

CALIFORNIA—GENERAL DESCRIPTION.

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section supplied by it, together with the construction of the Central Pacific, its trade has greatly fallen off. The road was extended in 1854, with the design of continuing it to Placerville, but to the present date the extension has reached only to Shingle Springs, a distance of twenty-six miles from Folsom. The combined roads now bear the name of Placerville and Sacramento Valley Railroad, and are owned by the Central Pacific Company.

CALIFORNIA AND OREGON RAILROAD.—The branches of the Central Pacific are now officially designated as "Divisions." Thus, the line under consideration is called "Central Pacific Railroad, Oregon Division." The separate track of this Division leaves the main trunk at Roseville Junction, eighteen miles from Sacramento, and runs north through the counties of Placer, Sutter, Yuba, Butte, Tehama, and Shasta, having the towns of Marysville, Chico, Tehama, and Red Bluff on the route, and terminating for the present, at the town of Redding, one hundred and seventy-one miles from Sacramento. This is entirely in the broad valley of the Sacramento, and, with but slight intervals, the country passed over is of great fertility. The road is aided by a liberal grant of land from Congress, amounting to six thousand four hundred acres per mile of road, or the alternate sections for ten miles on each side of the track. It is proposed to continue this to the Oregon boundary, where it will meet the Oregon and California Railroad from Stockton.

STOCKTON AND COPPERPOLIS RAILROAD.—The rich mines that gave the name and built the once thriving town of Copperopolis, appeared to demand the aid of the iron road to transport the ores, and Congress was induced to grant a subsidy of five sections of land per mile of road to encourage its construction. The work was entered upon in 1870, and completed to Milton, a distance of thirty miles. At Peters, fifteen miles from Stockton, is a branch road, intending originally to extend to Visalia, as a rival to the San Joaquin Valley branch of the Central Pacific. This was constructed to Oak Dale, a distance of thirty-four miles from Stockton. These ambitious projects of opposition are now owned by the Central Pacific Company, and as a rival or competing roads their extension is not probable. The mining, agricultural, and horticultural interests of Calaveras and Tuolumne counties would be greatly advanced by the completion of the Stockton and Copperopolis Railroad.

SAN JOAQUIN VALLEY RAILROAD.—This division of the Central Pacific is one of its most important branches. It is to the southern portion of the great valley what the California and Oregon is to the northern. Branching from the main trunk at Lathrop, nine miles from Stockton, and ninety-seven miles from San Francisco, it extends up the beautiful and fertile valley of the San Joaquin to Bakersfield, a distance of two hundred and seventeen miles, and will soon be extended to Tehachipa, twenty miles further. This is through one of the most extensive wheat-growing sections of California, and both mountain and valley abound in resources of the most attractive character. The counties of San Joaquin, Stanislaus, Merced, Mariposa, Tulare, Fresno, and Kern are crossed, and the road will be extended southerly to connect with the southern system of transcontinental roads. Surveys extend southward to Los Angeles, eastward into Inyo County and to the Colorado River, near Fort Mohave, southeastward to the Colorado and Fort Yuma, and westward by several routes into the Salinas Valley, to form a junction with the Southern Pacific, now building southward from San Francisco.

STOCKTON AND LONE RAILROAD.—Stockton is becoming an important railroad center through the energy and enterprise of its citizens in developing the resources of its surrounding country. The latest of these enterprises is the Stockton and Lone railroad, a narrow-gauge, of thirty-five miles in length, projected chiefly for the transportation of coal from the mines of Lone to market. Work upon this was begun in the Summer of 1874, and with slight interruptions has been continued with the expectation of its early completion.

SAN JOSE DIVISION.—At Niles, twenty-nine miles from San Francisco, a branch leads from the Central Pacific to San Jose, eighteen miles distant. This route, on the eastern side of the bay, being entirely level, makes it the favorite route for the transportation of freight, notwithstanding a ferriage of some three miles or more. At San Jose, connection is made with the Southern Pacific, thus making the circuit of the southern portion of San Francisco Bay.

THE OAKLAND DIVISION consists of the ferry route over the Bay of San Francisco, connecting by rail with trains running over about eight miles of road to the cities of Oakland, Brooklyn and Alameda. Two branches of railroad constitute this line, one reaching to Brooklyn, the other crossing the estuary of San Antonio to Alameda. This division, though short, is a very important one, there being twenty-four trains, or forty-eight crossings of the Bay, daily, with a very large and increasing traffic.

SOUTHERN PACIFIC RAILROAD.—The San Francisco and San Jose Railroad follows the Sacramento Valley in order of construction, and for a number of years was the only ironed way that made this city its objective point. Having its starting point in San Francisco, at the corner of Fifth and Townsend streets, it crossed the Bernal Heights at a high grade, thence through San Mateo to San Jose, a distance of fifty miles. The construction of this road, affording rapid passage from the city to the country, gave the opportunity for business men to enjoy suburban residences, and many beautiful villas were established in the pleasantly selected localities along the peninsula. In 1870, this road went into the possession of the Southern Pacific Railroad Company, whose name it now bears. Since that date its extension has been rapid, and now the grand highway runs from San Francisco to Soledad, in Monterey county, a total distance of one hundred and forty-three miles, with a branch from Gilroy to Tres Pinos, twenty miles in length. In its course it traverses the fertile valleys of Santa Clara, Pajaro, and of the Salinas River; a vast extent of very productive country, and containing some of the loveliest spots in the State. The surveys for further extending the road, both the line up the Salinas Valley and the one by Hollister, have been numerous and extensive, reaching by the coast to the southern counties and to Fort Yuma, also by different passes through the Coast Range into the San Joaquin and Tulare valleys to the same points. The road is subsidized by grants of land of ten sections per mile, and is chartered to intersect the Texas and Pacific Railway at Fort Yuma, thus connecting the Southern and Central systems.

SAN JUAN AND SALINAS, OR THE SAN JUAN AND WATSONVILLE, is a proposed narrow-gauge to connect the town of San Juan with the Southern Pacific Railroad either at Salinas City, where it will also connect with the road to Monterey, or at Watsonville, where it will connect with the new road to Santa Cruz.

SANTA CRUZ AND WATSONVILLE RAILROAD, in course of construction during the year 1874, is on the narrow-gauge system, and with a length of thirty miles will transport the freight and passengers of the beautiful valley of the Pajaro to the seaport of Santa Cruz.

MONTEREY AND SALINAS RAILROAD.—The first narrow-gauge railroad of California to be completed now connects the ancient capital with the new and thriving city of Salinas. This has a length of nineteen miles, is of three foot gauge, and was constructed at a cost of \$8,043 per mile exclusive of equipment. The locomotives in use were made in New York, and were placed on the road at a cost of \$10,000 each. Passenger cars cost \$3,000 each, flats \$400, and box-cars \$575 each, the other costs of fitting and furnishing aggregating a rate of about \$1,500 per mile of road. At Monterey a wharf has been built at a cost of \$11,000, extending to deep water in the bay, having a length of one thousand feet. Two capacious warehouses, one at Monterey and the other at Salinas City, costing \$9,000. The Salinas River is spanned by a bridge of three hundred feet in length, built on five piers of piles. This road was completed and com-

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