

very imperfectly estimated, and which is destined to astonish all when the period of its full development shall arrive. For purposes of building the location is excellent. Sufficiently elevated to avoid the dangers of high water in the Guadalupe and Coyote, and with a gentle slope that secures a good system of drainage, there are no heavy and expensive grades. Though San José is an inland city, there exists no necessity that she should remain an inland city. The distance to the head waters of the Bay of San Francisco is short, and there are no formidable engineering difficulties to encounter in the construction of a ship canal, through which the largest vessels might enter, and San José become an important commercial mart. We will not, however, dwell upon what, in the rapid progress of events, may be the future destiny of this promising city, but will present a view of what she is, and glance at the resources she possesses, which constitute her power of advancement.

The annals of modern San José commence with the survey of the town site in 1847. The first Legislature of California convened here in the winter of 1849-50, and again the following winter, when it removed to Vallejo. The effect of the removal of the capital upon the permanent prosperity of the city is not appreciable. The city might have been somewhat larger and wealthier to-day had it been constituted the capital of the State, but there is no reason to suppose that the absence of any one institution can materially effect a city whose life and growth are the results of natural location, and are sustained by a large number and variety of reasons. And it is certain that the atmosphere is purer than it could be with a huge political machine located within its borders.

vallejo
San José is located on the line of the Southern Pacific Railroad, fifty miles south of San Francisco, and sixty-five miles north of Hollister. It has railroad connection with the fertile Pajaro Valley and with the old seaport town of Monterey, the capital of California under the old Mexican regime. The Western Pacific Railroad intersects with the Southern Pacific at this point, running northward on the east side of the bay, and connecting at Vallejo Mills with the Central Pacific. The business portion of the city is substantially and handsomely built up of stone, brick and iron, presenting to the view a thoroughly city-like appearance. Among the more prominent buildings, we may mention the two splendid public market buildings, which are not exceeded in architectural beauty and solidity by any similar structures on the coast. The building of the Bank of San