

miles; the same, Oregon Division, Roseville to Reading, 151½ miles; the same, Visalia Division, Lathrop to Goshen, 146½ miles; Amador Branch from Galt to Ione, 27¼ miles; the Southern Pacific from Huron, via Goshen and Los Angeles, to Yuma, 530½ miles; the same, from San Francisco to Tres Pinos, 100½ miles; the same, from Carnedero to Soledad, 60½ miles. the same, from Castroville to Monterey, 20 miles; the same, from Los Angeles to Wilmington, via Florence, 22½ miles; the same from Florence to Santa Ana, 27½ miles; the Southern Pacific of Arizona, from Yuma to Casa Grande, 182½ miles; the Los Angeles & Independence, from Los Angeles to Santa Monica, 18 miles; the Monterey and Salinas Valley, from Salinas to Monterey, 19 miles; the California Pacific, from South Vallejo to Sacramento, 60 miles; the same, from Napa Junction to Calistoga, 34½ miles; the same, from Davis to Knight's Landing, 18½ miles; Northern Railway, from Oakland to Port Costa, 28½ miles; ferry to Benicia, 1 mile; Northern Railway, from Benicia to Suisun, 15¼ miles; the same, from Woodland to Willows, 65 miles; Sacramento Valley & Placerville, from Sacramento to Shingle Springs, 47¾ miles; the Stockton & Copperopolis, from Stockton to Milton, 30 miles; the same, from Peters to Oakdale, 19 miles; the San Pablo and Tulare, from Port Costa to Tracy, 51 miles; Berkeley Branch of Northern Railway, from Shell Mound to Berryman's, 3¾ miles; The total under the control of the managers of the Central Pacific Railroad Company amounting to 3582 miles, to which may be added 650 miles of steamboat route on the Sacramento, San Joaquin. Colorado and other rivers, making a total of 4232 miles of transportation under one company, or rather one general management, as there are, nominally, several companies. The Directors of the Central Pacific are Leland Stanford, C. P. Huntington, Charles Crocker, E. H. Miller, Jr., W. V. Huntington, E. W. Hopkins. and C. F. Crocker.

The first of this great system was the Sacramento Valley Railroad, constructed in 1855 and 1856, from Sacramento to Folsom, a distance of 22½ miles, and at a cost of \$1,100,000. The building of this, now a simple and unimportant road, was regarded as a grand enterprise at that early date in our history, and it was the first railroad ever seen by many of the immigrants from the Western States. Railroads did not then, as at present, traverse almost every county of the United States, and they were indeed a curiosity. This has since been extended to Shingle Springs, in El Dorado County.

THE CENTRAL PACIFIC RAILROAD is California's portion of the great transcontinental line. Work was commenced on it on the 9th of January, 1863; the first shovel of earth being turned by Leland Stanford, then Governor of California and President of the railroad company. Connection with the Union Pacific was made on the 15th of May, 1869, at Promontory, in Utah, 828 miles from San Francisco. At a later date arrangements were made with the Union Pacific Company, whereby that portion of the road from Promontory to Ogden was transferred to the Central Pacific Company. The obtaining the franchise and subsidies, and the building of this road and its connections, form an important part of California's history, which has been quite completely told in previous issues of the DIRECTORY. On the 28th of December, 1879, an important change was made in the route to Sacramento, via Oakland, and crossing the Straits of Carquinez, from Port Costa to Benicia, with trains of cars on a ferrying steamer. The distance is about one mile across, and is made in ten minutes. By this route the distance from San Francisco to Sacramento is 89¾ miles, while by the former route, via Oakland, Martinez and Stockton, it was 151 miles. Over this route is taken the overland freight and passenger trains.

THE SOUTHERN PACIFIC, with its different divisions, routes and extent, has been mentioned. The different branches comprise a system as complex as the Central. While the real Southern Pacific runs from San Francisco via San Jose to Tres Pinos, the trains upon that road run to Soledad; but to reach the southern part of the State the Central Pacific is taken from San Francisco to Goshen, where the main line of the Southern Pacific is intercepted. This route is via San Jose, Tres Pinos, Huron and Goshen, but that portion from Tres Pinos to Huron, about 100 miles in extent, is not yet constructed, the precipitous mountain range separating the San Benito from the San Joaquin Valley preventing. In Arizona this road has been extended to Casa Grande, a distance of 182½ miles from Yuma, and 902 miles from San Francisco.

THE NORTHERN RAILWAY is also in detached parts, operating in conjunction with the California Pacific, joining it at Suisun and leaving it at Woodland, whence it runs to Willows, in Colusa County, 64 miles from Woodland and 151 from San Francisco. This northern arm runs through one of the finest wheat regions of the State, and is to be extended to a junction with the Oregon Division of the Central Pacific, at, or near Tehama. From the foregoing it would appear that the State was covered by the rails of a single company, as they run in every direction and embrace so great an extent of country. There are, however several independent lines as follows:

THE SAN FRANCISCO AND NORTH PACIFIC, from Donahue to Cloverdale, a distance of 66 miles, with a branch from San Rafael to Junction, near Petaluma, 20½ miles, and a branch from Fulton to the lumber region about Guerneville, 16 miles in length. This road makes connection with San Francisco by steamboat from Donahue, 24 miles, and from San Rafael 14 miles.