

The San Francisco and San José Railroad, now a part of the Southern Pacific, fifty miles in length, between the two cities whose names it bears, was a great advance in the construction of this noble means of travel. The business of this road has always been large, passing as it does, many of the most pleasant localities chosen as the suburban residences of citizens of San Francisco; also affording convenient means to market for a large and very productive section of country.

The Southern Pacific Railroad is an extension of the latter from San José to Gilroy, a distance of thirty miles, and was constructed in 1869. At present it accommodates the passenger travel and carries the mail for the southern and southeastern part of the State; stages branching from the terminus at Gilroy to Visalia, also to Watsonville, Monterey, Los Angeles and intermediate points. The main road is now soon to be extended through the great valley of the San Joaquin and Tulare, and by way of Tehachipa Pass and Los Angeles to a junction with the Texas Pacific Railroad at some point to be designated by the authorities at Washington.

The Texas Pacific Railroad has recently been provided for by Act of Congress. This will constitute a transcontinental road by the thirty-second parallel route with termini at San Diego on the west and New Orleans on the east, forming the important portion of our Southern railroad system. A main trunk is provided for from Marshall, on the eastern border of Texas, to the Colorado river at Fort Yuma. The main line is expected to terminate at San Diego, but a branch at Fort Yuma *via* Los Angeles to the Southern Pacific Railroad will make San Francisco the real terminus. From Marshall eastward branches are provided for to Vicksburg, Baton Rouge and New Orleans. The length of this road from New Orleans to San Diego will be about 1,800 miles, and to San Francisco about 2,200. The construction of this road and its branches will undoubtedly be vigorously entered upon the present year, and a new life instilled into the southern country.

The Northern Pacific Railroad is the great project of the North. Magnificent grants have been made to this road by Congress, and work upon it has been already commenced. Duluth, at the western extreme of Lake Superior, has been designated as its eastern terminus, and the new town of Kalama, on the Columbia river, sixty miles from its mouth, has been made temporarily the western terminus, though ultimately it will reach to one of the grand harbors of Puget Sound.

The Central Pacific Railroad is the great achievement of the age. This in California has borne the names of Central Pacific and Western Pacific; but these are now merged in one. The Central Pacific now extends from the borders of San Francisco Bay to Ogden, in Utah Territory a distance of eight hundred and eighty miles, there connecting with the Union Pacific, one thousand and thirty-two miles, to Omaha, and at that point with other roads, to every part of the East and to the Atlantic seaboard, making a continuous line across the continent of three thousand three hundred and five miles to New York. This is one of the noblest works of the age, and is one of the great measures in fulfilling the destiny of the United States. The principal credit for its inception and construction is due to Messrs. Stanford, Huntington, Hopkins, Crocker and Miller, who have exhibited an enterprise and energy never before surpassed in boldness or skill of execution. This company now owns the Sacramento Valley Railroad, the Southern Pacific as far as constructed, the San Joaquin Valley Road, and the California and Oregon. The former roads known as the San Francisco and Oakland, connecting San Antonio with the San Francisco and Oakland Ferry, and the San Francisco and Alameda, from the ferry to Haywoods, are now combined with the Central Pacific; and the California Central, from Junction to Lincoln, and the Yuba Valley, from Lincoln north a few miles, now constitute portions of the California and Oregon Railroad. The Central Pacific has also a branch fourteen miles in length, from Niles to San José where it joins the Southern Pacific.

The San Joaquin Valley Railroad, joining the Central at Wilson, is completed to the town of Modesto on the Stanislaus River, and is a most important adjunct to the main branch.

The California and Oregon has been rapidly extended during the past year, and is now completed to near the head of the great Sacramento Valley, opposite Red Bluff, one hundred and thirty-five miles from Sacramento City. This is a most important road, passing through a fertile agricultural section, and destined to join the Oregon Central Railroad, now building south from Portland, and, when both are completed, making a continuous line of six hundred and thirty miles in length.

The Southern Pacific, including the San Francisco and San José Railroad, has been extended thirty miles to Gilroy, and the design is expressed of extending it to the Colorado River, at some point not yet designated, and thence to the Mississippi Valley, in connection with Eastern roads. Another Southern Pacific road is proposed, from San Diego eastward, and several companies have been organized for the purpose, and aid of Government asked, but no further advance made.

The California Pacific Railroad, with its branches, is next in importance to the great transcontinental road. This runs through the richest agricultural sections of the Pacific Coast, and gives the shortest passage from Sacramento and the northern part of the valley to San Francisco. Its main line is from Vallejo to Sacramento, sixty miles in length. The first branch is the Napa Valley Railroad, leaving the main line seven miles from Vallejo, and extending to Calistoga, thirty-three miles from the junction. At Vaca station, a railroad four miles in length connects with Vacaville. At Davisville, an important branch forty-five miles in length leads to Marysville, passing through Woodland, and crossing the Sacramento River at Knights Landing. At Marysville, connection is made with the Northern California Railroad, of twenty-nine miles in length, to Oroville, thus giving a continuous line of one hundred and forty miles from San Francisco, including twenty-three miles of steamboat connection from Vallejo. This valuable road was first projected by the citizens of Marysville, of whom D. C. and J. W. Haskin and the late D. W. C. Rice were the principal; and as early