

The company has furnished us with its proposed plan of progress, which is as follows: To reach Maricopa Wells, one hundred and eighty-five miles from Yuma, in May next; Tucson, three hundred miles, in January 1880; Mesilla, New Mexico, five hundred and forty miles, in January 1882, and El Paso, Texas, six hundred miles, in July 1882.

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 twelve hundred and nineteen cars.

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

**CALIFORNIA PACIFIC.**—This road extends from Vallejo to Sacramento, passing through a fine agricultural country and affording facilities for the carrying of the large surplus grain product to tide-water. During the year, increased facilities and new connections have been made. Its statistics are included in the statement of the Central Pacific Railroad Company, who operate the road under a lease.

The Board of Directors of the California Pacific is composed of R. P. Hammond, George E. Gray, J. L. Willcutt, J. O. B. Gunn, C. F. Crocker, N. T. Smith and C. J. Robinson.

**NORTH PACIFIC COAST NARROW GAUGE.**—This road, completed during the year 1877, extends to Moscow, a distance of seventy-nine and one-half miles. It is built along the rugged and broken country of the Coast, and cost with equipment about \$3,000,000, or \$37,500 per mile. The equipment consists of twelve locomotives, sixteen passenger, four baggage and three hundred freight cars, three steamboats, one steam tug and three freight barges. Its officers are M. S. Latham, President; John W. Doherty, General Manager; W. F. Russell, General Freight Agent and W. R. Price, General Ticket Agent.

**SAN FRANCISCO AND NORTH PACIFIC.**—Runs from Donohue to Cloverdale, a distance of fifty-six miles. A branch is in operation from Fulton to Guerneville. From Donohue, connection is made with San Francisco by steamer. This road is building a tunnel near San Rafael, which will bring the road in close connection with deep water and materially improve its facilities. Its principal revenues are derived from the lumber trade. It employs seven engines, thirteen passenger, two express and one hundred and seventy-five freight cars. Its shops 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, twenty-eight and one-tenth miles of road to Santa Ana. 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 of Fourth and Townsend Streets, and the officers are Charles Crocker, President; N. T. Smith, Treasurer; J. L. Willcutt, Secretary.

**SOUTH PACIFIC COAST RAILROAD.**—This road, the most important addition to the railroad system of San Francisco during the past year, was formally opened for traffic June 1, 1878, although trains had been running irregularly for some two months previous. The road runs from Alameda Point to Wright's, a distance of sixty-one miles. It is of the standard American narrow-gauge—three feet—is laid with rail weighing fifty pounds to the yard (this rail was all manufactured by the Pacific Rolling Mills of San Francisco), is well ballasted and first-class in every particular. The road, as far as constructed, has cost about \$20,000 per mile. The road connects with San Francisco by ferry, the company having built for this service two fine ferry steamers—the Newark and Bay City—which ply between Alameda Point and the foot of Market Street, where there has been built slips, and a depot containing waiting rooms, ticket offices, refreshment stands, etc., conforming in style, finish and accommodations to those of the Central Pacific Railroad, which they adjoin. The company's shops are located at Newark, thirty miles from the city. At Wright's, the present terminus of the road, connection is made by all trains with stages for Santa Cruz, its ultimate terminus. At Wright's the road is to enter a tunnel (No. 3), six thousand one hundred and twenty-five feet in length, three-fourths of a mile beyond which tunnel No. 4 is met, five thousand eight hundred feet in length. Both tunnels are being vigorously worked, and are well advanced, with a prospect of completion by September of the present year, contemporaneously with which the road will open to Santa Cruz.

Three through trains per day are run, besides five local trains as far as High Street, Alameda. The officers of the company are: A. E. Davis, president; B. B. Minor, secretary; Thomas Carter, superintendent, and G. H. Waggoner, general passenger agent. Its offices are located in Rooms 20 and 21, Nevada Block.