

the Sacramento Valley Road; but in consequence of the decline of the section supplied by it, together with the construction of the Central Pacific, its trade has greatly fallen off. The road was extended in 1864, with the design of continuing it to Placerville, but to the present date the extension has reached only to Shingle Springs, a distance of twenty-six miles from Folsom. The combined roads now bear the name of Placerville and Sacramento Valley Railroad, and are owned by the Central Pacific Company.

**CALIFORNIA AND OREGON RAILROAD.**—The branches of the Central Pacific are now officially designated as "Divisions." Thus, the line under consideration is called "Central Pacific Railroad, Oregon Division." The separate track of this Division leaves the main trunk at Roseville Junction, eighteen miles from Sacramento, and runs north through the counties of Placer, Sutter, Yuba, Butte, Tehama and Shasta, having the towns of Marysville, Chico, Tehama, and Red Bluff on the route, and terminating, for the present, at the Town of Reading, one hundred and seventy-one miles from Sacramento. This is entirely in the broad valley of the Sacramento, and, with but slight intervals, the country passed over is of great fertility. The road is aided by a liberal grant of land from Congress, amounting to six thousand four hundred acres per mile of road, or the alternate sections for ten miles on each side of the track. It is proposed to continue this to the Oregon boundary, where it will meet the Oregon and California Railroad from Portland.

**STOCKTON AND COPPEROPOLIS RAILROAD.**—The rich mines that gave the name and built the once thriving town of Copperopolis appeared to demand the aid of the iron road to transport the ores, and Congress was induced to grant a subsidy of five sections of land per mile of road to encourage its construction. The work was entered upon in 1870 and completed to Milton, a distance of thirty miles. At Peters, fifteen miles from Stockton, is a branch road, intending originally to extend to Visalia, as a rival to the San Joaquin Valley branch of the Central Pacific. This was constructed to Oak Dale, a distance of thirty-four miles from Stockton. These ambitious projects of opposition are now owned by the Central Pacific Company, and as rival or competing roads their extension is not probable. The mining, agricultural and horticultural interests of Calaveras and Tuolumne counties would be greatly advanced by the completion of the Stockton and Copperopolis Railroad.

**SAN JOAQUIN VALLEY RAILROAD.**—This division of the Central Pacific is one of its most important branches. It is to the southern portion of the great valley what the California and Oregon is to the northern. Branching from the main trunk at Lathrop, nine miles from Stockton and ninety-seven miles from San Francisco, it extends up the beautiful and fertile valley of the San Joaquin to Tipton, near Visalia, a distance of one hundred and sixty-seven miles. This is through one of the most extensive wheat-growing sections of California, and both mountain and valley abound in resources of the most attractive character. The counties of San Joaquin, Stanislaus, Merced, Mariposa and Tulare are crossed, and the road will be extended southerly to connect with the southern system of transcontinental roads. Surveys extend southward to Los Angeles, eastward into Inyo County and to the Colorado River, near Fort Mohave, southeastward to the Colorado and Fort Yuma, and westward by several routes into the Salinas Valley, to form a junction with the Southern Pacific, now building southward from San Francisco.

**SAN JOSE DIVISION.**—At Niles, twenty-nine miles from San Francisco, a branch leads from the Central Pacific to San José, eighteen miles distant. This route, on the eastern side of the bay, being entirely level, makes it the favorite route for the transportation of freight, notwithstanding a ferriage of some three miles or more. At San José, connection is made with the Southern Pacific, thus making the circuit of the southern portion of San Francisco Bay.

**THE OAKLAND AND ALAMEDA DIVISIONS** connect with ferries from the respectively named places, and are lines of busy traffic. The first has a length of about five miles, and the latter of fifteen, extending from Alameda Point to Hayward's. These conclude the immediate connections and branches of the Central Pacific.

**CALIFORNIA NORTHERN RAILROAD** connects the cities of Marysville in Yuba County and Oroville in Butte County; distance, twenty-six miles. This is one of the pioneer railroads of California, and was built to connect the head of navigation on Feather River with the interior, also aspiring to form a section of the overland line *via* the Beckwourth Pass in the Sierra, and also to become a portion of the California and Oregon Road. The building of the latter road has deprived the California Northern of much of its trade.

**SOUTHERN PACIFIC RAILROAD.**—The San Francisco and San José Railroad follows the Sacramento Valley in order of construction, and for a number of years was the only ironed way that made this city its objective point. Having its starting point in San Francisco, at the corner of Market and Valencia streets, it crossed the Bernal Heights at a high grade, thence

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