

of the southern section of California. Four railroads now radiate from the city, and other lines are in contemplation.

THE LOS ANGELES AND SAN FERNANDO will form the southern link of the San Joaquin Valley branch of the Central Pacific, and now connects with stages from the latter, leaving about one hundred and forty miles of stage travel on the land route from San Francisco. This road has a length of twenty-one miles running north to the new and rising town of San Fernando.

THE LOS ANGELES AND SAN BERNARDINO is the local name of the extreme southern branch of this Division of the Central Pacific. This is rapidly extending into the great Colorado desert on its way to Fort Yuma and beyond, and is now in operation to the new town of Colton, near San Bernardino, sixty-three miles from Los Angeles. The route is *via* the San Geronio Pass, the Coahuilla Valley in the great desert, and to Fort Yuma, on the Colorado River.

THE LOS ANGELES AND ANAHEIM RAILROAD runs southwesterly, *via* Los Nietos, and the fertile valley of the San Gabriel, and has a length of about twenty-seven miles. A portion of this, from Los Angeles to Los Nietos, a distance of eighteen miles, has been running since 1873, the balance was completed in 1875.

THE LOS ANGELES AND INDEPENDENCE RAILROAD is a proposed narrow-gauge imperatively called for by the great and rapidly increasing trade of the mining region east of the Sierra, particularly those of Inyo County. Two routes are proposed, one *via* Spadra and the Cajon Pass near San Bernardino, having a distance of two hundred and twenty-two miles; the other, *via* San Fernando and the Soledad Pass, with a length of two hundred and nine miles. The Los Angeles and Santa Monica Railroad is designed as a portion of the Los Angeles and Independence road, and is in course of construction in September, 1875, with prospects of its early completion. This will have a length of fifteen miles, and will connect the new sea port of Santa Monica with Los Angeles, the commercial center of the south.

#### NEVADA.

VIRGINIA AND TRUCKEE RAILROAD.—The enterprising capitalists of Virginia City at an early day saw the necessity of cheaper transportation than teams afforded for the immense quantities of ores mined, and the wood, timber, and merchandise consumed in the destructive operation of mining on the great Comstock vein, therefore, as soon as the route of the Central Pacific Railroad was decided upon, the design was conceived of connecting by rail the mining region with the water-powers afforded by the two rivers, the Carson and the Truckee, also with the great trunk railroad. For this the Virginia and Truckee Railroad Company was organized, liberal subsidies from mining companies, towns, and counties were obtained, and in 1869 the work of construction commenced. The route selected was quite circuitous, being southerly to Empire City and Carson, thence westerly and northerly through Washoe and Steamboat valleys to the Truckee River and the Central Pacific at Reno, a total distance of fifty-one and three quarters miles. In the first year of the work the road was completed to Empire, a distance of seventeen miles, and the year following to Carson, twenty-one miles. The whole road was finished in June, 1872, and through trains run thenceforward. The through transportation of passengers and merchandise employ three trains daily, and the Carson Division from six to thirty trains, making the road one of the most remunerative in the world.

NEVADA CENTRAL RAILROAD.—This road has its initial point among the mines of Pioche, whence it winds over the range of hills south of the town, and descends southeasterly to the valley at Bullionville. It is for the transportation of ores, chiefly, that the road is constructed, although it is designed to extend it eastward to connect with the Utah Southern, or other railroad pushing southward, as is contemplated, from Salt Lake to Colorado, or to the Pacific Ocean at San Diego. The company bears the name of Nevada Central, though, locally, the work is designated as the Pioche and Bullionville Railroad. The gauge of this road is of the popular standard on this coast, being three feet in width of track, having ties five feet in length, laid two feet apart, and rails weighing one hundred and thirty pounds for the usual length.

THE PALISADE AND EUREKA RAILROAD belongs to the narrow-gauge system, and will connect the mining town of Eureka with the Central Pacific at Palisade. Some thirty miles were completed and put in operation in 1874, and in September, 1875, some sixty miles were completed and in operation. The work progresses with the expectation of completing the whole, a distance of eighty miles, in 1875.

#### UTAH.

The railroads of Utah, in operation and projected, centering at Salt Lake City, may be regarded as constituting a subsidiary system, contributing to, while independent of, the Central and Union Pacific, which constitute the main trunk of the central system. First in importance of the railroads of Utah is the trans-continental, formed of the Union and Central Pacific, which connect at Ogden.

THE UTAH CENTRAL RAILROAD.—Salt Lake City was severely affected by the construction of the Pacific Railroad, at some distance north of her, but her leading citizens, as energetic and enterprising in this crisis as in the settlement of the desert, at once remedied the injury by the construction of the Utah Central Railroad. This road connects with the Pacific Railroad at Ogden, where the two sections of that great thoroughfare unite, and runs south thirty-six and one-half miles to Salt Lake City, passing the villages of Kaysville, Farmington, and Centerville. It was constructed in 1869, by the people of the section and under the leaders of the Mormon Church, who still retain its management.

UTAH SOUTHERN RAILROAD.—This road, commencing at Salt Lake, where it connects with the Utah Central, leads southerly, and is now completed to Lehi, in Utah County, a distance of 31 miles, but the surveys and grading extend to Provo, seventeen miles further. It is proposed to extend this road southerly, through the Territory and to the Colorado River, and possibly to the Pacific Ocean, at San Diego, passing about eighty miles east of Pioche, which is three hundred and fifty-seven miles southwest of Salt Lake.

AMERICAN FORK RAILROAD.—The pioneer narrow-gauge, for general business, has been built from Lehi, where it connects with the Utah Southern to American Fork Cañon, a distance of thirty-six miles. This enters one of the rich mining districts of the Wasatch Range, and is now completed as far as Deer Creek.

UTAH NORTHERN RAILWAY.—This is a narrow-gauge, from the Central Pacific at Brigham Junction, to extend northward through the fertile Bear River and Cache Valleys for the accommodation of the trade for Idaho and Montana. The road extends to Franklin, on Bear River, twenty-two miles north of Logan, and within a few miles of the line of Utah and Idaho, having a total length of seventy-five miles. These roads—The Utah Northern, Central, and Southern—constitute an important chain running along the western base of the Wasatch range of mountains, having a total length of about one hundred and seventy-five miles.

With this we close the review of the railroads of the Pacific Coast. This grand style of highway is one of the noblest inventions of the age, and is rapidly coming into use wherever man journeys or goods are transported. The projected roads are almost innumerable, and we may expect to see the day when every country road will be supplied with the smooth and unflinching iron rail.

ETNA INSURANCE COMPANY, of Hartford, has been established 56 years, and has paid over \$40,000,000 Losses.