

SOUTHERN PACIFIC.—This company was incorporated for the purpose of constructing and operating a railway from San Francisco to a point on the Colorado River at or near Fort Mojave, an estimated distance of six hundred and twenty-nine miles, there to connect with the Atlantic and Pacific Railway or Thirty-fifth Parallel Route, with a branch *via* Tehachapi Pass and Los Angeles, to Fort Yuma, a distance of three hundred and fifty-three miles, where it is to connect with the Texas Pacific Railway. The road is now completed and in operation from San Francisco to Tres Pinos, a distance of one hundred miles. Besides this a branch—called the Pajaro Branch—commences at Carnadero, eighty-two miles south of San Francisco, and runs thence by way of Pajaro, near Watsonville, to Soledad, sixty miles. Within the year a section of fifty miles on the Los Angeles division, running from San Bernardino to Spadra, has been completed. In December, 1874, the Los Angeles and San Pedro Railroad, running from Los Angeles to Wilmington, twenty and a half miles was consolidated with the Southern Pacific, thus giving a total of three hundred and five and five one-hundredths miles of this road now completed and in operation. The branch line from Florence Station to Anaheim, twenty-one miles, is in course of construction and nearly finished. The completion of this route, with its numerous and extensive connections, is of great importance to our State, as it will open up business not only with a large and fertile portion of Southern California, but with Arizona and Northern Mexico. Upon completing its connection with the Texas Pacific Railway it will furnish a short line from San Francisco, through Texas to New Orleans and the country bordering on the Gulf of Mexico. This will connect the Southern Pacific States with the Gulf States and the Southern Atlantic States, by a more nearly air-line route, and one which the snows of winter will never obstruct. This road is the only steam railway running directly into San Francisco, and actually landing its passengers fairly within the city without the intervention of ferry boats.

THE CALIFORNIA PACIFIC employs upon its cars and steamers and in and about its offices some three hundred men, whose annual wages aggregate \$250,000. Among the more important items of its annual business for 1874, one hundred and eight thousand three hundred and ten passengers brought, eighty-eight thousand five hundred and fifty-five carried, with forty-one thousand eight hundred and twenty-three tons of freight from San Francisco, and thirteen thousand eight hundred and sixty tons toward the city, constitute the chief. Its passenger and freight business is constantly increasing with that of all the California railroads. The amount received in 1874 for the transportation of passengers, freight, mails, express matter, etc., was \$1,054,066.14. The total amount of freight carried was one hundred and ninety two thousand eight hundred and three tons.

THE SAN FRANCISCO AND NORTH PACIFIC, extending northerly across the bay thirty-four miles to Donohue, and thence by rail up the beautiful Petaluma and Russian River valleys through Santa Rosa and Healdsburg to Cloverdale, fifty-four miles farther, is among the best-constructed and best-managed roads directly connecting with the city. Besides its increase of passengers and freight naturally resulting from the fertility and steady growth in population of the charming country which it traverses, by also furnishing the quickest and pleasantest route to the Geysers, it is constantly receiving an increased proportion of pleasure travel both of our own residents and of the visiting throng of tourists from abroad, whose patronage annually constitutes a relatively larger factor in the prosperity of all main lines of public travel throughout California.

THE NORTH PACIFIC COAST RAILWAY.—This road, formally opened January 5, 1875, is the first narrow gauge, directly or closely connecting with San Francisco, which has yet been actually constructed. Starting from deep water at Saucelito on the northern shore of the bay, in Marin County, and but six miles from San Francisco, it runs northerly through the heavy redwood forests alternating with the rich grazing regions of that county, fifty-one miles to Tomales, the present temporary terminus; whence it will run up the coast, crossing Russian River about four miles from its mouth; thence, still northerly, keeping near the coast, tapping the more habitable and beautiful seaward valleys of Sonoma County, to Gualala, crossing the Gualala River in the town of the same name, occupying the extreme southwestern corner of Mendocino County, and famous as the outlet of a very extensive and valuable lumber country. The route is admirably selected, the grades easy and safe, the work thoroughly performed, the locomotives and cars of the most approved patterns, the stations and piers convenient and substantial, the connecting boats accommodate their passengers well, and make frequent trips, while the prospects of the road indicate that this most important experiment of enterprising capitalists will not only begin to pay from its very opening, but insure a constantly-increasing dividend.

BAY SHORE LINE.—Besides the roads already enumerated heavy capitalists, who generally succeed in what they undertake, propose the construction of a new double track, street rail line, running southward from the city proper, across Mission Bay, along or near the Potrero water front, by South San Francisco and the Dry Dock at Hunter's Point, and thence skirting the west shore of the Bay, at least to its southern extremity, fifty miles more or less. As not a spadeful of earth has yet been lifted in the construction of this line, it cannot strictly claim place among the events marking the actual progress achieved in 1874. Thus far it more properly ranks among the *plans* than the *performances* of that year. The obvious and increasing need of such a road, however, together with the number, financial resources, and executive ability of the parties interested, and the preliminaries already settled upon, combine to encourage the belief that the present year will witness at least the beginning of this very important new railway.

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