

and profitable lumber business will spring up from this Fulton and Guerneville Road. The San Rafael Branch of the San Francisco and North Pacific Railroad is expected to be finished during the coming summer, which will considerably reduce the traveling time, and place such towns as Santa Rosa, Petaluma and Healdsburg within two hours of San Francisco. There are used on the San Francisco and North Pacific Road, seven engines, thirteen passenger, and two express and two baggage cars, and one hundred and seventy-five freight cars. Others are being built, with the demands of business, at the Company's workshops in Donohue.

CENTRAL PACIFIC.—The amount of stock subscribed in the Central Pacific Railroad Company of California is \$62,608,800, of which \$54,275,500 has been paid. The receipts for the year ending June 30, 1876, from transportation of passengers, were \$5,448,769.04, and of freight, \$9,161,631.15; total, \$14,610,400.19. The operating expenses of the road for the year were \$6,889,945.58, leaving net earnings to the amount of \$7,720,454.61. At the close of said year the indebtedness of the company amounted to \$89,061,508.43, of which \$27,855,680 is due to the United States. This company embraces, by consolidation (besides the original Central Pacific Company), the Western Pacific, the California and Oregon, the San Francisco, Oakland and Alameda, and the San Joaquin Valley companies. The value of the road, including its lands steamers, rolling stock, machine shops, and all appurtenances, is estimated at \$184,344,144.99. In this amount is included \$886,797.64 cash assets. During the past year twenty-four passenger, eight sleeping, and one hundred and forty-one freight and caboose cars have been added to the rolling stock. The number of first-class passenger cars is one hundred and fifteen; second-class, seventy-two; sleeping cars, thirty-one; freight cars, two thousand one hundred and twenty-four; platform cars, one thousand four hundred and ninety-five. In all, there are about four thousand five hundred cars on the road. The length of road operated is one thousand two hundred and twelve and eighty-three one hundredths miles; of which eight hundred and eighty-two and eighty-nine one hundredths miles is the main road from San Francisco to Ogden, Utah.

SOUTHERN PACIFIC.—This road is now completed to Los Angeles, a distance of four hundred and ninety-five miles; bringing that city within twenty hours of San Francisco. The contemplated distance of this road is seven hundred and fifteen miles, to a point on the Colorado River, where it will connect with the Thirty-fifth Parallel Road. This connection will bring New Orleans and the principal cities of the Atlantic and Gulf States five hundred and six hundred miles nearer San Francisco; and, traversing through the rich lands of Texas and Mexico, will bring additional wealth to the coffers of this Western metropolis. Stock of the Southern Pacific Railroad Company of California to the amount of \$28,585,300 has been subscribed, of which \$27,227,200 has been paid. The amount received from transportation of passengers, in the year ending June 30, 1876, was \$949,945.42; of freight, \$1,186,673.30; total, \$2,136,618.72. The expenses of the road and fixtures for said year were \$1,140,329.63; leaving net earnings \$996,289.09. The bonded indebtedness of the company is \$19,984,000. About \$20,000,000 has already been expended in building the road thus far. During the past year this road was completed to Los Angeles, and now extends to Indian Wells, one hundred and thirty miles beyond, leaving about ninety miles yet to be completed to make the connection with San Diego. This will be done during the summer.

CALIFORNIA PACIFIC.—The following is the Board of Directors of the California Pacific Railroad Company: R. P. Hammond, George E. Gray, J. L. Willeutt, J. O. B. Gunn, Moses Hopkins, N. T. Smith, and C. I. Robinson. 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 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 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 1875 for the transportation of passengers, freight, mails, express matter, etc., was considerably over \$1,500,000. The amount of business for 1876 was a slight increase over the above. Additional commerce has been opened up to the road by the completion, during the past year, of forty miles of road, extending from Woodland, Yolo County, to Williams, Colusa County. This is a fertile agricultural country, and the road is being pushed further into the interior as rapidly as possible.

Steamship Lines.

THE OREGON STEAMSHIP COMPANY have four steamers—dispatching one every Saturday morning at ten o'clock. At Portland connection is made with steamers to Puget Sound and Sitka. This company have a new steamer, the City of Chester, which will be placed on the line by the 1st of March of the present year.

PACIFIC COAST STEAMSHIP COMPANY.—This company was formerly known as the G. N. P. S. S. Company, and is now operated under the agency of Goodall, Perkins & Co., with Charles Goodall, President; John Rosenfeld, Vice-President; George C. Perkins, Treasurer; and Edwin Goodall, Secretary. This company transact all of the shipping trade between this port and San Diego, excepting that done by sailing vessels. The company also extend their carrying operations to all important points as far north as Mendocino. This line is composed of sixteen vessels. The largest are the Ancon, wooden side-wheel, one thousand five hundred and forty

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