

as 1860, work was done in preparing the road-bed from Marysville toward the Sacramento River. Still another branch is proposed, extending from Woodland up the west side of the Sacramento River, to the head of the valley. Such a road would command the trade of the greater part of the valley; consequently its future is to be one of the greatest arteries of trade and travel on the Pacific Coast. Another branch is now in course of construction; to connect Vallejo with the Russian River Valley, passing through the lovely valley of Sonoma. Work has been commenced both at Santa Rosa, its northern terminus and at Vallejo, with promise of its early completion. This company has purchased recently the steamers, barges, etc., of the California Steam Navigation Company, which will be employed in connection with their lines of railroad.

The Stockton and Copperopolis Railroad, so long in contemplation, is becoming an accomplished fact. The important work is now being rapidly completed by our enterprising and energetic townsman, Col. J. P. Jackson, President of the California Pacific Railroad. A section from Stockton to Peters has been finished, and the work of transporting goods and passengers over it has commenced. When the entire road is made to Copperopolis, it will have a length of forty miles, from which point it is designed to continue it easterly to Sonora, a further distance of seventeen miles. This road will aid in the reopening of a valuable mining region, as well as forwarding the development of a rising agricultural and horticultural section.

The Stockton and Ione Railroad Company is an incorporation proposing to build a branch to the Copperopolis road, tapping it at a point ten miles from Stockton, and extending to Ione City, a distance of twenty-five miles.

The Stockton and Visalia Railroad is a project held *in statu quo* by the action of Courts restraining the paying of subsidies by cities and counties along its route.

From Antioch a railroad is proposed up the west bank of the San Joaquin, a distance of twenty-eight miles, to Ellis, where it will intersect the Central Pacific. The route is over a level and fertile plain, the right of way has been granted by property-owners, money subscribed, and the prospect of the early construction of the road is favorable. The project includes the continuance of the road up the west side of the San Joaquin to Watson's Ferry, thence to Visalia. The line has been surveyed, and the route found exceedingly favorable.

The Los Angeles and Wilmington is the only railroad in the southern part of the State. This has a length of eighteen miles, and connects the city of Los Angeles with the port of San Pedro, at Wilmington.

The Pittsburg, and the Black Diamond, two railroads, each seven miles in length, have been constructed from the coal mines of Monte Diablo to landings on Suisun Bay; one terminating at Pittsburg landing, and the other at New York of the Pacific. Over these roads 13,000 tons of coal are transported monthly.

The San Francisco and North Pacific Railroad, formerly intended to run from Sausalito north, has had its initial point changed to Donahue, near Petaluma, and has been completed as far as Santa Rosa, fifteen miles, being in one of the richest sections of California. It is now extending to Cloverdale, at the head of Russian River Valley.

The San Rafael and San Quentin Railroad, three and a half miles in length, connects with the ferry to San Francisco. This has been constructed during the past year, and is in successful operation.

The Virginia City and Truckee Railroad, in Nevada, has a length of thirty-five miles, and connects the first named place with the Carson River near Carson City, and is used chiefly for the transportation of silver ore from the mines to mills on the river, and returning with fuel, lumber, etc.

The Dalles railroad, fifteen miles in length, from the town of Dalles to Celilo, making the portage of these falls of the Columbia, is an important road of Oregon. At Oregon City is another portage railroad, passing the falls of the Willamette, connecting the lower with the upper river. Though short, this is an important road, and accommodates a large amount of business.

The Utah Central Railroad, from the Pacific Railroad at Ogden to Salt Lake City, completes the list of railroads of the Pacific Coast. This has a length of thirty-six miles, and was built in 1869. It is an important road, and will probably be extended within a short period to other points in the Territory.

A large number of other roads are proposed, and the ensuing summer promises to be a busy one in this important line of improvement. The principal of these already mentioned are the Southern, Texas and Northern Pacific, which several years will be required to complete. At Santa Cruz, work is progressing on a railroad up the valley of the San Lorenzo, sixteen miles in length, accommodating the various interests of agriculture, manufactures, lumber, and lime-making, for which this section is noted. This it is proposed to extend to a junction with the Southern Pacific Railroad, and thus make direct connection with San Francisco.

Several branches to the Central Pacific, leading to the different mining districts of Nevada, are contemplated, and the character of the recent mineral developments throughout that State emands the construction of one or more. Lines are proposed from San José to Alviso; from Gilroy to Watsonville; from Salinas City to Monterey; from Wilmington, *via* Anaheim, to San Bernardino; also, others of less prospect of early construction. Surveys have been made recently for a railroad between San Francisco and Sacramento, by the most direct route from Oakland north, crossing the Straits of Carquinez at or near Benicia, by ferry or bridge. This is undertaken by the Central Pacific Company, and will be an important addition to their road.