

The SAN FRANCISCO AND SAN JOSE RAILROAD COMPANY was incorporated July 21st, 1860. The amount of Capital Stock represented is \$2,000,000, of which only \$1,500,000 has been issued, the remaining \$500,000 having been reserved by the Company.

The only Funded Indebtedness of the Company is a \$500,000 Mortgage Bond, bearing eight per cent. per annum interest, and issued to Messrs. McLaughlin & Houston in part payment of the contract with them for constructing the road. Of the Capital Stock, \$600,000 are owned by the Counties through which the road passes, and are as follows :—

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|---------------------------------------|-----------|
| County of Santa Clara | \$200,000 |
| County of San Mateo | 100,000 |
| City and County of San Francisco..... | 300,000 |

On the 17th day, of October, 1863, the first train passed over the portion of the road finished, from the Mission to Big Tree Station on the San Francisquito Creek. On the 16th day of January, 1864, the road was completed to San Jose, and trains commenced running to that place. And later, on the 14th of February following, the San Francisco end of the road was extended to the corner of Fourth and Brannan streets, and trains commenced running through from that point to San Jose direct.

The Company, as will be seen by reference to their Time Table, now run two trains over the road, each way, daily. Also, stages connect at all the principal stations and at San Jose with the morning and evening trains, to and from important points.

Below we append a list of the Officers of the Road :—

DIRECTORS.

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|----------------------|-----------------|
| T. DAME, | San Francisco. |
| P. DONAHUE, | San Francisco. |
| H. M. NEWHALL, | San Francisco. |
| G. H. BODFISH, | Santa Clara Co. |
| T. G. PHELPS, | San Mateo. |
| JOHN CENTER, | San Francisco. |
| C. T. RYLAND, | San Jose. |

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| T. DAME, | PRESIDENT. |
| H. M. NEWHALL, | VICE-PRESIDENT. |
| A. H. HOUSTON, | GENERAL SUPERINT'D. |
| C. W. SANGER, | SECRETARY. |
| P. DONAHUE, | TREASURER. |
| W. J. LEWIS, | CHIEF ENGINEER. |

Our space will not permit that extended notice we would wish to give of the completion of this great undertaking. Its bearings, in a commercial point of view, as well as the facilities afforded to travel, and of speedy communication with interior and distant points, together with the thanks due to the gentlemen who have so conspicuously identified themselves with one of California's first and greatest enterprises. Suffice it, for the present, to say, that the Road is in excellent condition; has adequate facilities for the transportation of commodities, with every convenience for the comfort of the traveling public, and polite and gentlemanly officers.