

valley the road also draws considerable freightage from other smaller valleys adjacent, as well as from the mountainous section of country around, which latter are being rapidly settled up for growing wine and other products.

The California Central Railroad running from Roseville (a station of the Central Pacific Railroad) to Lincoln, a distance of ten miles, and the Yuba Valley Railroad from Lincoln to Marysville, a distance of twenty-four miles, have both been consolidated during the past year, with the California and Oregon Railroad which is to extend to the State line of Oregon, a distance of two hundred and seventy-four miles from Marysville. This latter road is already graded and ironed some twenty miles beyond Marysville towards Chico, and, from present appearances, will in great part be constructed during the ensuing year. The line of the road, for quite a distance, runs about midway through the upper Sacramento Valley, and, when completed, will give facilities for cheap and speedy transportation for a very large section of country which has heretofore had to depend upon stage and team service. This road is expected to attract the attention of farmers to the northern portion of the State which is reported to be very rich in natural wealth and fertility of soil.

The California Northern Railroad which extends from Marysville to Oroville, a distance of twenty-six miles, during the past year was expected to have formed a portion of the California and Oregon Railroad. Negotiations to that effect were however unsuccessful, and arrangements have been made to connect the Oroville road with a new company, who expect to build a road over the Sierras by way of Beckwith's Pass. It is claimed that this road, which is to follow the line of the Middle Feather River, is shorter, with less gradients and so far below the deep snow line as to be comparatively free from difficulty from that source in winter.

On the Sacramento Valley Railroad, and the Placerville and Sacramento Valley Railroad which form a line between Sacramento, Folsom, and Shingle Springs, about twelve miles from Placerville, no extensions or changes of importance have taken place during 1869. The latter road has been sold for its bonded indebtedness, and from lack of continued construction to entitle it to them, as per Act of Congress, the public lands along its proposed route have lately been thrown open for settlement. This road has always been dependent on the Sacramento Valley Railroad for rolling stock to run it, and has been unfavorably affected thereby. It is, however, reported, that the California Pacific Company are negotiating for the control or purchase of the Placerville road with a view of making a connection with the line at White Rock, some seven miles south of Folsom. Should this arrangement take place, it is probable that the road will be completed to Placerville some twelve miles further into the Sierras, with a branch or feeder line running south through Amador County from Latrobe Station.

The Copperopolis Railroad, which was intended to run from Stockton to Copperopolis, a distance of thirty miles, has made no progress during the past year. The great depression in the value of copper in all the marts of the world has seriously affected the business of copper mining from which was expected the principal source of revenue of this road. A new effort is being made to complete the construction of this road by the issuance of a million dollars in bonds of the company, the sale of which, it is estimated, will complete and equip the road for service. A considerable amount of grading has already been done, and if the proposed action can be favorably carried out, the road can easily be completed during the coming year.

The San Joaquin and Tulare Railroad is projected by the owners of the Central, Western Pacific, and California and Oregon railroads. The intended line of this road runs through the San Joaquin Valley south to Visalia, and it is contemplated by the projectors to in time extend it south to the Colorado River. This, with the connections with the Western Pacific at Stockton, Central Pacific at Sacramento, and California and Oregon Railroad at Roseville, will form a trunk line of road extending from the Columbia River in Oregon to the Colorado River on the boundaries of Mexico. The importance of this grand line, extending over nine hundred miles through this State, and connecting with others to both the Pacific and Atlantic coasts, can hardly be overestimated. When completed this trunk will have many small feeder lines running east and west through the great valleys it traverses, and will have a vast influence in settling up those sections along the Sierras, which are as yet almost without population. Probably no system of railroads in the United States will do more to stimulate and develop the resources of the same area of country than this grand trunk line will in California when completed.

The Oakland Railroad, running from Oakland Point to Clinton, a distance of four miles, and the San Francisco and Alameda Railroad, have been absorbed by the Western Pacific Railroad, the latter now making its terminus at Oakland Point.

The San Francisco and San José Railroad, running a distance of about fifty miles, has made no extensions during the past year, but the traffic in both passengers and freight over the road has largely increased. It has been rumored that this road was to be purchased by the Southern Pacific Railroad Company, and would form the connecting link with San Francisco. No definite steps have been taken in this connection as far as known—the whole project seeming to be a victim of indecision and want of enterprise on the part of its management.

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