

The California and Oregon Railroad, extending from Roseville Junction (18 miles from Sacramento) to the Oregon State line, is now completed to Red Bluffs, a distance of 115 miles. Surveys have been made of the remaining distance, one of which it is reported has been adopted, and work will be continued vigorously during the present year.

The San Joaquin Valley Railroad is now completed from Lathrop's Station (18 miles south of Stockton) to a point 30 miles beyond Merced City, to which place passenger trains are now running. The construction of this road to Visalia is being pressed, the road being built at the rate of half a mile or more daily—the intention of the Company being to have the cars at Visalia by the 1st of July, in order to remove the immense grain crops sown in anticipation of cheap transportation.

The freight traffic on this road from Visalia promises in time to be the most important, considering its length, of any line in the United States. Some portions of this valley are well adapted to the production of cotton, rice, sugar and hemp, the former staple having been successfully and profitably raised in 1871 under all the disadvantages of a very dry season. The mineral resources of Mono and Inyo counties, that now have to be sent by pack train to San Pedro, and thence by sea to San Francisco, will also find transit via rail from Visalia. The wealth of this section of the State in base and precious metals is already said to be fully equal in importance to that of any other portion of California. What it will become when cheap transportation will be added to its other advantages, time only can prove. The importance of this mineral region is estimated so highly by the Central Pacific Company that it is reported they will build a branch road across the Sierras from Visalia to Owens' Lake mines, a distance of about 75 miles in a straight line.

The California Pacific Railroad, running from Vallejo to Sacramento—to Marysville and Calistoga—has, during the past year, passed into the hands of the Central Pacific Railroad Company, and is virtually their property. The main line of this road from Vallejo to Sacramento is 60 miles; to Marysville, via Davisville, 95 miles; while the Napa Valley branch to Calistoga is 33 miles long. These lines of roads now center or rather end in Vallejo; but if the plan of removing to Sausalito the termination of the roads in the peninsula north of San Francisco is carried out, they will leave Vallejo almost in her original isolation, doing simply a local bay business.

The North Pacific and Humboldt Railroad, running from Donahue (on Petaluma Creek) northward to Humboldt Bay, has been completed through Russian River Valley to Healdsburg, a distance of 42 miles. The larger portion of the road bed to Cloverdale, 22 miles further, has been graded and built, and it is expected to have trains running to the latter named place in June, 1872. The branch line running from Santa Rosa to North Bloomfield, a distance of 14 miles, has been partially completed, but work on the same has been temporarily suspended, owing to the time having expired for its construction to entitle the Company to receive subsidy bonds from the county. A bill to extend the time three months passed the Legislature, but was vetoed by the Governor of the State. This road, as before stated, will connect with a main line running from Sacramento to Sausalito.

The Stockton and Copperopolis Railroad, running from Stockton to Milton, a distance of 48 miles, has during the past year been purchased by the Central Pacific Railroad Company. This road was intended as a rival to the San Joaquin Valley Railroad, with the view of giving the trade of a large section of country to Stockton instead of passing south and west direct by the latter to San Francisco. This purpose has, however, been defeated by its sale, as it is probable that the line will, with view of economy in working, be diverted to some point on the San Joaquin Valley Railroad.

An extension of the Central Pacific Railroad has been surveyed and partially constructed from Banta Station near the San Joaquin River to Antioch on Suisun Bay, and thence via San Pablo Pass to Oakland, which, when completed, will not only shorten the distance some 20 miles between Stockton and Oakland, but will admit of greater economy in working, owing to its lighter grades. The extension will also tap the trade of a very populous and productive section of country that is now supplied with inconvenient transportation to San Francisco.

All the foregoing roads are now the property of the Central Pacific Railroad Company, although in some cases carried on in their original names—yet all having the same individuals as officers. The other Railroads in the State are as follows:

The California Northern Railroad, running from Marysville to Oroville, a distance of 26 miles. This road when first built was intended to form a portion of the line through Beckwith Pass into the northern portion of Nevada, and probably thence eastward to some point of connection with the Union Pacific Railroad—thus forming a second and rival line of railway across the western portion of the continent. The sale of the California Pacific Railroad, with which it made its connection with tide water, has now isolated the California Northern Railroad, and confines its scope of action to the small local traffic along its immediate line of road.

The San Pedro and Los Angeles Railroad runs from Wilmington on the sea-coast to Los Angeles, a distance of 21 miles. This road is at present valuable for the local traffic only, but its extension into San Bernardino county is intended, which will largely increase its importance and open up a section of country which, owing to high cost of transportation, is at present of comparatively little value for agricultural purposes. The extension of this road will also prove valuable to the trade of Arizona Territory, which now procures its supplies mostly overland through San Diego and Fort Yuma.

The Pittsburg and Black Diamond are two railroads, each 7 miles long, used entirely for the transportation of coal from the mines around Mount Diablo, both terminating at landings on Suisun Bay, named respectively Pittsburg Landing and New York of the Pacific. The San Rafael and