate the untiring industry and enterprise of our people, or the sagacious employment of capital by those desirous of making profitable and steadily remunerating investments. The benefits to the public by the introduction of street cars, affording a convenient, comfortable, and cheap mode of travel through the various thoroughfares to extreme points of the city, are incalculable. These people's carriages are certainly a great public convenience, and their introduction has doubled and trebled the value of property in the more distant portions, as well as outside of the city. Incredible as it may seem, the carriage distance traveled by some of the street cars, with but three relays of horses, is near a hundred miles a day.

The following is a list of the railroads leading out of and in the vicinity of the city, in operation at present, or in prospective, with a list of the officers, and the action of the same during the past year.

SAN FRANCISCO AND SAN JOSE RAILROAD.

This company was incorporated July 21st, 1860, with a capital stock of \$2,000,000. The road was completed in January, 1863, and is pronounced by competent railroad men to be one of the staunchest built roads in the United States. The only funded indebtedness of the company is represented by nine hundred and sixty-eight mortgage bonds of \$1,000 each, bearing eight per cent. per annum interest, and issued July 1st, 1864, in part payment of the contract for constructing the road. These bonds run twenty years, and both principal and interest are payable in United States gold coin. On the seventeenth day of October, 1863, the first train passed over the portion of the road finished from the Mission Dolores to Big Tree Station on the San Francisco Creek. On the sixteenth day of January, 1864, the road was completed to San José, and trains commenced running to that place; and later, on the fourteenth day of February following, the San Francisco end of the road was extended to the corner of Fourth and Brannan streets, and trains commenced running from that point to San José direct. The company now runs two passenger trains over the road each way daily. One freight train is run each way daily, to which a passenger car is attached. Stages connect at the principal stations and at San José with the morning and evening trains to and from important points. The Board of Directors is composed of the following gentlemen: Henry M. Newhall, Peter Donahue, Chas. B. Polhemus, D. O. Mills, John T. Doyle, S. J. Hensley, and F. D. Atherton. The officers are Henry M. Newhall, President; John T. Doyle, Vice President; D. O. Mills, Treasurer; J. L. Willcutt, Secretary; and C. B. Polhemus, General Superintendent.

THE WESTERN PACIFIC RAILROAD.

This company was incorporated December 11th,