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anc, South San Francisco. Under a lease with the Market Street Railway Co., this line also runs its cars along Market Street to the corner of Sanson. Its total length slightly exceeds five miles, mostly single track. Forty-two men, one hundred and fifteen horses, and seventeen cars make up the list of employes and the inventory of live and rolling stock. Four fares in the entire distance on this line cost twenty-five cents; the same fare on the northern section, the road being operated in two sections connecting with each other at Townsend Street. The greater portion of the southerly section of this road runs over water, crossing Mission Bay and Islais creek by substantial and expensive bridges. As soon as the Southern Pacific Railroad Co. effect a contemplated change in the route of their present trunk line from Valencia Street to the more line of Mission Bay, the bay will be gradually filled in until the present long, wooden bridges become bulkheads along the new water front. Upon the completion of this plan the property interests and general importance of the Potrero and South San Francisco will experience an immediate, very decided, and unquestionably permanent appreciation. These localities appear destined, at no distant day, to become great manufacturing and ship-building centers.

SUTTER STREET RAILROAD.—The main trunk road, known as the City Route, begins at the junction of Broadway and Davis streets, on the city front, and runs thence through Broadway, Market, Sutter, and Polk streets to the junction of the latter with Broadway Street, a distance of two and one third miles. One branch, the Larkin Street Route, extends from the corner of Market and Larkin streets, through Larkin, Ninth, and Mission streets to Woodward's Gardens, over the track of the City Railroad, which grants the use of so much of its track in return for the equivalent privilege of running the cars of its northern branch line over the Sutter Street track from Dupont to Sanson streets. The second branch extends from the corner of Bush and Polk streets through Bush, Fillmore, and California streets, and Cemetery Avenue, and to the junction of the latter with Geary Street, a distance of one and seven eighths miles. This line, carrying passengers direct to Lone Mountain and the neighboring cemeteries, is known as the Lone Mountain Branch. Cars also now run direct to the Oakland Ferry, Market Street Wharf. The main line and nearly all of both branches are double-track roads. From the corner of Union and Laguna streets a third branch—the Presidio—runs with single track, through Union, Pierce, Greenwich, and Baker streets, three miles, to Harbor View, on the Bay shore, near the Presidio. Still a fourth branch, the Pacific Street, runs along that street from the main line at Polk Street to Fillmore Street, a distance of eight blocks, or about one mile. The total length of the Sutter Street Road, including branches, is eight and one quarter miles. The company owns two hundred horses and thirty cars. Several of the latter are midway in size between the usual double and the modern single-horse car, owing to the frequency and extent of steep grades, of which this road has a larger proportion than any other in the city using horses exclusively. The smaller size of these cars enables them, usually heavily loaded, to dispense with the extra tow horse, such as the Omnibus Company is regularly compelled to use in surmounting its Jackson Street grade, with cars of the usual size and carrying ordinary loads. Among the newer cars it has one single-horse car of a peculiarly novel pattern, known as the "balloon car," having an oval outline and a dome top, but chiefly distinguished by the fact that the body of the car turns at will upon the truck, which remains stationary, thus enabling the company not only to dispense with the turntable sometimes employed, but relieving the driver from the necessity of unhitching his horses, driving them round and re-attaching them to the other end of the car. The company employs ninety men, pays its conductors and drivers \$2.50 a day, sells four tickets for a "quarter," and charges ten cents for a single fare. The main line and all the branches, except the Presidio, exchange transfers with each other.

Steam Railroads.

The Southern Pacific Railroad is the only one which reaches San Francisco by a continuous line of rails. On account of its position, railroads from the north and the east must terminate upon the northern or eastern shores of the bay. But their actual termini are in this city, through passengers never halting upon their journey until they reach the ferry landing in San Francisco, and freight cars never resting until they are brought to the depot here.

CENTRAL PACIFIC.—Through the courtesy of Secretary Miller we are enabled to present the following statistics for the year 1875: The total length of track is one thousand four hundred and thirty-one miles. This comprises eight hundred and eighty-three miles of main track, from San Francisco to Ogden; one hundred and fifty-two miles of the Oregon division, from Roseville to Redding; two hundred and seventeen miles of the Visalia division, from Athrop to Sumner; Oakland and Alameda branches, twenty-one miles; San José branch from Ogden, seventeen miles; total length of sidings, one hundred and forty-one miles. The rolling stock comprises four thousand six hundred and twenty cars of all kinds, and two hundred and three engines. The floating stock comprises thirty different craft, including bay and river steamers, ferry boats and barges, with a registered tonnage of fourteen thousand three hundred and seventeen, and an aggregate carrying capacity of more than twenty thousand tons. In 1875 the company transported one million one hundred and sixty-four thousand two hundred and thirty-nine tons of freight; four million seven hundred and sixty-two thousand three hundred and fourteen passengers; employed, in all capacities, nearly five thousand persons, and paid for their services upwards of \$4,000,000. The excess of west bound passengers over east