

two and twenty-five one-hundredths miles—making a total of seven hundred and eleven and ninety-five one-hundredths miles.

The road is built on the standard American gauge, four feet eight and one-half inches, and is laid with rail weighing fifty-six pounds to the yard, a large portion of which is steel. The rolling stock consists of forty-three engines, sixty-eight passenger, ten baggage, mail, and express, five hundred and eighty-one box and stock, three hundred and twenty-eight flat, twelve dump, and two hundred and twenty service cars—making a total of one thousand two hundred and nineteen cars.

The offices of the Company are located in the Railroad Building, corner Fourth and Townsend streets. Its officers are: Charles Crocker, President; David D. Colton, Vice-President; N. T. Smith, Treasurer; J. L. Willcutt, Secretary; A. C. Bassett, Superintendent; George E. Gray, Chief Engineer; and Jerome Madden, Land Agent. David D. Colton is its Financial Director, and C. P. Huntington, 9 Nassau Street, New York City, its Eastern Agent and Attorney.

CALIFORNIA PACIFIC.—The following is the Board of Directors of the California Pacific Railroad Company: R. P. Hammond, George E. Gray, J. L. Willcutt, J. O. B. Gunn, C. F. Crocker, N. T. Smith, and C. J. 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. The road passes through a fine agricultural district, and carries a very great quantity of grain annually to tide water, forming a large portion of the traffic. Its local business is gradually increasing, and the towns along its line growing very perceptibly every year. The amount earned for the year ending June 30, 1877, was \$1,325,000. A connection is now being made with the Northern Railway at Suisun, Solano Co., which will give an all-rail route from its Northern terminus to Oakland Wharf, and greatly facilitate business on the west side of the Sacramento River, and materially lessen the time between San Francisco and Sacramento.

NORTH PACIFIC COAST NARROW-GAUGE.—Within the past year the second section of this road has been completed. The first division, from Saucelito to Tomales, is fifty-five miles; the second division, from Tomales to Moscow, is twenty-four and one-half miles. The cost of the road and equipments, including ferry and freight transfer on the bay, has been \$3,000,000. The equipment consists of twelve locomotives, sixteen passenger and four baggage cars, also three hundred freight cars, three steamboats, one steam tug, and three freight barges. The officers of the company are: Milton S. Latham, President; John W. Doherty, General Manager; William F. Russell, General Freight Agent; and W. R. Price, General Ticket Agent.

SAN FRANCISCO AND NORTH PACIFIC.—This road is completed to Cloverdale, making its length fifty-six miles; by rail from Donohue, where it connects with steamer from San Francisco, a distance of thirty-four miles. A branch is now in working order, from Fulton to Guerneville, called the Fulton and Guerneville Railroad, running through the immense red-wood forests of Sonoma County. Scenery of a wild and romantic character is everywhere to be met on the line of this road; trees of a height, sometimes, as much as three hundred and twelve feet, with a diameter of eighteen and twenty. The tunnel in the neighborhood of San Rafael being completed, it is expected to have the road built to deep water near San Rafael, early in the spring, when a large and profitable business in lumber will be at once developed. This road will also 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. The shops of the company are located at Donohue.

LOS ANGELES AND SAN DIEGO RAILROAD COMPANY.—This company was incorporated October 10, 1876, and provides for the construction of a road from Los Angeles to San Diego, a distance of one hundred and forty miles. There has been constructed, and is in operation from Florence, the point of junction with the Southern Pacific, five and one-half miles south of Los Angeles, to Santa Ana, twenty-three and six-tenths miles from Los Angeles. Work is still progressing and will be prosecuted to completion, which will bring San Diego and extreme lower California within thirty hours of San Francisco. The office of the company is in the Railroad Building, corner Fourth and Townsend streets, and the officers are B. B. Redding, President; Mark Hopkins, Treasurer; and J. L. Willcutt, Secretary.

Steamship Lines.

PACIFIC MAIL STEAMSHIP COMPANY.—This company owns and operates the following lines: New York and Aspinwall, two thousand miles; Panama and San Francisco, three thousand and two hundred miles; Panama and Acapulco, one thousand eight hundred miles; Panama and Champerico, one thousand one hundred miles; San Francisco and Hongkong, six thousand four hundred miles; San Francisco and Tacoma, one thousand miles; San Francisco and Australia, eight thousand six hundred miles; total length of routes, twenty-four thousand one hundred miles, a distance very nearly equal to the circumference of the earth. During the year 1876 the City of Peking and City of Tokio were added to its fleet. Defects of construction were remedied by extensive and costly additions, and these steamships are now among the most staunch and elegant ever constructed. They are four hundred and twenty-three feet long, with

BEAMISH'S--Importer Furnishing Goods, Nucleus Bldg, cor. Third and Market.