

bound passengers, or the net gain in population by those coming by rail was forty-four thousand four hundred and ninety-seven. The rail terminus is at the end of the Oakland Pier, a structure extending two miles into the bay from its eastern shore. Passengers reach the city in fifteen minutes time by the ferry boats. Freight cars are brought over on immense steamers specially constructed for that purpose. The "Transit," just completed, has a carrying capacity of one thousand five hundred tons, and has room for an ordinary train of freight and passenger cars. This boat is three hundred and thirty-eight feet in length, seventy-five feet in width, and has engines of one thousand horse power. The transfer of a train of cars from one side of the bay to the other is made almost as quickly as if there were a bridge and a continuous line of rails.

SOUTHERN PACIFIC.—This company was incorporated for the purpose of constructing an 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* Tehichipa 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. Since our last issue a branch from Florence Station to Anaheim, twenty-one miles, has been completed and put in operation. Sections of the road are also completed from Goshen to a considerable distance beyond Caliente and from San Fernando to Seven Palms, within about a hundred miles from the Colorado River. The heavy work from Tehichipa to San Fernando is being rigorously prosecuted, and it is expected that the gap between these two points will be closed by July next, which will give a rail communication with Los Angeles and bring it within twenty-four hours' ride of this city. There are now about five hundred miles of road completed, and at the present time but thirty days and twenty hours are required to reach Ehrenberg; five days and eight hours to reach Prescott; and six and one quarter days to reach Tucson. 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.

THE CALIFORNIA PACIFIC employs upon its cars and steamers and in and about its office some three hundred men, whose annual wages aggregate \$250,000. Among the more important items of its annual business for 1875, 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 thirty 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 1875 for the transportation of passengers, freight, mails, express matter, etc., was considerably over \$1,500,000.

THE NORTH PACIFIC COAST RAILROAD.—Almost simultaneously with the beginning of the year 1875, business was commenced on the North Pacific Railroad between Saucelito, San Rafael, and Tomales, a distance of fifty-five miles from San Francisco. The road is a narrow gauge and has been a profitable investment. At Saucelito ferry connection is made with San Francisco, distance seven miles. The route of this road is over a hilly country, and its construction has been quite expensive, costing without equipment about \$15,000 per mile, or with equipment \$20,000 a mile. The gauge is three feet, and the usual narrow-gauge rail, weighing thirty-six pounds to the yard, is used. The country penetrated is rich in resources, being one of the most prosperous dairying sections of the State, and, as it extends, will enter the redwood lumber region, and give life to new interests. During the year 1875, one hundred and fifty-four thousand six hundred and thirty-four passengers passed over this road for San Quentin and points beyond. The company employ eight locomotives, ten passenger, three mail and one hundred and fifty-five freight cars. Length of road fifty-two and one-half miles.

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 valleys of Mendocino. 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. There are employed six locomotives and seventy-two passenger and freight cars. 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 Saucelito. 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 in the State.