

menaced business operations in October, 1874, the work having been pushed with much energy as the first grading was begun in the preceding April. The route, however, was not a difficult one to build upon, as the low cost proves. This road is the property of enterprising citizens of Monterey County, who thus endeavor to revive the commercial importance of the old city of Monterey.

THE NORTH PACIFIC COAST RAILROAD.—The advantages of the narrow-gauge system of railroads will be thoroughly tested by the practical working of those now in course of construction. One of the principal of these is the North Pacific Coast, completed in November, 1874, running from Sausalito, on the Bay of San Francisco, via San Rafael, to tide water on Tomales Bay, a distance of fifty-two miles. This road it is proposed to extend northerly to the mouth of Russian River, a distance of twenty-five miles, and eventually to Humboldt Bay. At Sausalito ferry connection is made with San Francisco, distance seven miles. The route of this road is over a hilly country, and its construction has been quite expensive, costing without equipment about \$15,000 per mile, or with equipment \$20,000 a mile. The gauge is three feet, and the usual narrow-gauge rail, weighing thirty-six pounds to the yard, is used. The country penetrated is rich in resources, being one of the most prosperous dairying sections of the State, and, as it extends, will enter the redwood lumber region, and give life to new interests.

SAN QUENTIN AND SAN RAFAEL RAILROAD is three and a half miles in length, connecting the town of San Rafael with San Francisco Ferry at San Quentin.

THE PITTSBURG AND THE BLACK DIAMOND RAILROADS are each seven miles in length, and are used in the transportation of coal from the mines in Mount Diablo to Suisun Bay; the first terminating at Pittsburg Landing, and the other at New York of the Pacific. These are local roads for special purpose, and do not class with the great commercial roads of the country.

CALIFORNIA PACIFIC RAILROAD.—This road, with its branches, formerly constituted an independent, secondary system, with Vallejo for its centering point, connecting with San Francisco by steamer, but the transfer of the property to the Central Pacific Company changed it from a rival to an auxiliary line. The system consists of the road from Vallejo to Sacramento, a distance of sixty miles; a branch from Napa Junction to Calistoga, a distance of thirty-four miles; and another from Davisville to Marysville, a distance of forty-four miles. The first branch preceded in construction the main line, and was called the Napa Valley Railroad, running through the rich valley of that name to the pleasant village at its head, the most fashionable watering place of California. The Marysville branch leaves the main trunk at Davisville, and proceeds via Woodland to Knight's Landing, on the Sacramento River. The original connection with Marysville was interrupted by the destruction of a portion of the road in 1873, and business has not yet been resumed. At Vaca Station, a branch of thirty miles in length reaches to the town of Winters, on Putah Creek, in Yolo County, passing through Vacaville and the beautiful valley of that name. The length of these roads now in operation is one hundred and thirty miles, exclusive of the steamboat connection from Vallejo to San Francisco.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD.—The beautiful valleys of Petaluma and Russian River now resound with the clamor of the rushing train bearing the products to market from the well-tilled plains and vine-clad hills of Sonoma, and from the dense forests and fertile vales of Mendocino. The San Francisco and North Pacific has been completed to Cloverdale, in Sonoma County, making its entire length fifty-six miles from Donahue, where it connects with steamer for San Francisco, a distance of thirty-four miles. It is probable that this road will be extended through Ukiah to Humboldt Bay on the north, and southerly through Marin County to the harbor of Sausalito. In its present course it passes the towns of Petaluma, Santa Rosa, Windsor and Healdsburg, all, together with its termini, pleasant and thriving places. The country traversed is one of the most interesting and prosperous sections in the State.

CALIFORNIA NORTHERN RAILROAD connects the cities of Marysville, in Yuba County, and Oroville, in Butte County; distance, twenty-six miles. This is one of the pioneer railroads of California, and was built to connect the head of navigation on Feather River with the interior, also aspiring to form a section of the overland line *via* the Beckwourth Pass in the Sierra, and also to become a portion of the California and Oregon Road.

THE SOUTHERN SYSTEM.—The southern transcontinental railway forms the basis of the third system of the Pacific Coast roads. After many efforts, and organizations succeeding organizations, the Texas and Pacific Railway Company was formed, the way has been made clear, and work earnestly begun. Having purchased the property and franchises of the Southern Pacific Railroad Company of the East, it starts work with many miles of road already completed in Louisiana and Texas. The initial point is at Marshall, on the eastern boundary of Texas, whence it crosses the State to El Paso and New Mexico, thence to the Gila, Fort Yuma, and San Diego, a total distance of one thousand four hundred miles. The entire course is almost due west, near the thirty-second parallel of latitude. At Marshall, two branch roads, one to New Orleans, three hundred miles distant, and the other to Memphis, will connect it with the eastern system of railways. The route offers no serious engineering difficulties, the lofty Sierra Nevada and Rocky Mountains, which cross the Central route, here are greatly depressed, and snow interposes no obstacle. The country traversed, however, is the desert belt of the continent, though possibly rich in minerals. By grants from the State of Texas and from Congress, the company will receive some thirteen million acres of land to aid in the construction, while the people of San Diego, among other gifts, have bestowed upon it upward of nine thousand acres of valuable land within the city, and eight hundred acres upon the water front of the bay. The construction of this road will instill new life into the southern country, will develop important interests, and enable busy commerce and elegant leisure to enjoy the grand harbor and lovely climate of San Diego.

SAN DIEGO AND SAN BERNARDINO RAILROAD.—Several years since, when it was believed the Southern Pacific Railroad would be constructed *via* Fort Yuma, San Geronimo Pass, and San Bernardino to San Francisco, the San Diego and San Bernardino Railway Company was organized with the design of intercepting the road at the latter place. In its aid San Diego County has voted a subsidy of \$100,000 and San Bernardino \$50,000. The distance between the two towns is one hundred and twelve miles, and the estimated cost and equipment of the road is \$2,000,000. The route is generally favorable, and the country traversed exceedingly fertile. San Luis Rey, Temecula, and Riverside, are on the route, and the valley of San Bernardino is one of the most lovely and productive in the State, requiring only the railroad to furnish a market. These San Diego roads have not been prosecuted with the energy hoped for, but the recent development of great mineral wealth in the vicinity of the routes traversed, will be a great inducement to their completion.

SAN PEDRO AND LOS ANGELES RAILROAD.—Los Angeles is becoming the center of an important system of railroads, taking even the prospective lead of San Diego, with all its advantages of a safe and commodious harbor, as chief of the southern system. The pioneer railroad of the south is the busy one connecting the city of Los Angeles with the port of San Pedro, eighteen miles in length. This was constructed in 1864, by the city and private capital combined, but is now controlled by the Directors of the Central Pacific Railroad Company, as one of the important branches of their Southern Pacific Division. Recently great activity has been manifested by the Railroad Company in keeping pace with the rapid development