

Copperopolis road, from Copperopolis to Stockton, 48 miles; the San Joaquin Valley road, from Lathrop's to the southeastern boundary of California, probably 300 miles; the San Jose branch of the Central Pacific road, from Niles Station to San Jose, 14 miles; and a road projected but yet unnamed, from Hollister to a point on the San Joaquin Valley road about 20 miles south of Visalia, a distance of about 140 miles. These when completed will make a total of 1,250 miles of railway within the boundaries of California that will terminate at Oakland, or at Goat Island, in San Francisco Bay, if the latter place can be obtained from the United States Government for that purpose.

In addition to these roads, the main lines of the trans-continental road via Ogden, and its connections, the Oregon and California road in the former State, and the proposed 35th or 32nd parallel roads, from St. Louis or Texas, as the case may be, when completed will add at least 5,000 miles additional roads whose Pacific terminus will be in Oakland City.

The second railroad terminus in the State promises to be located at Sausalito—a point on the western shore of the Bay, about five miles north of San Francisco. The plan, as contemplated by the projectors of this enterprise, is to have the following, built and projected railroads, end there, viz.: The present roads from Vallejo to Sacramento, Marysville and Calistoga are to be changed as follows: The lines of the two first roads are to be run from a point a little south of the present summit, near Bridgeport, Solano county, in a direct line to Sausalito, skirting mostly the shores of the Bay; the Napa and Calistoga branch is to intersect the line at or near Sausalito; the North Pacific running from Donahue to Humboldt Bay, at a point below the former place, and the North Pacific Coast (narrow gauge) road, at San Rafael or Sausalito. By this combination the varied products of a large extent of country north of San Francisco can be transported almost directly to that city, or sent over the various lines of connecting roads to many points of the interior, when needed. The time of transit between San Francisco and Sacramento will be much shortened, the total distance being only 83 miles, with less than five miles water transportation. The deep water and bold shores at Sausalito will also admit of the building of comparatively inexpensive wharves, at which the largest vessels can load, sheltered in all directions from violent storms. This combination points to a virtual abandonment of Vallejo as a railroad shipping point, and, if carried out, will probably cause the discontinuance of lines of steamers now running to San Rafael, Donahue and Suisun, and a portion of the lines to Vallejo, as freight and passengers can be forwarded by rail more quickly than by other means. Should this project be carried out to its promised completion, the result will be the building up of an extensive system of warehousing and shipping business at New Sausalito, where the roads terminate.

Another railway terminus is in San Francisco, where the Southern Pacific road, now completed to Hollister, a distance of 100 miles, with a branch line of 20 miles to Watsonville, and also another branch line of 20 miles to Santa Cruz, will be built this year. How much further these lines—which belong to the same parties as the Central Pacific—will be extended in future is at present very uncertain, it being reported that the company have given up and abandoned the idea of constructing the road over the mountains south of Hollister, on account of the ruggedness of the country, which will involve a vast outlay without probable commensurate benefit. An addition to the foregoing is the Atlantic and Pacific Railroad, which is projected to be built from San Francisco along the coast southward to Salinas Valley, in Santa Cruz county, thence in a southeasterly direction to that boundary of the State. This road will be a narrow gauge one, and has been surveyed, but as yet no actual work in its construction has been performed.

The following railroads in California are now the property of the Central Pacific Railroad Company, although running under their original names. This company have thus virtual control of the transportation of freights and passengers, they also owning the steamboats of the late California Steam Navigation Co.

The Sacramento Valley Railroad was the first constructed in the State, and run from Sacramento to Folsom, on the American River, a distance of 22 miles—the Sacramento Valley and Placerville Railroad connecting with the foregoing and running to Shingle Springs, a distance of 26 miles. This latter road was originally intended to be constructed to Placerville, some 12 miles further. It is reported that the original intention will in time be carried out by the Central Pacific Railroad Company, who now own it, and will probably extend it some 20 miles further south, into a region of timber lands, (sugar-pine) thereby giving it an extensive and profitable down traffic.

The Central Pacific Railroad Company, organized in 1861, whose original lines ran from Sacramento eastward, has since that date absorbed the Western Pacific, Alameda and Oakland railroads, making a continuous line from Oakland to Ogden, in Utah Territory, total distance 880 miles, with a branch from Niles Station to San Jose, 14 miles, and the Alameda Railroad, which has a separate line of rails from Alameda Point to Haywards, a distance of 17 miles.

The Southern Pacific Railroad—formerly known as the San Jose and San Francisco Railroad—is now completed from San Francisco to Hollister, a distance of 100 miles, with a spur road running from Gilroy to Pajaro, near Watsonville, a distance of 20 miles. This branch road is intended to be continued, during the present year, 20 miles further, to the town of Santa Cruz, the people of that place having voted a subsidy for that purpose. The continuation of the main line of the Southern Pacific Railroad across the Coast Range of mountains into the San Joaquin Valley, and thence southward, is reported to be abandoned, the difficulties in the different lines of surveys showing that it can only be accomplished at an immense cost, far more than commensurate with the probable advantages to be gained. In place of the Southern Pacific Road, the Central Pacific Company have decided on devoting their energies to the speedy completion of the San Joaquin Valley Road, which can be built at a much less cost, and will better accomplish their purpose.