

through San Mateo County to San José, a distance of fifty miles. The construction of this road, affording rapid passage from the city to the country, gave the opportunity for business men to enjoy suburban residences, and many beautiful villas were established in the pleasantly sheltered localities along the peninsula. In 1870, this road went into the possession of the Southern Pacific Railroad Co., whose name it now bears. Since that date its extension has been rapid, and now the grand highway runs from San Francisco to Salinas, in Monterey County, a total distance of one hundred and seventeen miles, with a small branch from Gilroy to Hollister, fourteen miles in length. In its course it traverses the fertile valleys of Santa Clara, Pajaro and of the Salinas River; a vast extent of very productive country, and containing some of the loveliest spots in the State. The surveys for further extending the road, both the line up the Salinas Valley and the one by Hollister, have been numerous and extensive, reaching by the coast to the southern counties and to Fort Yuma, also by different passes through the Coast Range into the San Joaquin and Tulare valleys to the same points. The road is subsidized by grants of land of ten sections per mile, and is chartered to intersect the Texas and Pacific Railway at Fort Yuma, thus connecting the southern and central systems.

CALIFORNIA PACIFIC RAILROAD.—This road, with its branches, formerly constituted an independent, secondary system, with Vallejo for its centering point, connecting with San Francisco by steamer, but the transfer of the property to the Central Pacific Company changed it from a rival to an auxiliary line. The system consists of the road from Vallejo to Sacramento, a distance of sixty miles; a branch from Napa Junction to Calistoga, a distance of thirty-four miles; and another from Davisville to Marysville, a distance of forty-four miles. The first branch preceded in construction the main line, and was called the Napa Valley Railroad, running through the rich valley of that name to the pleasant village at its head, the most fashionable watering place of California. Its southern terminus was then Suscol, where it connected with steam navigation to San Francisco. The Marysville branch leaves the main trunk at Davisville, and proceeds *via* Woodland, Knight's Landing and Yuba City to its northern termination, crossing, in its route, the Sacramento and Feather rivers, also several miles of the tule land covered by water in the Winter. The California Pacific and its branches traverse a rich and productive section, that portion west of the Sacramento River being mostly occupied and extensively cultivated in wheat. At Vaca Station, a short branch, four miles in length, was laid to accommodate the business of Vacaville. The aggregate length of these roads is one hundred and forty-two miles, to which may be added, to complete the route, twenty-four miles, the distance made by steamboat connection between Vallejo and San Francisco.

SAN FRANCISCO AND NORTH PACIFIC RAILROAD.—The beautiful valleys of Petaluma and Russian River now resound with the clamor of the rushing train bearing the products to market from the well-tilled plains and vine-clad hills of Sonoma, and from the dense forests and fertile vales of Mendocino. During the past year the San Francisco and North Pacific has been completed to Cloverdale in Sonoma County, making its entire length fifty-six miles from Donahue, where it connects with steamer for San Francisco, a distance of thirty-four miles. It is probable that this road will be extended through Ukiah to Humboldt Bay on the north, and southerly through Marin County to the harbor of Sausalito. In its present course it passes the towns of Petaluma, Santa Rosa, Windsor and Healdsburg, all, together with its termini, pleasant and thriving places. The country traversed is one of the most interesting and prosperous sections of the State.

SAN QUENTIN AND SAN RAFAEL RAILROAD is three and a half miles in length, connecting the Town of San Rafael with San Francisco Ferry at San Quentin.

THE PITTSBURG AND THE BLACK DIAMOND RAILROADS are each seven miles in length, and are used in the transportation of coal from the mines in Mount Diablo to Suisun Bay; the first terminating at Pittsburg Landing and the other at New York of the Pacific. These are local roads, for a special purpose, and do not class with the great commercial roads of the country.

NORTH PACIFIC COAST RAILROAD.—The work of construction was recently begun at Sausalito on the North Pacific Narrow Gauge Railroad. In its aid a subsidy has been granted by the County of Marin and the Town of San Rafael, and the work will be pushed with energy. The proposed route is from Sausalito to San Rafael, thence to the White Ranch, to Paper Mill Creek, down the creek to the head of Tomales Bay, along the bay to Keyes Creek, and up that to Tomales, running almost directly through the center of the county. The Marin County *Journal* says: "Once get the road completed to Tomales, and it will soon push on up to the rich timber district of Mendocino, which will pour its wealth into our county, and probably the road will soon go to Humboldt."

SAN MATEO NARROW GAUGE.—In November last a convention was held of the citizens of San Mateo County to take into consideration the building of a narrow-gauge railroad from