PAGIFIC COAST RAILROAD GAZETTEER

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RAILROAD

GAZETTEER



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IMPORTANT TO TRAVELERS.

Passengers leaving San Francisco for Northern California, Nevada, Oregon or any of the Eastern States, can purchase tickets at the office of the Central Pacific Railroad, 415 California street, where their baggage will be received and checked, and taken to the boat of the Alameda Ferry at 8 a. m. and 4:00 r. m., reach Oakland in 30 minutes, where trains of the Western Pacific Railroad are in waiting to convey them via Stockton to Sacramento, stopping en route at the various minor stations named on the Western Pacific Railroad Time Table.

Or, taking steamer New World, at foot of Vallejo street at 8:00 A. M., and at 3:30 P. M., connect with trains of the California Pacific Railroad for all points on line of road, as per time table elsewhere, arrive at Sacramento at 2:15 A. M., and 7:45 P. M.

Or, if preferring a trip by water, the boats of the Cal. Steam Navigation Company do duty at the same wharf where for years they have made their landings.

At Sacramento, passengers for Knight's Landing, Colusa, Tehama and Red Bluff, take the cars of the California and Oregon Railroad or steamers of Cal. Steam Nav. Co. at the foot of K street, and within a few yards to the Central Pacific Railroad Passenger Depot.

Those destined for Folsom, Placerville, etc., are transferred to cars of Sacramento Valley Railroad, while passengers for Marysville, Oroville and other points north, take cars of the California and Oregon Railroad Company.

Passengers for Grass Valley, Nevada, San Juan, Camptonville Forest City, Downieville, and Iowa Hill, take stages at Colfax.

At Reno, connect for Virginia, Gold Hill, Silver City, Dayton, Carson Washoe City, and all points in the State of Nevada.

At Winnemucca, with stages for Paradise Valley, Camp Scott, Silver City, Owyhee and all points in Idaho Territory.

At Battle Mountain for Battle Mountain Mines, Galena and Austin.

At Carlin, with Stages for R. R. District, Mineral Hill, Eureka and Hamilton.

At Elko, with stages for Hamilton, Treasure City and all towns in White \mathbf{Pine}_{\star}

At Kelton, with Halley's stages for Boise City and Umatilla.

At Corinne, with stages for Helena, Virginia City, etc., Montana Ter.

At Ogden, passengers change to cars of Union Pacific Railroad, with connections as follows:

At Cheyenne, with stage lines for Denver, Central City and Santa Fe.

At Omaha, with Chicago, Rock Island and Pacific Railroad, or the Chicago, Burlington and Missouri River Railroad. THE

BANK OF CALIFORNIA,

SAN FRANCISCO.

CA	1 P.	TAL,\$5,000,000
D.	0.	MILLS, President.
W.	C.	RALSTON, Cashier.

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CENTRAL AND WESTERN PACIFIC RAILROADS.

EASTWARD TIME TABLE .- MAY, 1870.

TRAINS RUN DAILY.

STATIONS.	Miles	TIME.	STATIONS.	Miles	TIME,
San Francisco	0	8.00 a m	Wadsworth	337	2:50 a m
Oakland	8	8:30	Desert	336	3:15
San Leandro	14	9:05 "	Hot Springs	346	3:45 "
	18	9:12 "	White Plains		4:20 "
Lorenzo	30				Teat
Niles	42	9:35 "	Brown's	373	4:45
Pleasanton		10:05	Granite Point		0:07
ivermore	47	10,20	Lovelock's		0:28
Altamont	55	10:40	Oreana		0.00
Midway	63	11:11 "	Rye Patch	411	6:21 "
Ellis	69	11:24 "	Humboldt*	422	6:50 "
Bantas	74	11:35 "	Mill City	434	7:45
stockton	90	12:07 p m	Raspberry	441	8:05 "
fokelume	103	12:34 "	Rose Creek	451	8:32 "
alt	111	12:51 "	Winnemucca	462	9:00 "
McConnells	119	1:06 "	W AMMEDIATE CO.	104	0.00
Elk Grove	122	1:13 "	Winnemucea	409	9:10 "
	129	1:25			9:27 " "
Florin	133	1:35	Tule	468	0.41
Brighton †		1.00	Golconda	479	9:00
acramento	138	1:50 "	Iron Point		70,100
			Stone House	503	10.00
acramento	138	2:10 p m	Battle Mount † *	517	12:00 "
Arcade	146	2:29 "	Argenta	534	12:35 p m
function	156	2:55 "	Shoshone	545	1:05 "
			Be-o-wa-we		1:35 "
Rocklin	160	3:04 "	Palisade	574	2:27 "
Pino	163	3:15 "	Carlin	583	2:55 "
Newcastle	169	3:35 "	C442 XXXX :::::::::::::::::::::::::::::::	000	A.00
Auburn	174	3:50 "	Carlin	583	3:10 "
Clipper Gap	181	4:10 "	Moleen		3:47 "
Supper Gap	187	4:30 "			
New Eng. Mills		3,00	Elko*		3.40
Colfax	192	4:50 "	Osino		0.00
		5.00 11	Halleck		0.01
Colfax*	192	9:00	Deeth		0.14
C. H. Mills	197	0.40	Tulasco		0.47
Gold Run	202	0.00	Wells	663	1.10
Dutch Flat	202 205	6:10 "	Independence	677	8:02 "
Alta	207	6:25 "	Pequop	689	8:43 **
Shady Run	212	7:10 "	Tonno	697	9:15 "
Blue Canon	216	7:45 "			
Emigrant Gap	212 216 221	8:15 "	Toano	697	9:20 "
Cisco*	230	9:00 "	Loray		9:43 "
			Montello	715	10:07 "
Ciseo	230	9:15 "	Tecoma	725	10:31 "
Tamarack	233	9:20 "	Lucin †		10:56 "
Cascade	927	9:40	Bovine		11:30 "
Summit	2.12	10:05 "	Terrace	759	12:00 "
	243 245	10:16 "	Terrace	100	TW-00
Strong's Canon	258	11:00 "	Terrace	709	12:10 a m
L. HURCU	400	11:00			
	ore	44.45 11	Matlin	774	14.00
Fruckee	258	TILID	Kelton	790	1.00
3oca	266	14.40	Monument		6.10
Verdi	281	12:30 a m	Lake	813	4.00
Reno	292	1:00 "	Rozel	820	2:53 "
	-		Promontory	828	3:15 "
Reno	292	1:15 "	Blue Creek	828	4:00 "
amp 37†	300	1:35 "	Corinne	854	4:52 "
lark's	312	2:05 "	Bonneville	867	5:35 "
Wadsworth	327	2:45 "	Ogden *	880	6:00 "

^{*}Meals.

[†] Meet Passenger Train, Westward bound.

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CENTRAL AND WESTERN PACIFIC RAILROAD.

WESTWARD TIME TABLE .- MAY, 1870.

TRAINS RUN DAILY.

6:00 p.m. 6:30 4 7:15 4 7:15 4 8:55 4 9:520 4 9:520 4 11:23 4 11:23 4 11:23 4 11:24 4 11:25 4 1:00 4 3:15 4 3:15 4 3:15 6 3:15 6 3:50 7 5:55 4 6:15 6 6:15 6 6:15 7:21 7:37 6 8:25 6 9:20 4 9:20 4	Clark's Camp 37 † Reno Verdi. Boca Truckee	569 581 589 600 615 623 635 638 640 649 651 660 665 670	11:35 12:18 12:45 1:46 2:55 3:30 3:40 4:30 4:40 5:05 5:20 5:35 6:00 6:10 7:20 7:21 7:30 7:40 8:00 8:20	## ## ## ## ## ## ## ## ## ## ## ## ##
7 6:30 4 7 7:15 4 7 7:15 4 7 7:15 4 7 7:15 4 7 7:15 4 7 7:16 4 7 7:16 2 7 7:123 4 7 7:16 2 7 7:123 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7 7:13 4 7	Clark's. Camp's 7. Reno Verdi. Boca. Truckee. Strong's Canon. Summit. Cascade. Tamarack Cisco Emigrant Gap. Blue Canon. Shady Run. Altas' Dutch Flat. Gold Run. C. H. Mills. Colfax New Eng. Mills. Clipper Gap. Auburn.	569 581 589 600 615 623 635 638 636 640 651 660 679 684 689 689 689 689 700	11:35 12:18 12:45 1:46 2:55 3:30 3:40 4:30 4:40 5:05 5:20 5:35 6:00 6:10 7:20 7:21 7:30 7:40 8:00 8:20	## ## ## ## ## ## ## ## ## ## ## ## ##
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7 11:23 4 12:10 a n 12:10	Strong's Canon. Summit. Cascade Tamarack Cisco Emigrant Gap. Blue Canon Shady Run. Altas Dutch Flat. Gold Run. C. H. Mills. Colfax New Eng. Mills. Clipper Gap. Auburn.	635 638 640 649 651 660 665 670 674 676 684 689 694 700	4:30 4:40 5:05 5:20 5:35 6:00 6:10 6:10 7:00 7:21 7:30 8:00 8:20 8:20	" " " " " " " " " " " " " " " " " " "
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4:30 " 5:07 " 5:55 " 6:15 " 6:50 " 7:21 " 7:57 " 8:25 " 9:20 "	Altas. Dutch Flat Gold Run C. H. Mills Colfax Colfax New Eng. Mills Clipper Gap Auburn	676 679 684 689 689 694 700	7:21 7:30 7:40 8:00 8:20 8:45 9:01 9:20	66 66 66
4:30 " 5:57 " 5:55 " 6:15 " 6:50 " 7:21 " 7:57 " 8:25 " 9:20 "	Dutch Flat Gold Run C. H. Mills Colfax New Eng. Mills Clipper Gap Auburn	676 679 684 689 689 694 700	7:30 7:40 8:00 8:20 8:45 9:01 9:20	66 66
5:07 " 5:55 " 6:15 " 6:50 " 7:21 " 7:57 " 8:25 " 9:20 "	Gold Run C. H. Mills Colfax Colfax New Eng. Mills Clipper Gap Auburn	679 684 689 689 694 700	7:40 8:00 8:20 8:45 9:01 9:20	:: ::
5:55 " 6:15 " 6:50 " 7:21 " 7:57 " 8:25 " 9:20 "	C. H. Mills Colfax New Eng. Mills Clipper Gap Auburn	684 689 689 694 700	8:00 8:20 8:45 9:01 9:20	:
6:15 " 6:50 " 7:21 " 7:57 " 8:25 " 9:20 " 9:50 "	Colfax New Eng. Mills Clipper Gap Auburn	689 689 694 700	8:20 8:45 9:01 9:20	:
6:50 " 7:21 " 7:57 " 8:25 " 9:20 "	Colfax New Eng. Mills Clipper Gap Auburn	689 694 700	S:45 9:01 9:20	44 44
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		712	9:52	44
	- Pino	718	10:11	
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12:05 P II		725	10:30	44
12:35	S CHICCESOIL		24.00	
	Awanda	735	11.00	44
1:00	Arcade		11:03	44
2:12	sacramento	146	11:25	
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0.10	Sacramento		11:45	44
	Brighton	748	12:00	4.6
		752	12:10	6.6
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4:00	Trall-			- 11
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0.20	Stockton		1:40	
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1 1.71				
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STATIONS.	Miles	TIME.	116	STATIONS.	Miles	Ti	ME.
Ogden Uintah Devil's Gate Weber Echo Castle Rock Wahsafch	0 8 11 23 39 56 64	10:40 m mm 11.05 " 11.30 m mm 12.15 p mm 12.55 " 1.40 "	Ogden	Laramie Fort Sanders. Sherman Granite Canon. Hazard Cheyenne	462 483 496 510 516		P m
Wahsatch Evanston Aspen Piedmont Bridger Carter Church Buttes Granger	64 75 93 102 117 126 143 155	2.40 p m 3.10 " 4.10 " 4.50 " 5.40 " 6.05 " 7.00 "	to o	Cheyenne Hillsdale Pine Bluff Bushnell Potter Sidney Lodge Pole Julesburg	516 536 559 569 618 618 635 655 671		p m
Bryan Green River Rock Springs Salt Wells Point of Rocks Black Buttes Bit'r Creek	185 199 214 225 236	8.30 " 8.50 p m 9.30 " 10.10 " 10.55 " 11.30 " 12.10 " 12.40 a m	Omaha, -	Big Spring Ogalalla O'Fallons Nor. Platte Nor. Platte McPherson Brady Island. Willow Island Plum Creek Elm Creek	690 724 741 741 751 764 782 802 820	12,30 1.55 2.40 2.50 3.25 3.45 4.30 5.20	P m
Rit'r Creek Table Rock Red Desert Creston Separation Rawlings	246 256 269 293 303 321	1.00 a m 1.35 " 2.15 " 3.40 " 4.25 " 5.10 "	1032	Wood River Gr'd Island Gr'd Island Chapman's Lone Tree	841 860 878 878 890 900	6.05 6.55 7.45 8.30 8.50 9.20 9.50	# # # # # # # # # # # # # # # # # # #
Rawlings Benton Percy Carbon Medicine Bow Rock Creek Lookout Wyoming Laramie	321 335 363 376 385 408 425 444 459	7.50 a km 7.50 " 8.20 " 8.45 " 9.50 " 10.40 " 11.25 " 12.60 "	miles.	Papillion	1003 1020 1024	12,30 1,10 1,50 2,35 2,55 3,30 3,45	p in

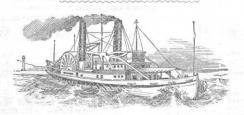
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Freight received every Friday.

UNION PACIFIC RAILROAD.

TIME TABLE WESTWARD.-FEB., 1879. TRAINS RUN DAILY.

STATIONS.	Miles	TIME.	7	STATIONS	Miles	TIME.
Omaha Gilmore Papillion Elkhorn Valley Fremont North Bend Schuyler Columbus Silver Creek	9 12 28 35 46 61 75 91	12.40 p ma 1.00 "	Omaha	Laramie Wyoming Lookout Rock Creek Medicine Bow Carbon Percy Benton Rawlings	588 607 624 647 656 668 697 711	3:35 P HR 4,10 " 5.00 " 5.40 " 6.45 " 7.15 " 7.55 " 9,10 "
Clark Lone Tree Chapman Gr'd Island	120 131 142 153	5.05 " 5.35 " 6.00 " 6.30 "	to	Rawlings Separation Creston Red Desert	711 -724 738 763	10.15 p m 10.55 " 11.40 " 12.50 a m
Gr'd Island Wood River Kearney Elm Creek	153 172 191 211	7.35 " 8.25 " 9.15 "	0	Table Rock Bit'r Creek	776 786	1.35 " 2.65 "
Plum Creek Willow Island. Brady Island McPherson Nor. Platte	230 250 268 277 291	10.00 " 11.00 " 11.55 " 12.20 " 12.55 a m	Ogden,	Bit'r Creek Black Buttes Point of Rocks Salt Wells Rock Springs.	786 795 806 818 832	2.30 a m 3.00 " 3.35 " 4.10 " 4.55 "
Nor. Platte. Nichols O'Fallons Ogallala	291 307 341	1:10 a m 1.35 " 1.55 " 3.35 "		Green River Bryan	846 860	5,35 " 6:30 "
Big Spring Julesburg Lodge Pole Sidney	360 377 396 414	4.30 " 5.15 " 6.05 " 6.55 "	1032	Bryan Granger Carter Bridger	860 877 905 915	7:10 a m 8:10 " 9:50 " 10.25 "
Sidney Potter Bushnell Pine Bluff Hillsdale	443 463 473 496	7.15 a m 8.10 " 9.30 " 9.55 " 11.00 "		Piedmont Aspen Evanston Wahsatch	930 939 956 968	11.20 " 12.10 p m 1.10 1.50
Cheyenne Cheyenne Hazard Granite Canon Sherman Harney Fort Sanders Laramie		11.50 a m 12.20 p m 12.50 " 1.45 " 2.35 " 3.10 " 3.50 "	miles.	Wahsatch Castle Rock Echo Weber Devil's Gate Uintah Ogden	$\frac{1020}{1024}$	2.20 p m 2.55 " 3.50 " 4.35 " 5.10 " 5.35 " 6.00 "

† Meet Passenger Trains Eastward bound.

Trains run between Cheyenne and Omaha on Omaha time, and between Cheyenne and Promontory on Cheyenne time.

C. W. MEAD, Ass't Gen. Supt.

H. BROWNSON, Gen. Freight Agent.

THE WEEKLY RECORD—The best weekly published in California—eight pages of reading matter—just the paper to convey information concerning the Pacific Coast, and only \$3 per year.

JOHN McNeill, Sacramento. L. S. ADAMS, Front street, corner Clay, San Francisco.

ADAMS, McNEILL & CO.,

WHOLESALE CROCERS,

Nos. 93 & 95 Front Street, Cor. L,

SACRAMENTO, · · · CALIFORNIA.

DEALERS IN

CALIFORNIA PRODUCE,

Wines, Liquors, Tobacco, Quicksilver and Fuse.

We are in daily receipt of a large variety of goods via the C. P. R. R., from the Eastern markets, which we will sell in lots to suit at the lowest market rates. Just received from Evans Bros., Cincinnati, an invoice of their celebrated "Bee Hive" Sugar Cured Hams; also, Mackerel in kits and ½ bbls., Codfish and smoked Halibut, direct from packing house, Gloucester, Massachusetts.

AGENTS FOR THE

CALIFORNIA POWDER WORKS OF SANTA CRUZ,

AND THE

Imperial Insurance Co. of London.

WESTERN PACIFIC RAILROAD.

TIME TABLE.

	Tr	ains	South	h.	31° by -17.5 - 14.0	Trai	ins N	orth.
	stan- and Pasr. Pasr. STATIONS.		STATIONS.	Pasr.	Pasr.	Frei't and Passr		
5 4 7 3 8 8 13 12 4 5 6 8 8 5	0 5 9 16 19 27 35 48 60 64 69 75 83 91	P. M. 5 00 5 30 5 50 6 25 6 40 7 20 8 18 9 35 10 55 11 35 12 35 1 15 2 10 3 00 3 50	7 00 7 15 7 24 7 37 7 45 8 00 8 18 8 45 9 10 9 19 9 30 9 30 10 23 10 38	A.M. 11 45 12 00 12 10 12 25 12 32 12 51 1 11 1 40 2 08 2 17 2 30 2 17 2 30 3 35 3 35 3 50	Leave Sacramento Brighton Florin Elk Grove McConnells Galt Mokelumne Stockton San Josquin Bridge Bantas Ellis Midway Altamont Livermore Pleasanton	P. M. 1 50 1 85 1 25 1 13 1 06 12 51 12 34 12 07 11 42 11 35 11 24 11 11 11 10 46 10 23 10 08	P. M. 10 00. 9 45 9 35 9 23 9 15 9 00 8 42 8 15 7 50 7 40 7 28 6 50 6 25 6 10	A. M. 7 40 7 15 6 50 6 25 6 10 4 50 5 05 4 10 3 17 3 00 2 10 12 30 12 30 12 00
12 12 4 4 6	108	5 35	11 05 12 03 12 15 12 27 12 45	4 25 5 48 6 00 6 12 6 30	Niles Washington Warm Springs Milpetas San Jose	9 30 9 17 9 05 8 53 8 35	4 24 4 07 3 55 3 43 3 25	
6463	120 124 133 138	5 50 6 40 7 00 8 00	11 10 11 26 11 33	4 30 4 45 4 51 5 30	DecotaLorenzoSan LeandroAlameda Arrive. Oakland. Leave	9 28 9 12 9 05	5 30 5 15 5 09 4 30	10 35 10 00 9 45 9 00

E. C. FELLOWS, Sup't.

SACRAMENTO VALLEY RAILROAD.

TIME TABLE.

Freight.	Passr.	files	STATIONS.	Miles	Passr.	Freight.
3 00 P.M. 3 25 3 50 4 20 4 35 4 50 5 40 6 20 7 25	6 15 A.M. 6 30 6 40 7 00 7 05 7 15 7 55 8 20 9 00	0 5 10 16 19 22 29 37 48	Lv Sacramento Ar Brighton Patterson's Salsbury's Alder Creek Folsom White Rock Latrobe Ar Shingle Springs Lv	48 43 38 32 29 26 19 11	12 15 P.M. 12 00 11 40 11 23 11 15 11 05 10 05 9 30	9 10 A.M. 8 45 8 20 7 50 7 35 7 20 6 30 5 50 5 00

JOSIAH JOHNSON, Sup't.

STAGE CONNECTIONS.—At Folsom with stages for Mormon Island, Salmon Falls, Greenwood Valley and Coloma,
At Shingle Springs with stages for El Dorado, Diamond Springs, Placerville, Georgetown and Coloma.

L. ELKUS.

H. VAN HEUSEN.

ELKUS & VAN HEUSEN,

(SUCCESSORS TO C. A. PEAKE & CO.)

IMPORTERS AND JOBBERS OF

GENTLEMEN'S CLOTHING,

FURNISHING GOODS,

HATS, BLANKETS, BOOTS, SHOES, ETC.

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CAPITAL WOOLEN MILLS,

Manufacture all kinds of

FANCY CASSIMERES, FLANNELS,

SUPERIOR BLANKETS.

ELKUS & VAN HEUSEN,

49 Front Street, Sacramento.

All Orders will Receive Prompt Attention.

IRISH LIN'EN DEPOT!

A Large and well selected Stock of

STAPLE AND FANCY DRY GOODS

Just Received at

O'CONNELL & CO'S

Northwest Corner of J and Seventh Streets.

PRICES THE VERY LOWEST.

Sacramento and Marysville.

TIME TABLE-CALIFORNIA AND OREGON RAILROAD.

President, LELAND STANFORD. Superintendent, A. N. Towne.

	Sacrame Jarysville		TOWNS.	From Marysville to Sacramento.			
Time. Miles		Miles		Miles	Time.		
2.09 P. M. 2.45 3.09 3.25 3.35 4.00	8,45A, M, 10,15 11,30 12,03 9,28 1,15	0 18 28 35 39 52 82 5	Dep Sacramento Arr Junction Lincoln Sheridan Wheatland Arr Marysville Dep Nelson	82 5 64.3 54.5 47.5 43.5 30.5	6.15 5.25 4.20 3.50 3.35 2.10	5,35 4,00 3,15 2,25 2,05 2,30 PM.	

CONNECTIONS.—At Marysville, with cars of the California Northern Railroad to Oroville; also with stages for all parts of Yuba, Nevada, and Sierra counties.

Marysville and Oroville.

CALIFORNIA NORTHERN RAILROAD.

President, M. Darrach. Superintendent, Andrew J. Binney.

Fr	om Marysvi to Oroville.	lle	TOWNS.	F	е	
Fare.	e. Time. M			Miles	Time.	Fare.
\$2.50	1 P.M. 6 A.M.	0 12 21 26	DepMarysvilleArr Honcut Station Rose's Station ArrOrovilleDep	26 13 5 0	A. M. P. M. 7.45 5	\$2.50

Connections.—At Marysville, connects with cars of California and Oregon Railroad for Junction, thence via Central Pacific Railroad for Sacramento. At Oroville, with stages for Chico, Red Bluffs, Northern California, and Portland, Oregon.

Reno and Carson City.

Stages leave Reno at 12 m. and 4 p. m. Stages leave Carson at 8 a. m. and 8 p. m.

CONNECTIONS.—At Reno, connects with cars of the Central Pacific Rallroad. At Carson City, connects with stages for Empire City, Genoa, Markleeville, Silver Mountain, Pine Grove, Aurora Columbus District, Silver Peak, Kearsarge and Fort Independence.

Jas. G. Steele & Co.,

THE GREAT RETAIL

DRUG HOUSE

OF THE

PACIFIC COAST.

Offer for sale by recent arrivals from the East and Europe, a full assortment of

Drugs,

Dates P

Perfumery,

Fancy Goods,

Etc., Etc.

Chemicals,

These Goods are new and fresh, of the best quality, and will be sold at very low prices. Please call and examine the stock before purchasing elsewhere.

PHYSICIAN'S PRESCRIPTIONS COMPOUNDED WITH GREAT CARE AND ACCURACY. None but the best articles used in their preparation.

PRICES MODERATE.

MANUFACTURERS OF STEELE'S PROPRIETARY PREPARATIONS AND STANDARD FAMILY MEDICINES.

Physicians, Traders and Farmers will bear in mind that STEELE & CO. possess unusual facilities for filling and sending into the country all orders for Medicines, Perfumery, articles of the Tollet, etc., which may be entrusted to their care. An experience of over fifteen years in the busines warrants them in asserting that perfect satisfaction will always be given.

Jas. G. Steele & Co.,

521 Montgomery St., SAN FRANCISCO.

CALISTOGA,

NAPA COUNTY.

Calistoga is the seat of the most celebrated hot mineral springs on the Pacific coast. The medicinal properties of the waters are iron, magnesia and sulphur. The temperature of the springs is such that all may be accommodated-from boiling hot to icy cold waters may be had at pleasure. Bath houses of the best and most improved construction, for vapor, steam or swimming baths, are liberally provided by the proprietor, Mr. Samuel Brannan. Calistoga signifies "Hot Robe," from "call" (hot) and "toga" (robe, or gown). The healing vapor baths thus envelope the person like a hot robe, or gown, and was so named by a gentleman who was thus healed. It has a population of about 500 permanent residents, which is largely increased during the season. It is charmingly located at the head of Napa Valley, Napa County, and is the northern terminus of the Napa Valley Railroad, which furnishes easy means of access from all portions of the State. It is forty-two miles distant from Vallejo, sixty-four miles from San Francisco, and one hundred and two miles from Sacramento, by way of railroad. It is on the most convenient route to the renowned Geyser Springs (twenty-two miles distant on the turnpike road), and other natural curiosities of this section. For the accommodation of the many visitors to this fashionable resort, the proprietor has erected a first-class hotel, on an elevated and beautiful site, and is surrounded by numerous cottages, fitted up with all the comforts of a home, and are occupied by families and others who visit the place during the Summer. Mr. Brannan has spared no expense in making Calistoga the most attractive watering place on this coast, He has expended half a million dollars here in beautifying and utilizing what was by nature the most romantic spot in California. Here he has erected an extensive distillery for the manufacture of brandy from pure juice of the grape. It is the largest institution of the klnd in the United States.

The inhabitants are such mechanics and tradesmen as supply the wants of an agricultural community, besides the many laborers and attaches of the hotel and grounds, with the employees of the distillery; but there is nelther doctor, lawyer or policeman. There is one church belonging to the Methodists and one fine public school. The scenery around is grand and attractive. Mount St. Helena, one of the highest peaks of the Coast Range, is the most conspicuous object. The neighboring hills are generally wooded, and abound in game of every variety, from the timid quail to the monster grizzly bear, and fishing in abundance. These coverts afford fine fields for the pleasure of the sportsman, and the table of the hotel often gives proof of the success of the chase. The season when visitors make this a place of resort usually commences about the beginning of April, and continues until the rains in November-June, July and August being the busiest time. Time from San Francisco to Calistoga, 31/2 hours, twice a day, at 7 o'clock in the morning and 4 P.M.; on Sundays, at 8 A.M., with a reduction of fare on excursion tickets.



Principal Office, 37 and 39 Second street, Sacramento.

ALL POLICIES NON-FORFEITABLE.

And exempt from Execution by laws of California.

THIRTY DAYS GRACE given on Annual Premiums.

HIGH RATES OF INTEREST IN CALIFORNIA

furnish larger returns than Eastern Companies are able to give.

ECONOMY OF MANAGEMENT

has ever characterized the business of this Company.

SCHREIBER & HOWELL, General Agents.

General Agent for Nevada, Idaho and Dakota, J. A. BRUMSEY, Virginia, Nevada.

General Agents for Oregon and the Upper Coast, STOVALL & ROBB, Portland, Oregon.

General Agent for Utah, G. B. RAYBOULD, Salt Lake. Managers Northwestern Department, HOWELL, BURNETT & TROT-

TER, 90 La Salle street, Chicago.

THE BIG TREES.

Among the many wonders sought by the tourist in California, none exceed the grove of mammoth trees of Calaveras county, and none are of more easy access. A short day's ride from Sacramento, by rail and stage, over a country where every mile affords interest and pleasure, and one is in the midst of these, the grandest productions of the earth. The "Big Trees" are 22 miles from Sacramento, in a direction a little south of east, in latitude 39 north and longitude 120° 10′ west, and at an elevation of 4,370 feet above the level of the sea. The visitor takes the morning train of the Western Pacific Railroad, and proceeds to Gait. 27 miles, when he is transferred to the comfortable coaches of Hill & Taft's line, and is thus carried rapidly and pleasantly over a good road, reaching the grove early in the evening of the same day. En route he passes the pretty village of 10ne. 21 miles from Gait; 10 miles farther is the prosperous mining town of Sutter Creek; thence 3% and to the grove, 24 miles. All these places contain objects of interest to the traveler, be his object that of curiosity and pleasure, or in studying the resources and wealth of California. Jone is regarded as an agricultural locality, but in its vicinity are mines of coal and copper, of great value. Sutter Creek is one of the chief mining towns of the State, ranking, as a quartz mining locality, second only to Grass Valley. Here is the celebrated Amador mine, producing about 80000 monthly. This is the deepest mine on the Pacific coast, reaching a depth of over 1,300 feet, being several hundred feet below the level of the sea. Several other valuable quartz mines and mills in operation are here for the inspection of the traveler, giving interest and variety to his tour. At Jackson, 35 miles from Sutter Creek, he will find a pretty village, with well kept hotels, affording a good opportunity for rest and pleasure, in inspecting the placer and quartz mines in the vicinity. From Jackes in its six miles to Mokeluma Hull, once a mining town of great and at the Among the many wonders sought by the tourist in California, none exceed the grove of mammoth trees of Calaveras county, and none are of more easy access. A short day's ride from Sacramento, by rail and stage, over a Caoin, Three Graces, Two Guardshen, and hinderous others consu-tute the grove. The tourist to California sees not the great beauties of the State unless he visits the Big Trees of Calaveras, now becoming one of the most fashionable resorts of those seeking health and pleasure. The expense of a visit is very slight, the through fare from Sacramento being but \$12, and expenses at the hotel but \$3 per diem. They are also reached by way of Stockton, \$7 miles distant; on that 1 outer the stage ride is longer and the road hot and dusty.

Grand Hotel,

San Francisco, Cal.

JOHNSON & CO. - - - PROPRIETORS,

(LATE OF THE LICK HOUSE.)

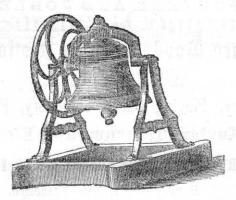
STAGE CONNECTIONS.

FROM	TO	MILES.	LEAVE.	TIME.	FARE,
Bantas	Mahoney's	34	12 00 M		
44	Hill's Ferry	40	14		
1.	Point Timber	28	44		
11	Antioch	36	46		
Stockton	Murphy's	61	6 00 A. M.	12 hours	\$ 8 00
16	Big Trees	72	"	16 hours	10 00
"	Mariposa	100	- 44	26 hours	10 00
"	Coulterville	74	66	18 hours	10 50
44	Yosemite	109	- 66	32 hours	20 00
"	Columbia	69	66	12 hours	8 00
11	Silver Mount'n.	111	- 11	24 hours	18 00
Valt	Ione City	22	8 00 A. M.	ar nourbest	2 75
16	Jackson	34	66		4 75
44	Sutter Creek	34	44		4 75
44	Mokelum'e Hill	39	46		5 75
Marysville	Downieville	65	4 00 A. M.	13 hours	10 00
naiysvine	N. San Juan	38	6 30	8 hours	4 00
"	Portland	600	4,30 P. M.		40 00
Auburn	Michigan Bluffs	30	4 30 "	3 hours	6 00
Xuijui II	Coloma	19	2 00	o mours	3 50
Colfax	Grass Valley	13	5 30 "	2 hours	2 50
011ax	Nevada	17	9 00	216 hours	2 50
	N. San Juan	29	" "	5 hours	5 00
Dutch Flat	Nevada	17	6 30 **	31/4 hours.	2 50
Pruckee	Lake Tahoe	14	0.00	3 hours	3 00
rrackee	Donner Lake.	2	***********	o Hours	1 00
	Sierraville	30	9 00 A. M.		3 00
	Loyalton	38	3 00 24. 20.		3 00
Reno	Virginia City	21	7.00 A. M.	2½ hours	4 00
66110	Carson City	32	7.00 A. M.	5% hours.	5 00
Mill City	Unionville	20	8 30 A. M.	3% hours.	4 00
Winnemucca	Ca'p McDermitt	80	10.00 "	15 hours	20 00
willinemucca	Silver City	208	10.00	34 hours	40 00
	Boise City	265	64	48 hours	50 00
Battle Mountain	Btl. Mtn. Mines	7	2 00 P. M.	2 hours	2 00
battle Mountain	Galena	12	66	3 hours	4 00
16	Austin	90	44	16 hours	20 00
Carlin	R. R. District.	16	10 00 A. M.		
Carin	Mineral Hill	40	10 00 24. 14.	7 hours	8 00
	Eureka	85	44	15 hours	
"	Hamilton	118	16	22 hours	20 00
Foano	Egan Canon	93	6 30 A M	18 hours	18 00
104110	Ely District	240	0,00 A. M.	10 Hours	10 00
Elko	Hamilton	120	7 00 P. M.	17 hours	25 00
EJKO	Cope	85	9 00 1. 11.	20 hours	
Kelton	Boise City	235	0 00	-v nours	50 00
	Baker City			**********	80 00
Corinne			C 00 A 35		

A wrr being told that an old acquaintance was married, exclaimed: "I'm glad of it!" But reflecting a moment he added in a tone of compassion and forgiveness, "and yet I don't know why I should be; he never did me any harm."

"Look here, boy," said a nervous old gentleman to an urchin who was munching sugar-candy at a lecture, "you are annoying me very much." "No I ain't," replied the urchin, "Im a-gnawing this sugar-candy."

W. T. GARRATT'S



BRASS AND BELL FOUNDRY,

Corner Mission and Fremont Sts., San Francisco,

Church and Steamboat Bells and Gongs. Brass Castings of all kinds.

Fire Engines, Force and Lift Pumps, Hose Couplings, Babbitt
Metal, Water Gauges and Glass Tubes for Steam
Boilers, Steam Gauges, Steam Cocks, and
Valves of all descriptions, Magnetic
Gauges, Steam Whistles, Roper's Caloric Engines,

Hydraulic Pipes and Nozzles for Mining purposes.

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Importer of Iron Pipe and Malleable Iron Fittings.

All kinds of Ship Work and Composition Nails at lowest ates.

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IMPORTERS AND JOBBERS

OF

Fancy Goods, Yankee Notions,

OF ALL DESCRIPTIONS,

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Musical Instruments, Etc.

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SALOON.

FINE WINES AND LIQUORS.

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Between Sansome and Leidesdorff, - - - San Francisco.

CARL H. HAIN & CO., Importers, Manufacturers, Wholesale and Retail dealers in fine Watches, Diamonds, and California made Jewelry. 321 Montgomery street, San Francisco.

RICHARDS & HARRISON, Importers of English, Scotch and Irish Ales and Porters, and foreign Wines and Liquors. Corner Battery and Commercial streets, San Francisco.

PEOPLES INSURANCE COMPANY—Fire and Marine. Capital, \$200,000; total assets, \$325,000, Office, 16 Merchants' Ex., California st., San Fran.

AMERICAN EXCHANGE HOTEL, Sansome street, next adjoining the Bank of California. Timothy Sargent, proprietor,

New England Mutual Life

Insurance Company,

OF BOSTON, MASS.,

Incorporated in 1835.

PURELY JTIJAL.

GOVERNED BY THE

NON-FORFEITURE LAW OF MASSACHUSETTS.

All Policies Exempt from Execution.

DIVIDENDS DECLARED AND AVAILABLE ANNUALLY.

Examine the following statements, and judge for yourselves as to the security and advantages offered :

 Cash Assets
 \$8,432,751 09

 Premium Reserve
 7,871,354 09

 Cash Dividend, 1869, paid cash to policy holders
 480,339 00

 Special Contingent Reserve
 279 063 00

 Accumulation for the year ending Dec. 31, 1869...1,769,992 09

EXTRACT OF MASSACHUSETTS LAW.

In determining the surplus to be distributed, there shall be reserved (see Premium Reserve), an amount not less than the aggregate net value of all the outstanding policies—said value being computed by the combined experience, or actuaries' rate of mortality, with interest at four per cent. (See Cash Dividend for 1868, above.)

Consult your own interest by insuring in an old and well-established Company, which supports no Stockholders, but DIVIDES ALL PROFITS AMONG THE ASSURED.

This Company is not restricted to investing its funds in Massachusetts. The funds are invested in the best securities, where the largest interest is obtainable. Thus it has been enabled to return as dividends to the policy holders, in cash during the last four years, \$2,466,109 00. Dividends payable annually in cash.

EVERSON & MIDDLEMISS.

General Agents, San Francisco.

W. M. WEBSTER.

Manager Sacramento Branch.

Office, 189 J St., bet. 6th and 7th.

Office hours, 10 to 12 A. M., 1 to 4 and 7 to 8 P. M.

THE GRAND HOTEL,

SAN FRANCISCO, CAL.

JOHNSON & CO., PROPRIETORS.

This magnificent structure, the finest hotel building in the United States is just finished, at a cost of half a million of dollars for the building an over three hundred thousand for the furniture. It has been leased by Johnson & Co., late of the Lick House,

The Grand Hotel is located on Market street, facing east on Second stree and west on New Montgomery street, and south on Jessie street. Its fron on Market street is 205 feet, and on New Montgomery and Second streets 33 feet. The building is four stories high, including Mansard roof. The roof of Market street is surmounted by two towers and an imposing octagona dome, to be used as an observatory.

From the dome you command a beautiful and expansive view of the city the surrounding country, the extensive Bay of San Franc.sco, and the op posite shores of Contra Costa, some twelve miles distant. One can take a almost a single glance one of the most beautiful and varied panorami views in the world.

The architecture of the building is French, known as the renaissanc style, which is highly decorative and imposing.

The Grand Hotel is built expressly earthquake proof, being a complet frame building, secured by massive iron bolts and bars, constructed insid the brick walls, making it one of the most substantial and secure structure that can be erected by human hands. The Grand Hotel contains four hundred (400) rooms, and can accommodate over six hundred (600) guests.

Travelers will find in this noble structure every convenience that moder civilization has introduced into the far-famed American hotels—Readin Rooms, Billiard Room, Barber Shop, Bath Rooms and Bar Room-all c which are fitted up with the greatest elegance and comfort. One great an important feature of the Grand Hotel, and which travelers must not forge is that all its rooms are sunny and front on a grand avenue.

All the large suits of rooms have bath room and water closet attached and numbers of public water closets are fitted up on every floor, for the convenience of guests. *

JOHNSON & CO., so well known as the successful and popular hosts of the Lick House for the last six years, can assure their legion of friend throughout the world that they now preside over a footel that cannot be excelled, for beauty of architecture, sumptuousness of furniture, and generaelegance of its appointments as a first-class hotel, by any other in the world.

NHICAGO & NORTH-WESTERN

RAILWAY.



This is the Oldest, Best Built, and Shortest Line between Omaha and Chicago, running Pullman's Celebrated HOTEL DINING, and DRAWING ROOM SLEEPING CARS, connecting with trains from San Francisco, at

OMNIBUSES	Daily.	Mail Passenger. (Ex. Sundays.)	Distance from S.Fr'isco
LEAVÉ, (OMAHA TIME.) OMAHA	4.15 P. M.		1,899
TRAINS LEAVE, (CHICAGO TIME)			
Missouri River Council Bluffs. Mo. Valley Junc. Dunlap Grand Junction. Boone Cedar Rapids Clinton Fulton Dixon CHICAGO. Ag.	5.30 P. M. 5.40 " 6.40 " 7.50 " 11.40 " 12.20 A. M. 6.35 " 10.10 " 10.23 " 11.45 " 3.25 P. M.	4.40 A. M. 5.47 " 7.10 " 12.01 P. M. 1.15 " 7.40 " 11.55 " 12.25 A. M. 2.10 "	1,901 1,905 1,923 1,951 2,027 2,051 2,173 2,252 2,254 2,294 2,391

CONNECTING WITH ALL THE

GREAT RAIL

Centering at Chicago for the EAST and SOUTH.

BAGGAGE CHECKED THROUGH!

And NO EXTRA CHARGE for Transfer at Omaha or Chicago, To those having

THROUGH TICKETS VIA THIS LINE.

Fare Always as Low as Any Other Route.

Service For Rates, Sleeping Berths, &c., &c., apply at Company's Office,

California Street, San Francisco, EO. L. DUNLAP.

Gen'l Superintendent.

JNO. S. DALEY, Gen'l Agt. for California.

Chicago, Burl

Missouri River R

TIME TABLE

CHICAGO, BURLINGTON AND MISSOURI RIVER

RAILROAD LINE.

Leave	MILIVE	MILLIAG	VIIIAG	VIIIAG	MILITO	WILLIAG	MILIYE	MILIAG	ATTIVE
San Francisco.	Omaha.	Chicago.	Niag, Falls,	Buffalo.	Pittsburg.	Philad'lp'a.	Baltimore.	New York.	Boston.
8.00 A. M.	4.00 P. M.	3,25 Р. м.	1,30 P. M.	1,55 P. M.	12,35 P. M.	3.00 A. M.	2.20 A. M.	7.00 A. M.	11.00 A. M.
SUNDAY	Thursday	Friday	Saturday.	Saturday-	Saturday.	Sunday	Sunday	Sunday	Sunday
MONDAY	Friday	Saturday	Sunday	Sunday	Sunday	Monday	Monday	Monday	Monday
TUESDAY	Saturday.	Sunday	Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Tuesday
WEDNESDAY	Sunday	Monday	Tuesday	Tuesday	Tueśday	Wednsd'y	Wendsd'y	Wednsd'y	Wedn'sdy
THURSDAY	Monday	Tuesday	Wednsd'y	Wednsd'y	Wednsd'y	Thursday.	Thursday.	Thursday.	Thursday.
FRIDAY	Tuesday	Wednsd'y	Thursday	Thursday	Thursday	Friday	Friday	Friday	Friday
SATURDAY	Wednsd'y	Thursday	Friday	Friday	Friday	Saturday	Saturday	Saturday .	Saturday.

PALACE DINING CARS BETWEEN OMAHA & CHICAGO.

CALIFORNIA'S FAVORITE ROUTE!

HICAGO BURLINGTON & MISSOURI RIVER R. R.

The only line between Omaha and Chicago running both Pullnan's Hotel and Palace Drawing Room Sleeping Cars.

THROUGH EXPRESS TRAINS

eave San Francisco at 8 A. M., and connecting at Omaha with the Chicago, Burlington and Missouri River Railroad, leaving Omaha at 5.30 P. M., and arriving at Chicago at 4.00 P. I., making direct connections with the

ake Shore and Michigan Southern,

Pittsburg, Fort Wayne and Chicago R. R., Chicago, Columbus and Indiana Central R. R., And Michigan Central and Great Western Railroads.

The Atlantic Hotel Express runs in direct connection with Express Trains from San Francisco, is the most complete Train f Cars run on any Railroad in the World, and comprises the rullman Palace Drawing Room, Sleeping and

HOTEL DINING CARS,

nd Palace Smoking and Saloon Passenger Cars.

Special Notice!!

Passengers bound to Chicago and Towns and Cities in the Atlance States, should bear in mind that the Chicago, Burlington and Iissouri River Railroad is the best built, best equipped and best lanaged Railroad west of Chicago, and the only Road running assenger Trains in direct connection with the Pacific Railroads. Fully equipped with all modern Improvements for the comfort and safety of Travelers.

Through Tickets, and general information can be obtained at ne Company's Office,

208 Montgomery Street,

nd at Central Pacific Railroad Office,

415 California Street, San Francisco.

D. W. HITCHCOCK.

General Western Passenger Agent, Omaha.

AM. A. LEWIS,

Agent, San Francisco.

For Time Table see opposite Page.

SAN FRANCISCO AND SAN JOSE RAILROAD. TIME TABLE

BETWEEN SAN FRANCISCO, SAN JOSE AND GILROY.

TRAINS LEAVE		No. 4 P.M.		TRAINS LEAVE		No. 3 A.M.	
Santa Clara San Jose 7Mile House Coyote 15-Mile House 18-Mile House 21-Mile House	9 40 9 47 9 58 10 05 10 12 10 20 10 40 10 55 11 07 11 14	5 00	5 00 5 17 5 38 5 44 5 51 6 00 6 13 6 20 6 30 6 37 6 48 6 55 7 02 7 10 7 20	Gilroy, af. 21-Mile House. 13-Mile House. 13-Mile House. 15-Mile House. Covote	A,uoM 1850 6 6 58 7 188 27 7 34 7 42 7 57 7 34 8 12 8 30 8 50	6 40 6 55 7 7 11 7 18 7 7 30 8 08 8 15 8 22 8 23 8 40 8 48 8 50 9 10 9 28 9 35 9 50	2 40 3 00 3 15 3 23 3 30 3 40 3 51 3 58 4 06 4 08 4 16 4 30 4 40 4 47

FREIGHT TRAIN leaves San Francisco at 5:30 A. M.

Freight Train leaves Gilroy at 5

Passenger Trains to and from Gilroy make the depot on Fourth St. St Jose, All other trains the San Pedro St. depot.

On Monday mornings will leave San Jose at 6.30, stopping at all way stations, and passing Santa Clara at 6.40; Mountain View, 7.62; Mayfield, 7.13; Menlo Park, 7.20; Redwood City, 9.30; Belmont, 7.38; San Mateo, 7.50; Millbrae, 8.00; San Bruno, 8.08; 12-mile Farm, 8.15; San Miguel, 8.30.

Gilroy and Los Angeles.

Stage leaves Gilroy daily at 12.30 p, m. Stage leaves Los Angeles daily at 4 p, m.

PRINCIPAL STATIONS AND DISTANCES.

From Gilboy to—		
Salinas River	52	miles.
Paso Robles Hot Springs	136	- 44
San Luis Obispo	164	11
Santa Barbara	265	44
San Buenaventura	293	66
Los Angeles	366	- 15

CONNECTIONS.—At Gilroy, connects with cars of S. F. & S. J. R. R. for San Francisco. At San Juan, connects with stages for Watsonville and Santa Cruz, New Idria, Castroville, Salinas City, and Monterey. At San Luis Obispo, connects with stage for San Simeon. At Los Angeles, connects with stages for San Diego, Fort Yuma and Tueson, Wilmington, San Bernardino, La Paz and Clear Creek.

BAKER & HAMILTON,

Farming Implements, Machines, HARDWARE, ETC.



Sole Agents for the

Buckeye Mower & Reaper,

WITH A FULL STOCK OF OTHER

MOWERS AND REAPERS, HEADERS, THRESHERS.

Portable Engines, Hoisting Engines, And all kinds of implements needed in Farming.

SEND FOR LIST OF PRICES.

Nos. 13, 15, 17 and 19 Front St., San Francisco, Nos. 9, 11, 13 and 15 J street, Sacramento.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

Time Schedule-Trains run by Chicago Time.

GOIN	G	WES	T.	GOIN	GEA	ST.
ILLINOIS DIVISION	Mis	Pacific Ex. Daily.	Pfc Ex. ex-	IOWA DIV. WEST.	Pacific Ex.	Pfc Ex. ex-
Lv. Chicago	141	9.45 a m	10.00 p m	Lv. Mo. River	5.00 p m	7.00 a m
Englewood	7	10.15 "	10.22 "	Council Bluffs		7.15 "
Blue Island		10.38 "	10.50 "	Neola		8.08 "
Bremen	24	10.55 "		Shelby	6.48 "	8.35 "
Mokena	30	11.10 "		Shelby	7.10 "	8.56 "
Joliet	40	11.35 "	11.55 " 12.23 a m	Atlantic	7.57 "	9.45 "
Minooka	51	11.58 " 12.23 p m	12.23 a m	Anita		10.20 "
Morris	61	12.23 pm	12.50 "	Adair Casey		10.40 "
Seneca	71	12.47	12.00	Cogor	9.10 "	11.02 "
Marseilles	76			Dowton	9.53 "	11.45 "
Ottawa	84	1.15 "	1.48 "	Dexter De Soto	10.25 "	12.18 p m
Utica	94	1.37 "		Poope	10.42 "	12.36 "
La Salle	99	1.48 "	2.13 " 2.24 "	Boone Des Moines	11.17 "	1.35 "
		2.00 "	9 25 11	Des momes	11.11	1.00
Peru		2.50 "		FORE A PARK PLACE		
Bureau	114	3.10 "		10WA DIV. EAST.		
Tiskilwa	122	0.10	3.40 "	T - 350 1 1 1 11		9 15 66
Pond Creek		0.20	*********	Ly Mitchelville	20.20	4.10
Sheffield		0.10	4.12 "	Colfax	12.13 a m	2.00
Annawan	146	2.01		Newton	12.45 "	
Atkinson		4.20 "		Kellogg	*******	0.00
Geneseo	159	4.39 "	5.05 "	Grinnell	1.38 "	
Colona	170	5.05 "	5.31 "	Malcom		4.22 "
Moline	179	5.35 "	5.55 "	Brooklyn	2.20 "	4.40 "
Rock Island	182	5.40 "	6.00 "	Victor		5.00 "
				Marengo	3.13 "	5.35 "
IOWA DIV. EAST.				Homestead	3.42 "	6.02 "
	-		-	Oxford		6.14 "
Lv. Davenport	183	6.20 "	6.40 a m	Iowa City	100	6.55 **
Walcott	195		7.20 "			7.18 "
Fulton	199		7.32 "	West Liberty		7.35 "
Wilton	208	7.30 "	7.55 "	Ataissa		7.48 "
Moscow	211	7.37 "	8.03 "	Moscow	7	8.02 "
Atalissa	216	7.48 "	8.16 "		5.55 "	8.12 "
West Liberty	991	7.40	8.28 "	Wilton		8.35 "
Downson	$\frac{221}{227}$	8.12 "	Co. and	Fulton	6.30 "	
Downey	237	8.33 "	0.40	Walcott	7 30 "	9.50 "
Iowa City	201		0.10	Davenport	7.30 "	9.50
Oxford	252	9.08 "				
Homestead	257	*********	10.00 44	ITOINOIS DIAIS, N.	The C	51.7
	267	9.42 "	10.20		7 50 66	10 10 44
Victor	279		11.05 "	Lv. Rock Island	1.100	40.40
Brooklyn Malcom	287	10.25 "	11.22 "	Moline	8.00 "	10.10
Malcom	293		11.37 "	Colona	8.25 "	10.20
		11.10 "	12.00 p m	Geneseo	8,52 "	11.11 "
Kellogg	313		12.30 "	Atkinson	9.12 "	
Newton	322	11.46 "	12.55 "	Annawan	9.26 "	11.43 "
Colfax	334	12.13 a m	1.26 "	Sheffield	9.50 "	12.05 a m
			1.42 "	Pond Creek	10.11 -"	122
			THE 2.5TH	Tiskilwa	10.27 "	12.40 "
IOWA DIV. WEST.				Bureau	11.10 "	1.20 "
TOTAL DELL TREET			11111	Peru	11.50 "	1.53 "
Lv. Des Moines	357	1.05 "	2.45 "	La Salle	12.00 "	2.02 "
	372	1.00	3.23 "	Utica	12.13 p m	2.13 "
	379	2.03 "	3.43 "	Ottown	12.37 "	2,35 "
Dowton	392	2.36 "		Ottawa		4,00
			4.10	Marseilles	12.00	
	408	3.22 "		Seneca	* . 10	
			el.all	Morris	1.34 "	3.30 "
	422	********	0.30	Minooka	2.02 "	*********
	436	4.41 "	0.20	Joliet	2.26 "	4.22 "
	455	5.30 "	7.10 "	Mokena	2.53 "	
	463	5.47 "	7.30 "	Bremen	3.08 "	
Neola	474		8.02 "	Blue Island	3.28 "	5.25 "
Council Bluffs.	490	7.00 "	9.00 "	Englewood	3.50 "	5.50 "
Missouri Riv		7.15 a m	9.15 p m	Chicago	4.15pm	6.15 a.m.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.



Central and Union Pac. Railways

MILES SHORTER BETWEEN

OMAHA AND CHICAGO.

THAN VIA LOWER ROUTE.

This Company Build and Run their own

ELEGANT SLEEPING COACHES

PALACE DAY CARS,

And have no Worn out Rails to Run Over.

TWO FAST EXPRESS TRAINS

LEAVE OMAHA DAILY

CHICAGO AND ALL EASTERN CITIES,

M. SMITH,

Gen. Pass. Agent, CHICAGO. Ag't Pacific Coast, SAN FRANCISCO

	California								-			I KINTE.	
9	GOING	NORTH	H.		U S ₄		SU		9	GOING	SOUTH,	H,	
Ac. F't	Pass'r.	Pass'r	Pass'r No.3	Pass'r No.1	Dist fron S. F	Stations.	Dist bet Stat	Pass'r	Pass'r No. 4	Pass'r No.6	Pass r No. 8	Ac. Fot No. 10	Freig't No. 12
Lva 8 00	LVP.M. 3 30	LVA.M. 9 00	LVP.M. 3 30	LVA.M. 8 00	1 1	SAN FR'ISCO.		Ar A.M. 11 45	Ar. PM. 7 00	Arrive 5 30	Ara.M 11 45	ArP.M.	ArP.M.
10 00	5 20	10 45 11 00	5 25	9 55	308	VALLEJO	23	9 45	5 15 5 00	3 30	9 50	4 45	7 30
, 301 , 301	++ x	11 10 11 20 11 52 12 02 12 10 12 30 1 1 90 Arp.M.	6 550 6 13 6 13 6 48 6 57 7 117 7 7 50 ATP. M.	10 20 10 30 10 43 11 17 11 25 11 45 12 15 Arr.w.	28 28 27 27 27 28 28 28 28 28 28	SUMMIT BRIDGEPORT FAIRKIEID VACA BATAVIA DIXON DAVIS SACRAMENTO	44004884	9 15 8 50 8 25 8 15 8 15 7 45 1 7 15 1 V A.M.	23 50 6 4 4 50 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Lve. K.	n Daniel	Dist. in	6 30 6 30 5 30 5 30 4 4 40 4 40 4 40 2 10 1 2 00 LV P. M.
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R. S. MATTISON, Assistant Superintendent.

Fire, Marine and Inland Insurance.

UNION

INSURANCE COMPANY,

OF SAN FRANCISCO,

Nos. 416 and 418 California Street,

THE CALIFORNIA LLOYDS, ESTABLISHED IN 1861.

Cash Capital,\$750,000 Gold Coin.

Assets exceed $\cdots $1,000,000$ do.

Fair Rates! Solid Security!

PROMPT SETTLEMENT OF LOSSES!

GUSTAVE TOUCHARD, President,
CHAS. D. HAVEN, Sec'y.

EDWARD CADWALADER, Agent,

San Francisco, Santa Barbara and San Diego.

NORTH PACIFIC TRANSPORTATION COMPANY.

General Agents, Holladay & Brenham, 426 California St., San Francisco,

San Fran. to San Diego.						San Diego to San Pran.					
FA	RE.			PORTS.		.,	FA	RE.			
St'rage	1st C'in	Hours	Miles.	Newspige -	Miles.	Hours.	1st C'in	St'rage			
\$10 00 15 00 15 00 17 00	\$15 00 20 00 20 00 20 00 25 00	30 48 70	280 364 373 446	San Francisco. Santa Barbara San Pedro. Anaheim Landing. San Diego.	446 166 82 73	70 40 22	\$25 00 20 00 10 00	\$17 00 15 00 5 00			

At San Pedro R. Rd. connects for Los Angeles, Distance, 25 miles. Fare \$3 At Los Angeles, stages connect for all parts of So. California and Arizona.

San Francisco, Mazatlan, Guaymas, and La Paz. North Pacific Transportation Company.

General Agents, Holladay & Brenham, 426 California Street, S. F. Steamship Montana, 1004 tons, Capt. Porter, leaves Folsom st. wharf, San Francisco, for Mazatlan, Guaymas, and La Paz, and La Paz for Mazatlan, Guaymas and San Francisco, once in 35 or 40 days.

From San Francisco to La Paz.				AND SUIT	From La Paz to San Francisco.					
FARE.		Days	Miles	PORTS.	Miles	Day	FARE.			
Stg'e	1st C.	h is	30	THIRTITE	100	1	1st C.	St'rg.		
\$40 00 42 00 45 00 45 00	82 00 90 00		1142 1480 1710 1805	San Francisco Cape St. Lucas Mazatlan Guaymas La Paz	1805 325	11 2	\$90 00 50 00 44 00 25 00	\$45 00 30 00 24 00 16 00		

San Francisco and Honolulu.

NORTH PACIFIC TRANSPORTATION COMPANY.

General Agents, Holladay & Brenham, 426 California street, San Francisco.

Steamers leave Folsom street wharf, San Francisco, about every 35 days.

Distance from San Francisco to Honolulu, 2,100 miles.
Fare, first cabin, \$75; steerage, \$40. Time, 12 days.
At HONOLULU, steamer from San Francisco connects with steamer Kllanes, for Maul Hawaii, and intermediate landings. Distance from Honolulu to Hawaii, 175 miles; fare, \$12.

Capital Savings Bank,

SACRAMENTO.

Capital.

\$500,000

Held as Guarantee to Depositors.

OFFICERS:

JULIUS WETZLAR,

R. C. WOOLWORTH,

President.

Cashier and Secretary

Office on Fourth St., between J and K.

This Bank is prepared to draw Checks on San Francisco, Exchange on New York and the leading European Cities. Money to loan on Real Estate and Collateral Securities.

DEPOSITS RECEIVED WITHOUT CHARGE OF ENTRANCE FEE.

100 FINELY FURNISHED ROOMS.



Cor. of Fifth and K Streets.

FREE OMNIBUS TO AND FROM THE HOTEL.

San Francisco and Portland.

NORTH PACIFIC TRANSPORTATION COMPANY.

Gen. Agents, Holladay & Brenham, 426 California street, San Francisco,

San Fran. to Portland			d Arrangement	Portland to San Fran				
Strge	1st. C	Milles	· PORTS.	Miles	1st. C	S r'ge		
\$20 50 20 50	\$36 00 36 00	554 566 670	Depart. San Francisco. Arrive. Columbia Bar Astoria. Arrive. Portland Depart	670 116 104	\$36 00	\$20 50		

CONNECTIONS.

At ASTORIA, with steamer for Monticello.

At ASTORIA, With Steamer for Monticello.
At PORTLAND, connects with steamer California for Victoria. Distance 300 miles. Fare, first cabin, \$20; steerage, \$10. Time, 36 hours.
At PORTLAND, connects with Oregon Steam Navigation Company's steamers for Dalles; distance, 120 miles; fare, \$6.25; time, 13 hours. And Wallula, distance, 245 miles; fare, \$16. At PORTLAND, connects with People's Transportation Company's steamers for all points on the Williamette river.

Steamers have no regular day, but leave about every ten days.

Portland and Eugene City.

PEOPLE'S TRANSPORTATION COMPANY'S RIVER LINE. STEAMBOATS

ALERTSENATORRELIANCE.FANNIE PATON.ALBANY.ACTIVE	"	J. KELOGG.	DAYTON	"	J. T. APPERSON.
ALBANY	61	JAS. D. MILLER.	EUGENE CITY		

Portland to Oregon City.

Boats leave Portland daily at 6:30 A. M and 2 P. M. for Oregon City, and leave Oregon City daily at 7:30 A. M. and 1 P. M. for Portland. Distance, 13 miles. Fare, 50 cents.

Oregon City to Corvallis.

From July to November boats leave Oregon City on Monday, Tuesday, Thursday and Friday for Butterville. Distance, 15 miles. Fare 59 cents; Fairfield, 22 miles, \$2; Salem, 46 miles, \$2.50; Independence, 59 miles, \$3.51 Albany, 79 miles, \$3.59; Corvallis, 91 miles, \$4. Returning, leave Corvallis on Tuesday, Wednesday, Friday and Saturday. Time to and from Corvallis, 3 days.

From November to July, boats leave Oregon City and Corvallis daily, except Sunday.

Corvallis to Eugene City.

Boats leave Corvallis irregularly, two or three times a week, for Peorla.

Distance from Oregon City, 166 miles. Fare, \$4.50; Harrisburg, 126 miles, fare, \$5.00; Eugene City, 152 miles; fare, \$6.00. Distance from Portland to Eugene City, 165 miles. Fare, \$6.50. Meals and berths extra. Time, up the river, 48 hours; down, 24 hours.

San Francisco, Eureka and Crescent City.

NORTH PACIFIC TRANSPORTATION COMPANY.

Steamer Pelican, 650 tons, leaves Folsom street wharf, San Francisco, on the 5th and 20th of each month, at 10 A. M., for Eureka. Distance, 223 miles. Fare, \$21 first class; \$12.50 steerage; Trinidad, 239 miles; fare, \$26 and \$15.50; Crescent City, 280 miles; fare, \$26 and \$15.50; and on the 5th of each month the steamer extends her trip to Coos Bay and Umpqua river 402 miles; fare, \$36 and \$20.50.

"JUNCTION"

OF THE

Central Pac. and Cal. & Oregon R. Rs.

18 Miles East of Sacramento.



Passenger Trains Stop 25 Minutes for

BREAKFAST & DINNER.

The Tables are always Supplied with the best the Market affords.

Meals 50 Cents.

TRAVEL BY STAGE.

Auburn, Coloma nd Placerville,

Stage leaves Auburn at 9.05 A. M., dally for Alabaster Cave, Pilot Hill, Coloma, Gold Hill, Cold Springs, and Placerville, arriving at 4 P. M. Keturniag, Stage leaves Placerville at 3 A. M., dally, arriving at Auburn at 8.20 A. M.

Virginia City and Carson City.

Stages leave Virginia daily at 2.30 p. m. Stages leave Carson daily at 9 a. m. Connections.—At Virginia City, with stage for Reno on the Central Pacific R. R. At Carson City, with stage for Silver Mountain, and for Aurora and Kearsarge.

Virginia and Dayton.

Stages leave Virginia at 8.30 A. M. and 3 P. M., daily. Stages leave Dayton at 8.30 A. M. and 2.30 P. M., daily.

Carson City and Silver Mountain.

Stages leave Carson City, Monday, Wednesday and Friday, at 6 A. M. Stages leave Silver Mountain, Tuesday, Thursday and Saturday at 6 A. M. CONNECTIONS.—At Carson City, with stages for Reno and Virginia. At Silver Mountain, with stages for Big Trees, Murphy's and Stockton.

Elko and Hamilton.

Stages leave Elko daily at 11 a. M. and 7 P. M. stages leave Hamilton daily at 10 a. M. and 11 a. M. Connect at Elko with C. P. R. R. Distance, 120 miles.

Battle Mountain and Austin.

Leaves Battle Mountain daily at 2.00 P. M. Leaves Austin daily at 8 A. M. CONNECTIONS.—At Battle Mountain, with C. P. R. R. At Austin, with stages for Southern and Eastern Nevada. Distance, 96 miles.

Austin and Hamilton.

Stage leaves Austin Mondays, Wednesdays and Fridays at 8 a. m. Stage leaves Hamilton Tuesdays, Thursdays and Saturdays at 8 a. m.

Connections.—At Austin, with stage for Battle Mountain, on the Pacific Railroad. Distance, 115 miles.

Winnemucca and Boise City.

HILL BEECHEY'S R. R. STAGE LINE.

General Agent, W. L. PERKINS, 413 Montgomery Street, San Francisco. Stage Leaves Winnemucca daily on arrival of first train from Sacramento. Stage leaves Boise City at 5 a. m. daily.

PRINCIPAL STATIONS AND DISTANCES,

1	From WINNEMUCCA to-		
	Camp McDermott		miles.
	Owyhee Ferry	150	16
	Silver City	206	- 66
	Boise City	265	44

CONNECTIONS.—At Winnemucca, connects with the Central Pacific Railroad. At Boise City, with stage for Idaho City; distance 36 miles, fare \$3.00, with stage for Great Salt Lake City, distance 400 miles, fare \$—. Also, with stage for Umatilla, distance 275 miles, fare \$40. Through tickets issued via C. P. R. R., at San Francisco or Sacramento, and at Pioneer Stage Office, Sacramento.

TRAINS STOP TWENTY MINUTES!

At the

SILVER PALACE

Refreshment Saloon



Railroad Depot, Sacramento City, CALIFORNIA.

ELUNCH

Of every variety can be had at a moment's notice

For Train Passengers.

-ALSO-

The very Finest Brands of

CIGARS, LIQUORS AND TOBACCO.

JACK BIDERMAN, Proprietor.

Call and See him!

TRAVEL BY STAGE.

Vallejo and Benicia.

Stage leaves Vallejo daily at 3.30 p. M., for Benicia, 71/4 miles. hours; fare, 81. Leaves Benicia daily at 7.30 A. M. Time, 3

San Mateo and Pescadero.

Stage leaves San Mateo at 9.10 a. M., daily. Stage leaves Pescadero at 9 A. M., daily.

Connections.—At San Mateo, connects with cars of San Francisco and San Jose Railroad. Distance, 31 miles.

Redwood City, Woodside and Searsville.

Stage leaves Redwood City on arrival of the 8.10 a.m. and 3.40 p.m. trains from San Francisco. Stage leaves Searsville at 6.30 a.m. and 1.30 p.m., connecting with 9 a.m. and 4 p.m. trains for San Francisco. Distance,

Gilroy, Visalia, Havilah and Sageland.

Stage leaves Gilroy every Monday, Wednesday and Friday on the arrival of the 8.20 a. M. train from San Francisco. Stage leaves Sageland every Monday, Wednesday and Friday at 6 a. M.

PRINCIPAL STATIONS AND DISTANCES.

From Gilroy to Firebaugh's Ferry Elk Horn.	73	miles.
-Visalia	168	44
White River	221	11
Linn's Valley	239	44
Kern River	259	
Havilah	279	**
Sageland	319	

From Havilah, a line of stages rnn to Shermantown, White Pine, distance, 425 miles, via Sageland, 40 miles; Soldiers' Wells, 70; Little Lake, 100; Big Lake, 120; Lone Pine, 148; Independence, 166; Big Pine, 194; Warm Springs, 224; McBride's Ranch, 244; Columbus, 283; San Antonio, 313; Belmont, 343. Toll House, 369; Duckwater, 407 miles.

HIGHTS.

THE highest mountain in the world is the Ivy Gamin, 20,459 feet. The highest peak in the world is Mount Everett, 29,002 feet. The highest permanently inhabited place in the world is Lakak, 15,117 feet. The greatest mountain hight visited by man is beyond Ivy Gamin, 22,359 feet. The highest point at which a man can ascend, without having his health seriously affected, is 16,500 feet. The highest balloon ascent yet made is 40,000. The Black Hills, (at Sherman station, 8,236 feet above the level of the sea), is the highest point on the Pacific Railroad.

DURING the examination of a witness as to the locality of stairs in a house, the counsel asked him: "Which way do the stairs run?" The witness very innocently replied: "One way they run up stairs, but the other way they run down stairs." The learned counsel winked both eyes, and then took a look at the ceiling."

COSMOPOLITAN HOTEL,

ELKO, NEVADA,

J. D. TREAT Proprietor

ALL PASSENGER





MEALS.

75 cts. in Coin, or \$1 in Currency.

Any Parties wanting Game, Trout or Chicken Dinners.

By telegraphing ahead will be served in the finest style.

SATISFACTION GUARANTEED.

TABLE OF DISTANCES

MILES
PORTLAND To Five Mile Penide
To Five Mile Rapids 5.111 John Day 11.122 Indian Rapids 3.122 Squally Hook 3.126
Indian Panide 2 125
Sanally Hook 3 199
Pook Crook 7 135
Rock Creek 7.135 Chapman's Wood Yard 6.141
Dig Pand 6 14
Big Bend 6.147 Willow Creek 9.156
Castle Deels
Castle Rock
Long Island—100t of 5.10s
Long Island—head of
Grande Ronde Landing10.180
Umatilla Rapids8.194
Windmill Rock 7.201 Wallula 15.216 Snake River—mountaitn 11.227
Carlo Diagram and the 11 000
Bhake Kiver-mountaith .11.22
Rapids 6.23
Fish Bend10.248
Jim Fort Island10.250
Pine Tree Rapids7.200
Perouse Crossing30,290
Fort Taylor
Rapids 10.243 3 3 3 3 3 3 3 3 3
Almota Creek14.334
Alpowa Creek 26.360 Smith's Ferry 3.363 Lewiston 7.370
Smith's Ferry
Lewiston.
LEWISTON TO THE KOOTENAL
MINES.
Miles.
LEWISTON
To Palouse Crossing40
Pine Creek 10 50
Lottow 7.57 Forks of Trall 2.59
Forks of Trail2_59
Willow Prairie 5.64 Rock Creek 10.74
Rock Creek
Soltesa's 6. 95 Pen d'Oreille Slough 23.118 Pen d'Oreille Crag 24.142
Pen d'Oreille Slough23.118
Pen d'Oreille Crag24,142
Big Bend of Lake10-107
Kootenai Crossing50.207
vide between the Koot-
vide between the Koot- enai and a north fork of the Columbia, to Elk
the Columbia, to Elk
Creek
DALLES TO IDAHO GITY.
VIA JOHN DAY MINES.
Miles.
DATTES
To Fifteen Mile Creek 18
Todd's Bridge 10 22
To Fifteen Mile Creek. 12 Todd's Bridge 10. 22 Salt Spring 8. 30 Bake-Oven Hollow 14. 44
Bake-Oven Hollow 14 44
Antolone Valley 12 62
Antelope Valley 12. 62 Potato Hills 10. 72 Pyramid Rocks 4. 76 Cherry Creek 10. 86
Pyramid Rocks 4 76
Change Charles 10 08
Bridge Creek 7 09
Bridge Creek
Foot of Mountain11.104
Foot of Mountain11.104 Rock Creek 12.116
Foot of Mountain11.104

OGDEN LATING HOUSE

Ogden Junction, U. T.

S. R. EDWARDS, Proprietor.



All Trains Stop at this Station

From One to Two Hours!

Giving Passengers ample time to get their Baggage Checked, Procure Tickets, and

GET A FIRST CLASS MEAL!

Meals, \$1 in Coin, \$1.25 Currency.

Satisfaction Guaranteed or Money Refunded.

TABLE OF DISTANCES.

From San Francisco.	From Sacramento.
BY OCEAN, Miles. To Tomales 45 Mendocino City 128 Humboldt Bay 223 Crescent City 270 Portland, Oregon 642 Bellingham Bay, W.T. 798 Victoria, V. I. 752 DOWN THE COAST.	To Nevada 68 Marysville 44 Oroville 71 Forest City 58 Colusa 122 Red Bluff 138 Aurora 27 Humboldt Mines 304 Shasta 17 Yreka 222 Salem Oregon 580
To Santa Cruz 80 Monterey 92 San Pedro 373 San Diego 456 La Paz, Mezico 1205 Mazatlan 1480 Guaymas 1710 Panama, C. A 3280	Oregon City 617 Portland 503 From Stockton. 303 To Copperopolis 28 Campo Seco 46 Coultersville 70 Mokelumme Hill 49
To New York 5248 Boston 5484 New Orleans 4698 Philadelphia 5161 Cork, Ireland 8048 Dublin, 8118	Sonora 75
To Oakland 8 San Quentin 12 Vallejo 28 Benicia 30 Petaluma 48 Napa 50 Bulisun 50 Rio Vista 73 Sacramento 117 Stockton 117 Stockton 117 San Mateo 21 Redwood City 31 San Jose 50 Monterey 130 Santa Barbara 358 Los Angeles 488 Fort Yuma 732 La Paz 741 Fort Mohave 881	Owens River 395 From Sacramento.] To Davis' Junction 14 Dixon 22 Vaca 30 Fairfield 40 Bridgeport 45 Summit 49 Napa Junction 53 Vallejo 53 San Francisco 90 From Vallejo. To Napa Janction 7 Suscol 111 Napa 16 Napa 16 Yountville 25 Oakville 28 St. Helena 34
From Sacramento. To Junction 7½ Salsbury 16½ Alder Creek 19½ Folsom 22½ White Rock 29½ Latrobe 37½ Dugan's 43 Shingle Springs 48	Calistoga

"Ticket, sir," said a railroad conductor, passing through one of the trains, to a passenger. "My face is my ticket," replied the other, a little vexed. "Indeed!" said the conductor, rolling back his wristband and displaying a powerful bunch of fives, "well my orders are to punch all tickets passing over this road."

WOODRUFF & ENNOR'S Virginia City and Reno

STAGE LINE



Stages leave Reno daily, on arrival of the cars.

Accommodation Stage leaves Reno daily at 8 A. M.

Accommodation Stage leaves Virginia daily at 12 M.

Regular Stage leaves Virginia at 8 P. M. connecting with Cars.

WOODRUFF & ENNOR'S ELKO AND HAMILTON STAGE LINE.

Stages leave Elko daily at 11 A. M., arriving in Hamilton next afternoon.

Leave Hamilton daily at 10 A. M., arriving at Elko next morning, in time for cars for East and West.

WOODRUFF & ENNOR Proprietors.

OCEAN TRAVEL.

Pacific Mail Steamship Company's Steamer

PACIFIC SIDE.	ATLANTIC SIDE.
Vessels. Tons. Constitution 3,600 Colorado 3,880 Golden City 3,800 Montana 2,676 Sacramento 2,882 California 1,100 Oregonian 2,2000 St. Louis 1,711 CHINA LINE. America 4,300 China 3,837 Japan 4,352 Great Republic 3,880 New York 2,117	Alaska 4,011 Arizona 2,794 Henry Chauncy 2,657 Ocean Queen 2,715

The Company's steamers leave San Francisco for New York via Panama, at 11 o'clock A. M. on the 14th and 30th of each month—when either of these dates fall on Sunday, will leave on the Saturday preceding.

Steamer of the 14th touches at Manzanillo—all touch at Acapulco.

Steamer of the 14th makes close connection with steamers from Central and South America.

Costa Rica......1,917

Steamer of the 14th, is expected to connect with the French Trans-Atlantic Company's steamer for St. Nazaire, and English steamers for Southampton and South America. Steamers for Hong Kong via Yokohama (connecting at Yokohama with

steamer for Shanghai) leave San Francisco at 12 M. on the 3d of each month. Through tickets to Liverpool by the "Inman" and National Steamship lines can be obtained; also orders for passage from Liverpool or Southampton to San Francisco either from New York or St. Thomas. Passengers berthed through.

Vessels.	Tons. Vessels	Ton
Active	1,355 Oriflamm 674 Orizaba 1,626 Pacific 413 Panama 1,077 Pelican 1,837 Senator	

This Company's steamers leave as follows:

FOR PORTLAND AND VICTORIA-Tri-monthly during Summer. For SITKA-Occasionally

FOR EUBERA, TRINIDAD AND CRESCENT CITY—Twice a month. SANTA CRUZ, MONTEREY, SAN SIMEON BAY, AND SAN LOUIS OBISPO-About every ten days.

For Santa Barbara, San Pedro, Anaheim Landing and San Diego—

Every Saturday.

FOR MEXICO-Once a month.

FOR HONOLULU-Once a month.

The sieve, through which every nerve was strained, will be on exhibition the coming summer, in California.

CARLIN MOTEL.

A. B. GARDNER, · · · PROPRIETOR.







TRAINS STOP AT THIS HOTEL

Twenty-five Minutes,

For Meals!

The Table supplied with the best of everything!

MEALS, 75 cts. COIN, or \$1.00 CURRENCY.

GENERAL ROUTES FROM SAN FRANCISCO.

Showing the most commonly traveled routes to the principal towns on the Pacific Coast,

San Francisco to

ALBANY, Oregon-678 miles. Steamer or railroad to Sacramento, railroad to Oroville, stage to Albany.

ALVARADO, Cal.-29 miles. Ferry and railroad to Hayward's, stage to Alvarado.

ARCATA, Cal.—300 miles. Steamer or railroad to Petaluma, stage to Cloverdale, stage to Arcata (or by steamer via Eureka).

ASTORIA, Oregon-566 miles. Steamer once in 10 days.

AUBURN, Cal.—156 miles. Steamer or rail to Sacramento, rail to Auburn. AUBORA, Nev.—411 miles. Steamer or railroad to Sacramento, railroad to Reno, stage to Carson, stage to Aurora

AUSTIN, Nev.—612 miles. Steamer or railroad to Sacramento, railroad to Battle Mountain, stage to Austin.

BELMONT, " 697 miles. (Same to Austin) stage to Belmont.

Big Trees, Cal.—182 mls. Str. or railroad to Stockton, stage to Big Trees BOISE CITY, I. T.—709 miles. Steamer or railroad to Sac., railroad to Winnemucca, stage to Boise City.

Calistoga, Cal.-71 miles. Steamer to Vallejo, railroad to Calistoga.

CARSON, Nev.—306 miles. Str. or rail to Sac., rail to Reno, stage to Carson.
CORVALLIS, Oregon—677 miles. Steamer or railroad to Sac., railroad to
Marysville, stage to Corvallis.

COLUMBIA, Cal.-179 miles. Str. or railroad to Stockton, stage to Columbia

via Sonora.

COLUSA, Cal.—200 miles. Str. or rail to Sac., rail to Marysvile, stage to Col. Corinne, U. T.—717 miles. Str. or rail to Sac., rail to Corinne.

Dallas, Oregon.—739 mls. Str. to Portland, str. to Lafayette, stage to Dal-Dalles, Oregon.—790 miles. Str. to Portland, str. to Dalles

DOWNIEVILLE, Cal.—236 miles. Steamer or railroad to Sacramento, railroad to Marysville, stage to Downieville.

DUTCH FLAT, Cal.—187 miles. Str. or rail to Sac., rall to Dutch Flat.

EUREKA. " 223 miles. Str. twice a month.

EUGENE CITY, Oregon-637 miles. Str. or rail to Sac., rail to Marysville, stage to Eugene City.

GEYSERS, Cal.—Str. to Petaluma, stage to Geysers via Healdsburg.

GILROY, Cal.—80 miles. S. F. & S. J., and S. C. & P. V. Railroads.

Grass Valley, Cal.—187 miles. Str. or rail to Sac., rail to Colfax, stage to Grass Valley.

HAVILAH, Cal.—359 miles. Railroad to Gilroy, stage to Havilah.

HAYWARDS, Cal.-221/2 miles. Ferry and Railroad.

HEALDSBURG, " 80 miles. Str. Petaluma, stage to Healdsburg.

Ідано Сіту, І. Т.—745 miles. Str. or rail to Sac., rail to Winnemucca, stage to I. C., via Boise.

Jackson, Cal.—181 miles. Str. or rail to Sac., Tail to Latrobe, stage to J'sn. Jacksonville, O.—476 mls. Str. or rail to Sac., rail to Marysville, stage to J. Lafayette, Oregon.—714 miles. Str. to Portland, str. to Lafayette.

LA GRANDE, "975 miles. Str. to Portland, str. to Umatilla, stage to La Grande.

Lakepoet, Cal.—Str. to Petaluma, stage to Cloverdale, stage to Lakep't. La Paz, A. T.—676 miles. Str. to Los Angeles, stage to La Paz, via San Bernardino.

LEWISTOWN, I. T.—1070 miles. Str. to Portland, str. to Lewistown, via Dalles Los Angelles, Cal.—389 miles. Str. to San Pedro, stage to Los Angeles. Mariposa. "210 miles. Str. or rail to Stockton, stage to Mariposa.

HUMBOLDT HOUSE.

HUMBOLDT STATION, C. P. R. R.

The best Eating Station on the line of the Central Pac. R. R.

Trains Stop 25 Minutes for Meals!

The Table is surplied with all the delicacies of the Season.



I dined at the Humboldt House.

Meals, 75 cents Coin, or \$1 Currency.

The finest water east of the Sierra Nevada Mountains, brought from a living Spring, and supplying a beautiful Fountain in the Bar Room.

DANIELS & MEACHAM Proprietors.

GENERAL ROUTES FROM SAN FRANCISCO-Continued.

San Francisco to

MARTINEZ, Cal.-21 miles. Str. to Benicia, ferry to Martinez.

MARYSVILLE, " 139 miles. W. P. & C. P. R. R. via Sacramento; also Str. to Vallejo, and rail to Marysville.

MONTEREY, Cal.-100 miles. Steamer (or railroad and stage).

NANIMO, V. I.-830 miles. Str. via Victoria.

NAPA CITY, Cal.-44 miles. Str. to Vallejo, railroad to Napa.

NEVADA, " 191 miles. Str. or rail to Sac., R. R. to Colfax, stage to N. NEW WESTMINSTER, B. C.-830 miles. Str. via Victoria, once a month. Olympia, W. T.-Str. to Victoria, str. to Olympia.

OREGON CITY, Oregon, -683 miles. Str. to Portland, str. to O. City.

OROVILLE. Cal.-191 miles. Str. or rail to Sacramento, rail to Oroville, via

Petaluma, Cal. -48 miles. Str. twice a day.

PLACERVILLE, Cal.—180 miles. Str. or rail to Sac., rail to Shingle Springs, stage to Placerville.

PORTLAND, Oregon,-670 miles. Str. once in ten days.

PRESCOTT, A. T .- 543 miles. Str. to San Pedro, stage to Los Angeles, San Bernardino, La Paz, Wickenburg, horseback to Prescott.

Provo, Utah-790 miles. Str. or rail to Sac., rail to Ogden, stage to Provo.

Quincy, Cal,-276 miles. Str. or rail to Sac., rail to Oroville, stage to Quincy via La Porte.

RED BLUFF-255 miles. Str. or rail to Sac., rail to Oroville stage to R. B REDWOOD CITY, Cal.-28 miles. S. F. R. R., 3 times a day.

ROSEBURG, Oregon, -532 miles. Str. or rail to Sac., rail to Oroville, stage to Roseburg.

SACRAMENTO, Cal.-130 miles. Railroad or Steamer.

SALEM, Oregon .- 730 miles. Str. to Portland, str. to Salem.

SALT LAKE CITY, U. T .- 750 mls. Str. or rail to Sac. rail to Ogden, rail to Salt Lake City.

SAN ANDREAS, Cal.-152 miles. Str. or rail to Stockton, stage to S. A.

SAN BERNARDINO, Cal.-454 miles. Str. to San Pedro, stage to S. B.

SAN DIEGO, Cal.-446 miles. Str. weekly.

50 miles. S. F. & S. J. R. R., 3 times a day.

SAN LEANDRO, Cal.-18 mls. Ferry and rail, via Alameda, 5 times a day. SAN LUIS OBISPO, Cal. -309 miles. Str. 3 times a month.

SAN MATEO, Cal.-20 miles. S. F. & S. J. R. R., 3 times a day.

SAN PABLO, Cal.-20 miles. Ferry to Oakland, stage to San P. twice a day. SAN RAFAEL, Cal.-14 miles. Ferry to San Quentin, stage to S. R.

SANTA BARBARA, Cal.-280 miles. Str. weekly.

" 46 miles. S. F. & S. J. R. R., three times a day. SANTA CLARA, SANTA CRUZ, Cal.—76 miles. Railroad to Santa Clara, stage to S. C.

SITKA, Alaska,-1663 miles. Steamer.

SNELLING, Cal.-174 miles. Str. or rail to Stockton, stage to Snelling. SONOMA,

56 miles. Str. to Vallejo, rail to Napa, stage to Sonoma " 173 m. Str. or rail to Stockton, stage to S., via Chinese Cmp. STOCKTON, Cal.-110 miles. Railroad, and Str. daily.

Suisun, Cal-43 miles. Str. to Vallejo, railroad to S. (Fairfield.)

SUSANVILLE, Cal.-296 miles. str. or rail to Sac., rail to Reno, stage to S. VALLEJO, Cal -23 miles. Steamer twice a day.

VICTORIA, B. C .- 750 miles. Steamer.

VIRGINIA, Nev.-295 miles. Str. or rail to Sac., rall to Reno, stage to V. YREKA, Cal.-405 miles. Str. or rail to Sac., rail to Marysville, stage to Y.

SISSON, WALLACE & CO.

GENERAL AGENTS FOR

CHINESE LABOR,

Wholesale and Retail Dealers in

CHINESE GOODS.

GROCERIES.

PROVISIONS, LIQUORS, CLOTHING,

Hardware, Produce, Grain,

And all kinds of Family Supplies.

Well appointed Stores located on lines of Western Pacific, California and Oregon, and Central Pacific Railroads at

Pleasanton,

Chico.

Truckee.

Winnemucca, Carlin,

Toano.

and Corinne.

We have furnished, and continue to furnish above Railroads with CHINESE LABOR, and are fully prepared to fill orders for this class of labor, in any part of the country.

Principal Office, No. 12 J Street, Sacramento. San Francisco Office, No. 228 Clay St.

GILROY and LOS ANGELES.

COAST STAGE LINE.

General Agent, W. BUCKLEY, San Jose, California.

Local Agents: Jos. Knowlton, Jr., Gilroy; WM. Balch, San Juan; Chris. Hamel, Natividad; L. C. Bostick, Plato Ranch; Chas Knowlton, Paso Robles Springs; J. C. Ortega, San Luis Obispo; Eli Rundell, Santa Barbara; J. Woolfson, San Buenaventura; Geo. M. Fall, Los Angeles.

Stage leaves Gilroy daily at 12,30 P. M.

Stage leaves Los Angeles daily at 6 A. M.

From Gilroy Los Angeles.			TOWNS.	From Los A - geles To Gilroy.			
Fare.	Hrs.	M.ls.	AND	Mls.	Hrs. 58	Fare.	
0 00 1 50 2 50 4 00 5 50 8 50 10 00 113 50 113 50 115 00 116 00 20	0 2 4 6 8 11 13 15 17 17 19 22 25 33 35 35 37 40 41 44 47 49 51 36 558	0 122 24 38 52 76 92 107 121 136 150 196 214 228 243 257 280 293 330 320 333 350 366	Dep. Gilroy. Arr. San Juan. Natividad. Uttz Station Salinas River. Last Chance. San Antonio. Plato Ranch Nacimento. Plato Ranch Nacimento. Paso Robles Hot Springs. San Margarita. San Luis Obispo. Arroyo Grande. Zury Station Foxens. Ballard's. San Marcus. MoCaffey's. San Barbara. Rincon San Barbara. Rincon San Buenaventura. San Buenaventura. Sant Clara Valley Sime. Mountain Station El Cino. Lios Angeles.	366 354 342 238 2290 274 230 216 6170 152 138 123 109 186 73 60 46 33 31 16	36 11 11 5 2 0	25 00 25 00 25 00 22 00 20 00 18 00 8 00 8 00 2 0 00 0 00	

Connections.

At Gilroy, connects with cars of S. F. & S. J. R. R. for San Francisco.

At San Juan, connects with stages for Watsonville and Santa Cruz, New Idria, Castroville, Salinas City, and Monterey.

At San Luis Obispo, connects with stage for San Simeon.

At Los Angeles, connects with stages for San Diego, Fort Yuma and Tucson, San Bernardino, La Paz and Clear Creek,

A LADY made a call upon a friend who had recently been married. When her husband came to dinner she said: "I have been to see Mrs. "" "Well," replied the husband, "I suppose she is very happy." "Happy! Well, I think she ought to be; she has a camel's hair shawl, two-third border."

For San Diego Gold Mines!

STAGES OF

COAST LINE STAGE CO.

Leave Gilroy Daily, at 12 noon,

On arrival of the Morning Train from SAN FRANCISCO for LOS ANGELES, connecting with Stages for

SAN DIEGO GOLD MINES

FOR TICKETS,

Apply at the Stage Office, 208 Montgomery Street, or at San Jose Railroad Depot.

Also, Stages leave Gilroy daily for San Juan, Natividad, Pasa Robles Hot Springs, San Luis Obispo, Santa Barbara and San Buenaventura. For Tickets, apply at the Stage Office, 208 Montgomery St., or San Jose Depot.

Stages for New Idria Mines, Castroville, and Monterey, connect with the Coast Line at San Juan.

Stages for San Simeon and Santa Rosa, connect with the Coast Line at San Luis Obispo.

Stages for San Bernardino, San Diego, and Tucson, connect with the Coast Line at Los Angeles.

For Through Tickets, apply at the Stage Office,

208 MONTCOMERY STREET,

Opposite the Russ House,

SAN FRANCISCO.

W. BUCKLEY, Sup't.

W. G. ROBERTS, Agent.

ANECDOTES OF FOOTE.—A pompous man, a retired builder, was haranguing on the mutability of the world. "Can you account for it, Sir?" he said, turning to Foote. "Why, not very clearly," said the wit, "unless we could suppose the world was built by contract." The foolish Duke of Cumberland came one night to the Haymarket green-room, and said, "Well, Mr. Foote, here I am, as usual, ready to swallow all your good things." "Really," replied Foote, "your Royal Highness must have an excellent digestion, for you never bring up any again." "Why do you attack my weakest parts?" said Foote to a man who was ridiculing his wooden leg; "did I ever say anything against your head?" A mercantile man who had written a poem insisted on reading it to him, and began, "Hear me, O Phoebus, and ye Muses nine!-Pray, pray be attentive, Mr. Foote!" "O, I am," said Foote, "nine and one are ten. Go on." There was a matchless glitter about Foote's wit; "still, it wanted the first of all requisites for the highest wit-heart. He habitually ridiculed those whose hospitality he shared; and he would have sacrificed his dearest friend for the gratification of a moment's vanity. One of the worst stories told of Foote is one in which he is shown as ridiculing his wife at her own table. The poor, not over-wise woman had been thrown from a carriage and much bruised. The sympathizing husband pointed at his wife, who sat next to him: "Here, gentlemen," he said, "is the Yellow Sea, there the Black sea, and here (touching his wife's forehead), are the Scilly Islands."

Ask no woman her age. Never joke with a policeman. Do not play at chess with a widow. Never contradict a man that stutters. Be civil to all rich uncles and aunts. Your oldest hat, of course, for an evening party. Always sit next the carver, if you can, at dinner. Keep your own secrets. Tell no human being you dye your whiskers. Wind up your conduct like your watch, once every day, examining minutely whether you are "fast" or "slow." Make friends with the steward on board a steamer; there's no knowing how soon you may be in his power. Write not one letter once more than you can help; the man who keeps up a large correspondence is a martyr tied, not to the stake, but to the post.

"An attorney," said Sterne, "is the same thing to a barrister that an apothecary is to a physician—with this difference, that your attorney does not deal in scruples.

ONE IN TEN!

Statistics show that **One** in every **Ten** of the entire population meets with an **Accident** every year.

THE

TRAVELERS INS. CO.

OF HARTFORD,

INSURES AGAINST ACCIDENTS

OF EVERY DESCRIPTION,

Causing bodily injury or loss of life; guaranteeing the payment of a stipulated sum per week, from \$3 to \$50, if the injury be so severe as to totally disable the person insured from labor or business; or the payment of the principal sum insured, from \$500 to \$10,000, if the injury cause death, at a yearly cost of \$5 to \$10 per \$1000, according to the degree of hazard. Further particulars may be had on application to the Company's Agents.

POLICIES WRITTEN FOR SHORT TERMS FOR THE OVERLAND TRIP.

 One Month
 \$1.50 per \$1,000.

 Two Months
 \$2.25 per \$1,000.

 Three Months
 \$3.00 per \$1,000.

 Four Months
 \$3.75 per \$1,000.

CASH ASSETS, \$1,500,000.

Pacific Branch Office, 424 California St., San Francisco.

R. H. MAGILL, Res't Director.

E. A. MAGILL, Manager.

AGENCIES.

DORWIN & GREENHOOD, 424 California St., San Francisco, Cal.
SWEETSER & ALSIP, 47 Fourth St., St. George Build'g, Sacramento, Cal.
MELVILLE COTTLE, Odd Fellows Building, Main St., Stockton, Cal.
W. H. RATTENBERRY, Sacramento. JOS. E. BROWN, San Jose.
COL. E. T. CARRIQUE, S. E. Cor. Broadway and 7th St., Oakland, Cal.
R. H. STEERLING, Napa City.
GEO. W. DIXON, Grass Valley.
GEO. W. DIXON, Grass Valley.
GEO. P. SPARKS, Nevada City.
J. A. BRUMSEY, Virginia City, Nevada.

AND IN ALL PRINCIPAL CITIES AND TOWNS.

The Trans-continental Railway.

As the westward-bound traveler slowly leaves the dissolving banks of the muddy Missouri, and winding through the bluffs of Omaha, rolls with increasing speed over the national highway into the open plains of Nebraska, he cannot be indifferent to the wonders of the way which lies before him. If he has already wandered over the greater part of this globe, he will appreciate more keenly the new experience now unfolded to him; and even the tired resident of the Eastern city, who in labors to accumulate wealth has been deprived of culture and even health, must have the slight powers of observation still his own put to their fullest stretch, as he seeks health and rest beyond the Rocky Mountains. The green-spectacled naturalist pauses in his note taking, to see the eager looks of even the ladies, not yet tired into sleep and card-playing by the length of the ride. Consultations are held over the conductor's checks, because there are the stations and distances; and, if one has the map of the country prepared by the railroad company's engineer, he becomes at once the oracle and guide.

After the Elkhorn River has been passed,—over whose identity there is generally some doubt, as it is so small a stream,—the conviction that the way is very long, and that there will be time enough to see quite as much as can be remembered, gains ground, and the happy possessor of the map is left more to himself, and he can gather undisturbed such crumbs as he may. At Omaha, the initial point of the Pacific Railroad now built, the altitude above the sea is nine hundred and sixty-eight feet, still in the great central valley drained by the Missouri; but from this, westward, we climb the long slope which for five hundred miles deceives the traveler by rail into the belief that he is riding over plains nearly level with only the rapid

Platte River at his side to dispel the illusion.

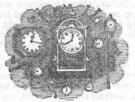
In the Platte Valley are fine farms, where the land is worth twenty five dollars an acre, but only on the very banks of the river are there any trees. Early in June the phlox and spiderwort brighten the fields by the track, and here and there a pure white thistle of several species, argemones and roses add their beauty to the fresh field. There the buffalo once fed, and over these hunting-grounds the Sioux and Cheyennes still chase the elk and antelope; but only the scattered, whitened skulls are left along the road to show the former haunts of the "American bison." This valley of the Platte is now the dangerous portion of the railroad, so far as the Indians are concerned, as their roving bands pass north and south here; and every workman has his rifle and every station its earth fort.

The geographer recognizes the fact that this Platte River, although never navigable at any season of the year, owing to its constantly shifting channel, yet drains an immense area, more than eight hundred miles from east to west, and nearly half that distance from north to south, or about three hundred thousand square miles, a region larger than all New England, New York, and Pennsylvania. Commerce might care little for the vast extent of this river, since it

GEO. C. SHREVE.

GEO. BONNY.

GEO. C. SHREVE & CO.,



Watches, Jewelry,

DIAMONDS

AND SILVER WARE.

110 Montgomery St., - - Occidental Hotel Block.

WESTERN HOTEL,

Nos. 43, 45 AND 47 K STREET.

Between Second and Third,

SACRAMENTO.

207 Large Family and Single Rooms, Neatly Furnished,

BY THE DAY, WEEK OR MONTH.

The Table always supplied with the best the market affords.

BREAKFAST IN TIME FOR THE CARS AND BOATS.

Passengers taking Rooms will be called in time for all Public Conveyances leaving the city.

Board, \$4 per W'k. Meals, 25c. Single Rooms, 50c.
N. D. THAYER, Proprietor.

is not navigable; but it has nevertheless smoothed a pathway for the railroad, without which the builders might not have reached the Rocky Mountains for many years to come. The old emigrant road led along this stream, and the passenger can see, on the bluffs on the southern bank, the abandoned telegraph poles, and imagine the toils of the wagoners as they crossed the mud-holes or the rain-washed gullies. Twenty years have indeed wrought many changes, and the gold-seekers in 1849, when night covered the plains, had far different visions from the pleasure-seekers of 1869; but they both took the same route, because it was so plainly prepared by Nature.

Our knowledge of the country is confined to a narrow strip on either side of the emigrant roads when we pass out of the Platte Valley; and although our government-map makers prepare sheets with topographical features clearly defined, the subsequent explorer has to make his map anew. We have, however, got so far as to smile at the imaginative maps of the earliest explorers. The huge Pacific Railroad Reports are valuable for the scientific contents of

the appendices, but for little else.

What sort of a road-bed did Nature provide for the rails over which we are now so easily traveling on tangents of sixty or even eighty miles in length, where the straight lines of the telegraph poles meet the converging rails in a point in the dim distance? So far, a very good one, for our grade for the first four hundred miles is very uniform of seven feet to the mile; and although from Lodge Pole Creek to Cheyenne the grade increases, yet the average grade for the entire distance from Omaha is only nine feet. At Chevenne the difficulties increase; the locomotives are doubled, and from an elavation of about six thousand feet at Cheyenne in a distance of about thirty-three miles, we attain an elevation of eight thousand two hundred and thirty five feet at Sherman, or about seventy feet to the mile on the average. From the Summit of Evans' Pass, the road descends to the Laramie Plains, but even here is at an altitude of about seven thousand feet, or a thousand feet higher than the plains at the base of the mountains on the eastern side.

Although we have passed the summit of the Black Hills, and are on the western plains, the Rocky Mountains, so called, surround us on every side. Our old school-book ideas of a mountain range sharp and distinct, with a general north-northwest trend, are utterly at fault; for we find the way blocked by ranges of every direction, some east and west where we would go north or south. The Medicine Bow Mountains, the Wind River, Sweetwater, Seminole, and Rattlesnake ridges turn our track on the Laramie Plains, so that for a hundred miles its direction is literally everywhere but west by The Laramie Plain is very good in itself, but its boundaries are, unfortunately, not everywhere surmountable. grade is constantly changing, and we pass the "continental divide" seven hundred and fifty miles west of Omaha, without anything to remind us especially that we are there. Important as this place is, it is no more conspicuous than is that much-sought locality, the north pole.

G. W. CHESLEY.

J. S. JONES.

GEO. W. CHESLEY & CO.

Importers and Sole Agents of the following brands of

elebrated hiskies.

Wm. Crowder's Kentucky Bourbon,

Buck's Old Homestead.

Harding's Pennsylvania Rye,

A. J. Carroll's Old Bourbon, Dickson's Old Farm,

J. A. Miller,

. Bumgardner's Rye,

Iones' Wheat.

The above are all our own importation, OLD, and of a Superior Quality. We also offer at Agent's rates, the following brands:

Oscar Pepper's Old Crow,

Cutter's O. K.,

J. T. Daly,

Catherwood, Old Century, W. H. Daly,

Chas. Cranston, Daly's A. A. A. Together with all other Staple Brands. Also a large Stock of fine Brandies and Champagnes, for sale low, and in lots to suit, by GEO. W. CHESLEY & Co

51 Front Street, Sacramento.

UGBEY'S

NATOMA



CHOICEST VARIETIES, OF THE

On hand and for Sale.

Gold Medal awarded by State Agricultural Society, 1867; also Gold Medal awarded at the Mechanics' Fair, 1868, for

WINES THE BEST

To B. N. BUGBEY, Proprietor of Natoma Vineyard. Post Office address, Folsom, Cal.

The Uintah Mountains run east and west fortunately, and the road passes over a spur only at Aspen, at an elevation of seven thousand four hundred and sixty-three feet, plunging then into the pathway cut through the Wahsatch Mountains by the Weber River, and entering the valley of the Great Salt Lake at an elevation of about forty-two hundred feet. There were several canons through the Wahsatch, but Weber and Echo Cañons were chosen. In the government surveys it was supposed that the road would pass along the eastern shores of the Great Salt Lake, over good ground, and, rounding its southern end, turn northward again to the Humboldt Moun-This would have required more than thirty miles of piling, and the mountain passes were not favorable, so the very difficult but shorter way on the northern shore over Promontory Mountain was The passage of Promontory was one of the engineering feats of the road. Beyond the Red Dome, Toano and Humboldt Mountains offered comparatively slight obstacles, although in the latter range the altitude is over six thousand one hundred feet. In some places swamps were met and piles were required; but to the summit of the Sierra Nevada (seven thousand and forty-two feet) the ascent is gradual, and the descent to Sacramento Valley is rapid, Tunnels and cuts and sharp curves are at present required to accomplish the descent of seven thousand feet in a hun-

The road-bed selected rises gradually from Omaha until the elevating forces which have wrinkled all the western part of the Continent cross its path, and then ascends the Black Hills, which form a sort of continuing wall to the great plateau of the Cordilleras, and winding over these high regions, descends for a while to the Salt Lake Valley, rising again at the Sierra Nevada, and then rapidly sinks to the sea level at San Francisco Bay.

If all this has been considered as we passed over the plains along the Platte River, other things come rapidly to view; the bridge crossing the Nort Platte, here a river twenty-one hundred feet wide and from two to six feet deep; the bluffs at Alkali; the fields of yellow-flowered cactus; and Yulesburg, once a busy place when near the terminus, and, according to all reports, well meriting the name of the ever-advancing end of the road, — "Hell on Wheels."

The artesian well sunk here to a depth of five hundred feet did not reach water, and the whole country around seems dry and desol-

ate.

Lodgepole Creek has cut a narrow valley, and the mere thread of water seems to have tired of its work, and relapsed into a quiet sleep. Coyotes were plenty along the track, and their presence seems to indicate water at no great depth below the surface, to which some of their burrows extend. A few small pines are left to cover the picturesque slopes of Pine Bluffs.

On the Laramie Plain, the climate has wholly changed in a few hours, and in July the peaks to the south of the track are covered with snow; and the noble Elk Mountain, around whose base the cars

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creep for half a day, is dazzling white in the bright sun. There is nothing here to remind one of the Alps or the Himalayas. The snow left on the summit seems to be a mere residue, which will melt away if only the summer be a little longer than usual. There is no eternal snow and ice, —no glaciers, and no contrast of Alpine heights and lovely valleys, as in the mountains of the other Continent. Where the snow caps are in the background, the front of the picture is a barren, colorless sage plain; no trees on the lower slopes blend precipice with foothill, and no beautiful waterfalls wind through bright meadows.

From Red Buttes to Fort Laramie, a distance of a hundred and fifty miles along the line of the Black Hills, there are many beautiful mountain streams that have worn out valleys sometimes a thousand feet deep, and wide enough to afford admirable pasture ground; but these are far from the line of the road. Larkspur and wild onions abound. At Benton, the North Platte is again crossed four hundred miles from its junction with the main stream. It has made a wide detour since we saw it last. Rising in the mountains which form the northern side of the Middle Park of Colorado, not far from Long's Peak, it flows through the middle of North Park, and cuts deep cafions through the ranges between the Parks and Laramie Plain.

The channel lies through almost all the geological formations of the Rocky Mountaains, according to Professer Hayden, from granite

to the tertiary beds.

The forces that elevated the various ranges of the Cordillera, have not merely blocked the way, but they have broken and upheaved the strata, so that the coal-beds become accessible, and, if not so valuable as those of Pennsylvania, are still of the utmost importance to the economical working of the road. At Carbon, there is a deposit of the best quality tertiary splint coal, in a bed nine feet thick; and beneath this, some of the layers of rock, two to four inches thick, are composed of deciduous leaves of the poplar and plane-trees, so perfectly preserved that it is very improbable they could have been transported any great distance. Most of the coal, however, found on the line of the road, is soft, and like most brown coals, crumbles rapidly on exposure to the air. It retains fire long, and the cinders at night are a most beantiful sight. At Separation is another coalpit, and, indeed, in many places there seems to be a good supply.

Wood has to be brought from ten to forty miles, and is poor and

scarce.

Every one notices the strange rocks near Laramie. Winds and rains and have worn the brick-red sandstone into most grotesque forms; and the syenites, too, are sometimes so ferruginous that they crack and crumble, leaving masses that seem reared by human hand, the decaying remains of some antique pyramid. These syenites are not always so soft and friable. Where the road has been cut through massive cliffs, the work was quite difficult.

Water is very bad; so alkaline that it cannot be used in the locomotive boilers, and springs must be found in the mountains, and

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their water brought to the track. Mineral springs of almost every

variety are common.

Church Buttes are a strangely worn series of pyramids, cones, and ridges of clays and conglomerates, supposed to belong to the recent fresh water basin, which is bounded on the west by the Quaking Asp summit. Fossil fish, turtles, and fresh-water shells are abundant here; and the water-worn boulders almost pave the ground. When this region was a lake, it must have been pleasanter than now. Moss agates are abundant.

At Fort Bridger the soda springs are awaiting the time when this will become a desirable stopping-place; and as the Weber Canon cuts into the Wahsatch Mountains, it leaves on either side interval land, well fitted for cultivation, although the climate is not suited

for fruit.

Through Weber and Echo Cañons the traveler has some of the finest scenery on the road. The cañons are often narrow, and sometimes mountain spurs are tunneled; and the cliffs are often worn and broken into very picturesque forms. The hard, red sand-stone, the finest building stone in Utah, is easily accessible here; and so is a large bed of good coal. A tree on the line of the track at the end of the thousand mile, has been spared as a curiosity, and labled as

a mile-post.

Wherever in the west a narrow gorge is found, it is at once called the Devil's Gate; and so many of the natural curiosities are thus given over to his Satanic Majesty, that one is at a loss to know the reason. The Devil's Gate, on the Weber, is a narrow weird chasm, much like the so-called Purgatories in New England, with the additional and somewhat incongruous presence of water. The scenery is not beautiful, simply wild; and although the river sometimes surprises by its sudden turns, and seems to flow out of the very hill-side, it is never more than an ordinary stream.

The land along more than two-thirds of the road thus far is almost valueless. No settlement could be made; and much of the remaining portion will be useless until the Indians are exterminated.

This word is used advisedly, as in speaking of wolves or tigers. With the exception of Cheyenne, there is no town or village, nor ever will be, except at the coal-mines; and Cheyenne owes much of its importance to the fact that here the brunch to Denver City leaves the main road. Like the region through which the Suez Canal runs, the western heights of our Continent are placed by nature as a bar, not insuperable, only difficult, and compelling human enterprise to look from end to end for its reward. What Nature has done, and how man may avail himself of the result in the valleys of the Great Salt Lake, may be left for another article.

The bright green fields and marshes along the Weber and Bear rivers, and by the northeastern shore of Salt Lake, are soon exchanged for steep sides and barren slopes of the Promontory Mountain. The little settlements of Ogden, Brigham City and Corinne, where in 1849 Captain Stansbury found clay barrens, are the results of the railroad in great part, although from either of

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these villages the miners in Idaho obtain their supplies and thus ensure the existence of at least one trading-post, independent of the rail commerce. Corinne is a Gentile town, the others are Mormons, and the rivalry between the saints and the world's people is tending to the still further development of the natural riches of the place. Corinne is at the mouth of Bear river and has direct connection with Salt Lake City by water, a little steamer running from the town to the Iordan bridge. As Ogden is to be the new terminus of the Union Pacific Railroad, it will soon be the headquarters from which parties will visit the soda, beer and tar springs, the ancient craters of long extinct volcanoes, hot baths, and deep and rugged There, as at many other places between the Rocky Mountains and Sierra Nevada, are admirable possibilities for water cure establishments; hot and cold, sweet and sour, gaseous, chalybeate, sulphureous and bituminous baths are awaiting the seeker of new sensations, and, if the aborigines are to be believed. many of these possess healing powers, unsurpassed by the waters which well up from the old volcanic line of Central Europe.

Northward too from Ogden lies the road to the grand Shoshone Falls, a cataract two hundred and twelve feet high, and far surpassing Niagara in the wild beauty of its huge, black, towering banks, worn by the ceaseless flow of waters into rounding buttresses and mighty bastions. Now it is not easy to visit this wonder of the lava plains, for the Indian tribes are not to be trusted; but it will not be many years before the Snake river is thoroughly explored by the lovers of wild volcanic scenery, varying in character from cold, bare, black lava plains, like those around the volcanoes of the moon, to the fine basaltic colonnades like those of Auvergne, or

the picturesque cones as of the Eifel.

The Bear river indicates by its tortuous course the broken nature of the country. Rising east of the Wahsatch Mountains it flows northward to the point where the range ends in latitude 42 deg. 45 min. N., then turning abruptly flows southward through a valley where once its waters formed a lake nearly as large as Utah Lake, and then breaking through an earthquake-rent in an out-lying range, empties into the marshes which fringe the north and east

shores of Great Salt Lake.

The railroad all through this level region was easily constructed; but Promontory Mountain, a barren, rocky spur from the northern mountain system, proved an obstacle that induced the engineers to seek other and easier routes; but in vain. This seven hundred feet in elevation from the lake valley, required great labor and expense before a track was possible, and this section of the road is still very unsatisfactory, and will require many changes in the future.

When the people assembled in the desert on this mountain, to join the Union and Central Pacific Railroads, and solemnly lay the last tie, it was a strange invasion of what seems a place unfit for human habitation. Not a drop of water, not a tree, not even the shadow of a great rock, in the dismal plain where the last tie was

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A. J. BRADFORD, E. J. BRADFORD, Proprietors. laid. Many a weary traveler, who, during the early summer, had to waste a day at Promontory, anathematized the foolish management that compelled the delay. As the junction is now moved eastward to Ogden, the canvass houses will soon be gone, and the desert again left to the mice and squirrels who have increased plentifully on the unwonted provision of the sojourners. The curiosity seekers will no longer whittle the last substitute for the "last tie."

The western descent is interesting; but the plain at the western base is more so. At night in the moonlight the silvery waters of the lake, and the white, snow-like alkali on the plain, with the Red Dome Mountains, cold and gray, and deeper and mysterious shades of the indenting canons present a wild and weird picture. As late as July, snow is visible on the Humboldt Mountains, far to the west, quietly suggesting the altitude of the road, which is here a little more than four thousand feet above the sea. All along the track for two hundred miles are the rival gradings of the two roads. The Union Pacific had surveyed and graded to the Humboldt Wells, twelve hundred and fifty-nine miles from Omaha; but as the Central Pacific were determined to gain as much of the government subsidy as possible, their laborers pushed on to Promontory, and by the rapidity with which their track was laid, carried their line to the mountain. It is provoking to see so much labor wasted in a region where so much might be usefully expended; but the rivalry of the two companies doubtless hastened the completion of the road.

Gravel is easily obtained here and the track is well ballasted. The alkali which poisons the water is a carbonate of soda and is used by emigrants in bread-making in preference to saleratus. The "Great American Desert," as the plain is often called, was evidently once the bed of a great inland sea or lake, and a further exploration of its fossiliferous beds will bring to light new chapters in the physical history of this continent. Now, the water is gone, and the springs from "Thousand Spring Valley" do not irrigate the dry soil. Old volcanoes and hot and sulphurous waters abound to the north of the track.

In the afternoon the traveler sometimes sees on the smooth alkaline plains a mirage of an enchanting distinctness, perhaps unequalled. Rivers flow into lakes, and tall trees overhang their banks; the weary emigrant hurries his dying cattle toward this magic stream, which the poor beasts, wiser than their master, cannot smell; but its waters are ever flowing away from him, and his thirst is never quenched. Snakes and lizards are more abundant than springs of water; indeed these reptiles seem to swarm in the

desert

The road over the Humboldt Mountain reaches at Pequop Pass an altitude of a little over six thousand feet, with no steeper grade than sixty feet to the mile. The Humboldt range is one of a tolerably parallel series of mountain ridges extending for miles north and south, and were it not for the Humboldt river, these

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walls would prove a serious hinderance to the construction of any railroad. Like the Platte, the Humboldt smooths and directs the

path of commerce.

Humboldt Valley is generally narrow, and the sluggish stream is bordered with high, coarse grass, and cottonwood. course of nearly three hundred miles the Humboldt river preserves its tame uninteresting character, and then widening into a shallow lake, gradually disappears in an alkaline marsh. So strongly are its waters near this lake impregnated with alkali that the fish are killed, and their decomposition adds to the disgusting nature of its waters. Indeed this is a very Avernus in all but the name (for birds of prey skim over the surface). Snakes glide in and out through the rushes on the banks, leaving their winding tracks in the slime, and muskrats furrow the thick scum on the surface of the putrid lake in quest of the fish that float lifeless on the poisonous flood. In dry seasons the lake becomes a mere marsh. of the Humboldt, the sinks of the Carson, Walker, Truckee and Reese rivers, are in this same region; all of them are large rivers, and all mysteriously disappear in shallow lakes. From the abundant pasturage and water in the Humboldt valley, Indians and emigrants often met in mutual search for forage, and terrible have been the results of some of these encounters. Gravelly Ford was the scene of the massacre of a large party of emigrants, and their stripped and mutilated bodies were found in one pile,-fathers, mothers, children, friends, all left unburied in the little valley which opens on the river.

The various mountains between the Rocky and the Sierra Nevada, are the result of a disturbance, probably the same acting force which raised the Andes and Cordilleras of North and South America, and through the whole range metalliferous veins abound. The mines of Potosi, Guanaxuato, of Washoe, are all the results of this upheaval, and the railroad has given access to a mountain district richer in precious metals than either Peru or Mexico. The famous Comstock Lode of Nevada, which between 1862 and 1865, inclusive, produced about \$48,000,000, of which \$32,750,000 were silver, and \$15,250,000 gold, will perhaps be equalled by the rich deposits in White Pine and White Cloud mining district. almost every station among the mountains are piles of ore specimens which parties have found at no great distance, and viens are known which will well pay for working if only access can be given. At Elko the stages for White Pine connect with the trains, and the business has built up a considerable village already. Hill will soon require a branch road. Austin a city of some six thousand inhabitants, has sprung up in the Reese river mining district, and is connected with the railroad at Argenta by stage. For miles almost every station is either a mining town, or the point of departure for mines-Battle Mountain, Golconda, Winnemucca, the latter named for the chief of the Piutes, is a mining town of some importance, the best mines being on a mountain of the same name ten miles from the road; and this is also the station for stages

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to Boise City and Silver Gity, Idaho. The White Cloud mines are forty miles south of Oreana, near Carson Lake; the scenery at these mines perhaps suggested to the Chinese miner from Canton the name of his own Pakwan (White Cloud) Hills. The question whether the railroad will pay, if now seriously asked, might be answered in the affirmative, even if there was no other source of

profit than these extensive mining regions.

At Wadsworth the sage plains and desert cease, and the Truckee river, the clear, cold, rapid overflow of Lake Tahoe, comes in view. The whole face of nature has changed; instead of dusty looking sage and greasewood, are the grand pines of the Sierras. The mineral kingdom is here of less importance than the vegetable, and the miner yields place to the sawyer. Scores of mills are busy converting the superb sugar pines (*Pinus Lambertaina*) into lumber for the road.

At Truckee, parties for Donner Lake leave the railroad, and further on, the charming mountain lake is itself visible below the track reflecting in its calm bosom the snow caps of the higher Sierras. The town of Reno is the point of departure for Virginia City and the Washoe mines; and either from here or from Truckee stages run to Lake Tahoe, a clear, deep mountain lake, larger and

more beautiful than Donner.

The region of depression marked by a line of lakes of which Honey, Walker's and Mono are the principal, is perhaps the most natural eastern boundary of the Sierra Nevada, a chain of mountains far surpassing all others in North America in beauty and interest. Among these hights the hunter may chase or be chased by the bear, and the botanist gather mosses and rare flowers, and walk beneath

some of the noblest trees on earth.

The central core of the Sierras is gigantic, flanked both east and west by uplifted beds of metamorphic slates; but along the summits are masses of basalt, and recent lavas both basaltic and trachytic, solid, and also as ashes and breccia. This volcanic origin of portions of its mass has left traces also in the hot springs common on either slope, but especially on the eastern, and in not infrequent earthquakes. No active volcanoes now exist in the chain; but Lassen's Peak, at its northern end, is a huge volcanic cone from whose summit and sides have flowed streams of basalt that now cover great plateaus wider than the Sierras, or more than eighty miles, dotted with cones and perfect but quiescent craters. The old granite of the main mass, where exposed, often crumbling away, leaving smooth, rounded surfaces, much as if waterworn. It is by Donner Pass that the railroad crosses the Sierra, and

It is by Donner Pass that the railroad crosses the Sierra, and although the Henness Pass is quite open and a little lower, the

western slope is perhaps less favorable.

Those who have crossed these mountains either by the Placerville route or by the Henness Pass, have enjoyed finer scenery than the traveller by rail can ever enjoy, and the old stager who is now gliding swiftly through tunnels and along valleys, remembers with regret the unsurpassed views, as the stage wound up a long grade

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and then paused for a moment as it turned the crest and commenced its headlong descent. But there is much left to enjoy, and were it not for the snow sheds, the views from the road would be good enough. The teaming on these mountain roads is a matter of both skill and patience. The great wagons, drawn by a long team of mules, are coming and going constantly, between the railroad and settlement.

The snow sheds that for forty miles protect the track from drifts and avalanches, however necessary, are certainly tantalizing, for they are built of course in the highest part of the mountain, on the curves and ridges where the view would be most magnificent, and as the traveler catches a glimpse of a blue lake below him, and pines and firs sending their straight stems two hundred feet into the air, with snow banks on the near peaks, the train dashes into a shed and he can see nothing but the great rough posts and unplaned boards of long enclosure. The amount of timber used in the construction of these necessary nuisances is very great, but so is the supply, and it is common to see sections of trunks from four to six feet in diameter, split for firewood in the locomotives. The sheds themselves are often on fire, and it will probably prove cheapest to build stone arches over the most dangerous places, as in the

All through the Western States and to the foot of the Sierra, the New Englander notices the general absence of timber lands, and it is with a feeling of that he again plunges into a forest. The limits of this brief sketch will not allow the description of these forests; the sugar pine, with its graceful cones, the Douglas spruce with its ponderous fruit, and the other conifers must be passed by; the bright yellow lichens on their stems, and the strange snow-plant (Sarcordes sanguinea) at their feet must be passed as a railroad traveller passes all things by, and kept until good fortune leads to the Yosemite, where the swift and impatient car can never

come.

If it is July, let the traveler drink of the pure ice water on the summit, with his breakfast, for at dinner time he will be on the hot and dusty banks of the Sacramento, only a hundred miles off but seven thousand feet below him. The vegetation changes rapidly. The pure white fragrant lillies, the ceanothus with its blue and white blossoms, the wild rose, maryanita (Arctostaphylos glauca), scarlet larkspurs, give place as we descend to the Californian buckeye (Asculus Californiaa), the painted cup, lupines, and a hundred others, while the pines have been replaced by the oaks, some of which closely resemble the elm, while others look like old apple-trees. Everywhere flowers grow instead of grass.

The tunnels and cuts were numerous but none of any great length. Some of the former required support, and some of the latter were

through very hard rock.

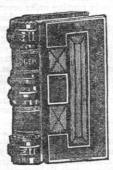
Placer and hydraulic mining have so injured the face of the country, that in summer it looks very desolate; the former process

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digs up the ground in trenches like graves, while the latter washes all the soil away, leaving the boulders or pebbles which it contained strewed or piled on the denuded surface of the bed rock. In the midst of this, the earliest of the Californian mining regions, are several thriving towns, and the "water leads" are often triumphs of engineering skill. At Secret town is a curved trestle bridge 1,250 feet long. All the brooks are golden yellow or tawny orange, from the soil washed into them by the miners.

The valley of the Sacrameeto might almost be called the State of California, for it is the principal part of that active commonwealth, and the local travel on the railroad between Cisco and

Sacramento is great and constantly increasing.

The great road was in running order seven years before the limit of its construction time, and the rate at which the track was laid is perhaps unparalleled in the history of railroad building. The best day's work on the Union Pacific from three o'clock, A. M., to one o'clock, A. M., twenty-two hours, was seven miles and eighteen hundred feet of track laid. On the Central Pacific, the last day but one, from sunrise till six o'clock P. M., the Chinese laid ten miles of track. The roads are built as well as new roads ever are in this country, and they are much easier to ride over than any of those of the Eastern States. The builders naturally point with pride to their work, and compare it with another great road, that from Vienna to Triestes over the Semmering Pass, a distance of less than three hundred miles, in which the highest point is only 4,416 feet above the sea, and yet it took the Austrian government fifteen years to build it through a populous country. Our own American. road ascends seven thousand feet in a hundred and five miles, from Sacramento to the Summit tunnel; passes through deserts, inhabited only by hostile tribes, where the very water for the locomotives must be brought many miles, over another chain of mountains, a thousand feet higher; and this between two cities two thousand miles apart, which did not exist twenty years ago. It was built by private companies, assisted only by government loans to be repaid with interest, and by grants of unsaleable lands. To these men belongs the credit of performing a marvel, which is well worth a journey of two thousand miles to see. And yet not for itself alone but for the wonders of nature to which it leads,—the Rocky Mountains, the Parks of Colorado, Salt Lake valley, the Shoshone Falls, Washoe, the Sierra, the Yosemite, Big Trees, and California from one end to the other. The great railroad is a great base line for the tourist and the naturalist, who may use it for years without exhausting its treasures. The Alpine climber may try the Sierra near King river, and if less tasked then in the ascent of Mont Blanc, will be rewarded with finer scenery. The world wide traveler must forget the Vale of Cashmere, the Himalays, the passes of the Ghauts, the Caucasus, Switzerland, the Hawaiian Islands, and the other marvellous landscape treasuries of the world in the presence of a region old and yet new, fresh as from the hand of the Creator, and yet venerable with age.

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CALIFORNIA.

SAN FRANCISCO.

San Francisco, the metropolis of the Pacific Coast, is eligibly situated for commerce, on the western shore of the bay of the same name, six miles from the ocean, in latitude 37 degrees, 46 minutes, and longitude 122 degrees, 23 minutes. Its population is 180,000; assessed valuation of property, \$106, 414,029. The entrance to the harbor, called the "Golden Gate," and the Bay of San Francisco, were discovered and entered on the 9th of October, 1776, and the Mission Dolores founded, by Francisco Paulo and Benito Cambon, two monks of the Order of St. Francis de Assisi. The Mission Dolores, now within the city, was then some miles from the anchorage and the presidio. or fort. It flourished most prosperously under ecclesiastical rule, and until the secularization of the Missions by the Mexican Government, in 1836, when Its power and property was taken from it. Upon this event the village of Yerba Buena was founded, fronting on the little cove lying between Telegraph and Rincon Hills, being the germ of the present great city of San Francisco. A city was first laid out on this site by the surveyor in 1839, but its advancement was very slow and trade small, until the country came into the possession of the United States, in 1846. In 1847 it was surveyed under direction of Commodore Montgomery, of the sloop of war Portsmouth, and its name changed to San Francisco. In February, 1847, the first census of the new city was taken, and the population was found to be 459. The country had not got fairly settled under the new regime, when, in February, 1848, the discovery of gold, at Coloma, was made. This opened a new era for San Francisco, and from this discovery we date its rise to greatness.

The city increased with an astonishing rapidity until 1854, when business received a check, and property greatly declined in value. This depression continued until 1858, when the agricultural resources of the State began to be developed quite extensively, and this, followed by the silver discoveries of the eastern slope, continued the prosperous era until 1869, when a period of stagnation again recurred. In its first period, San Francisco suffered seriously by conflagrations, being burned no less than four times within eighteen months, involving a loss aggregating sixteen millions of dollars. A prominent feature of San Francisco's history is the organization and assumption of power of the vigilance committee, in 1856. This body took possession of the city in April of that year, and held it several months, during which it executed four persons and imprisoned and banished a large number. By its energy, severity and the boldness of its actions, it appalled the vicious and reformed the government. On the 1st of July, 1856, the city and county government was consolidated, and now the whole northern end of the peninsula, from the line of San Mateo county, is comprised within the city limits.

SAN FRANCISCO BUSINESS DIRECTORY.

- BANK OF CALIFORNIA, corner Sansome and California streets, with Agencies at Virginia City, Gold Hill, White Pine and Nevada.
- IVERSON & MIDDLEMISS, General Agents New England Mutual Life Insurance Company of Boston. Nos. 101 and 103 Montgomery street, up stairs.
- FIREMAN'S FUND INSURANCE COMPANY, Total Assets, \$767,115.
 Principal office, corner Sansome and California streets.
- GARRETT, W. T., Manufacturer and Importer of Church and Steamboat Buls. Brass and Bell Foundry, corner Mission and Fremont streets.
- GEO. C. SHREVE & CO., Dealers in and Importers of Watches, Jewelry and Silverware, 110 Montgomery street.
- JAMES C. STEELE & CO. Great Retail Drug House of the Pacific Coast. No. 521 Montgomery street.
- KIMBALL EANUFACTORY, Fourth and Bryant streets Carriages, Light Wagons, etc.
- PACIFIC INSURANCE COMPANY, 422 California street. Fire and Ma-Insurance. Total Assets, \$1,696,854 80. H. H. Bigelow, General Agent.
- TRAVELER'S INSURANCE COMPANY, Office 224 California street. Cash Assets, \$1,500,000. E. A Magill, Manager.
- UNION INSURANCE CO., 416 and 418 California Street.
- WEIL & LEVY, Importers of Fancy Goods, Stationery, Playing Cards, Yankee Notions, etc., No. 113 Battery street, bet. California and Pine.

SAN JOSE BUSINESS DIRECTORY.

- BRADFORD A. J. & CO., 320 Santa Clara street, between First and Second have just opened a splendid Stock of Drugs, Medicines and Toilet Articles
- BEARDEN, A. J. Photographic Gallery, corner Santa Clara and Market streets, New throughout, All work guaranteed to suit.
- MONTGOMERY, MAZE, Searcher of Records and Examiner of Titles. No. 271 First Street.
- NEW YORK EXCHANGE, 260 and 262 First Street, First Class Hotel, Newly Furnished, and everything in complete order.
- PURNELL, Z. J. Eureka Baths and Shaving and Hair Dressing Saloon, corner First and St. John streets.

The harbor front is protected by a sea wall of rubble, and extending from Telegraph Hill to Rincon Point, a distance of 8,336 feet. The site of the city was originally a succession of hills, but these, particularly in the southern part, have been to a great extent leveled, and the excavated ground taken to fill up the water lots taken from the bay. San Francisco cannot be regarded as a well-built city, but considering its age, it can show a number of buildings of a high order of architecture. Among the most prominent are the Mercantile Library, Merchants Exchange, Bank of California, Bankof British North America, Russ, Lick, Cosmopolitan, Occidental and Grand Hotels, St. Patrick's, Elmanu El and Calvary Churches, the Eastern Horse, and other buildings could be enumerated. The new Mint is in course of construction on the corner of Fifth and Mission Streets, and will be one of the fargest and finest buildings of the city, costing upwards of a million of dollars. In the year 1869 there were 850 houses erected, of which 250 were of brick or iron, built in the most substantial manner, and designed to be earthquake proof. There are several public markets, conveniently located and profusely supplied. The Hotels and restaurants number 340, several of which are unsurpassed in any city in the United States. The benevolent societies are numerous and distinguished for the thoroughness of their organizations and the noble manner in which they carry out their purposes. Many of these have hospitals which are architectural ornaments to the city, and are maintained in a style that does honor to the societies controlling them. The principal libraries are the Mercantile, Mechanics, Odd Fellows, Masonic, Pioneer and What-Cheer House, having an aggregate of 90,000 volumes. Its chief cemeteries are Laural Hill (late Lone Mountain), Calvary, Masonic, Odd Fellows, Jewish and the City Cemetery. The Public Schools of San Francisco are the pride of the city. These are maintained at a cost for the year 1869, of \$400,812, employing 300 teachers, and giving instruction to 19,885 pupils. In these, every branch of study is taught below a college course, including French, German, drawing and music, and free of cost to the pupil. Besides there are private schools and colleges, employing 72 teachers, and giving instruction to 4,610 pupils. Manufacturing is carried on extensively, employing a capital of millions of dollars.

The city is traversed in all directions by street railroads, carrying passengers for 6 ¼ cents from one extremity of the city to the other. The North Pacific Transportation Company run steamers to all points along the coast, from Mazatlan, in the south, to Victoria, in the north, also to the Sandwich Islands; and the Pacific Mail Steamship Company run steamers to Acapulco and Panama, connecting with steamers to New York, also, once a month to Japan and China. The California Steam Navigation Company run boats on all the inland waters, and other lines of steamboats are engaged running to various points. The inland trade and travel has in the last year been transferred to a great extend to the railroads. Of these the San Jose and Southern Pacific run southward as far as Gilroy; the Western Pacific crosses the bay by ferry, and runs to San Jose, Stockton, Sacramento, Marysville, and to the Eastern States. The Vallejo road connects by steamer, and runs northerly, on the west side of the Sacramento River, and thus to Calistoga Sacramento and Marysville.

DOWNIEVILLE

Is the county seat of Sierra, and contains about 1300 inhabitants. Reached by stages from Colfax and Marysville.

BUSINESS DIRECTORY.

- ADAMS, McNEILL & CO., wholesale grocers and dealers in California Produce, Wines, Liquors, Tobacco and Quicksilver, Agents California Powder Works, Nos. 93 and 95 Freet street.
- BRITTAN, HOLBROOK & CO., Importers of Stoves and Metals, Hardware, Tinware, Tinsmiths Gods, Tools and Machines. 111 and 113 California, and 17 and 19 Davis streets, San Francisco, 176 and 178 J street Sacramento and Main street Austin, Nevada.
- BARER & HAMILITON, Importers of Agricultural Implements, Portable Steam Engines, Rubber and Leather Belting. Nos. 17 and 19 Front street, San Francisco, and 9, 11, 13 and 15 J street. Sacramento.
- CADWALADER, EDW., Real Estate Agency, Notary Public, Commissioner for the various States. Government Securities Bought and Sold. Corner J and Third, Sacramento.
- CHESLEY, GEO. W. & CO., Importers and Wholesale Dealers in Groceries, Provisions, Wines and Liquors. No. 51 Front Street, bet. J and K.
- CROCKER, H. S. & Co., Importing Stationers and Steam Book and Job Printers and Publishers. Agents for Gordon's and Hoe's Presses. 42 44 J street, near Second.
- DEUEL, GRIFFITTS & CO., Dealers in Staple and Fancy Dry Goods. New Goods received every week. No. 248 J sreet, near Ninth.
- FOSTER, F. Book Binder and Blank Book Manufacturer. The oldest Bookbindery on the Pacific Coast. No. 39 J street.
- GILLIG, MOTT & CO., Importers and Dealers in Stoves, Metals, Hardware Mill and Mining Goods. Agents for the Danford Atmospheric Lamp No. 53 and 55 J street.
- HUNTINGTON, HOPKINS & CO., Importers of Hardware, Iron, Steel, Cumberland Coal, Powder, Fuse, Belting, Building Materials, etc., No. 54 K Street.
- EVERSON & MIDDLEMISS, Agent New England Mutual Life Insurance Company, of Boston, and Agent of the Firemans' Fund Insurance Company, of San Francisco. W. M. Webster, Manager. Sacramento. No. 139 J street, near Seventh.
- O'CONNELL & CO., Dealers in staple and fancy Dry Goods. Northwest corner of J and Seventh streets.
- PEAKE, C. A. & CO., Importers and Jobbers of Gentleman's Clothing, and Furnishing Goods. Agents Capital Woolen Mills. No. 49 Front street,
- SCHREIBER & HOWELL, General Agents Pacific Mutual Life Insurance Company, of California. Nos. 37 and 39 Second street.
- WATERHOUSE & LESTER, Importers of Carriage and Wagon materials Nos. 17 and 19 Seventh street, between J and K.

SACRAMENTO

Is eligibly situated on the east bank of the Sacramento River immediately south of the junction of the American. The Sacramento is navigable for large steamers and sailing vessels to this point, and vessels of light draught ascend 300 miles further. The locality was first settled upon by Gen. John A. Sutter in 1839, who obtained in the following year a large grant of land from the Mexican Government here, built a Fort and engaged exclusively in Stock Raising, Agriculture and Trading. The wealth and hospitality of Sutter had given him a national reputation, previous to the discovery of gold, and when in 1849 the great movement to California was made, the objective point was Sutter's Fort, where all were heartily welcomed, and camping on the fertile bottom land adjacent to the river, embowered by spreading oaks and sycamores, naturally established the town. Subsequent floods and fires nearly caused the abandonment of the site, but interests had been created which demanded a struggle for their protection. A costly levee was constructed, but this breaking at different times caused the determination to raise the city above high water mark. The process of filling is now going on and the principal business portion of the city is elevated to the high grade. It became the permanent Capital of California in 1854, and in 1860 the Legislature authorized the construction of a State Capitol of grand proportions on a lot of ground comprising four squares of the city which had been previously donated for that purpose. In that year work was commenced and has been prosecuted with vigor since but the structure is not yet completed. In 1869 it had so far progresed that the Legislative Chambers and State Offices could be occupied, and on the 1st of December it was put to the uses intended It is expected to be completed within the ensuing two years, when it will have cost upwards of a million and a half of dollars. At present its unfinished dome, with the flag of the nation flying over it, is the first object to attract the traveler's eye does he approach from any direction, by water of by rail, and when completed, with its lofty elevation of 180 feet, will be a structure of graceful beauty of which any city of the Union would feel proud. The other public buildings of the city are numerous and compare in claboration and architectural appearance with those of any other city in the United States. The State Agricultural Fair is held here in September of each year, and for this purpose the State Agricultural Society has erected a spacious pavilion of brick, two stories high, for the exhibition of Machinery, Manufactures, Curiosities and the products of the soil, and in the suburbs of the city have an extensive park for the exhibition of animals and for racing. The population of Sacramento, at the present date is estimated at near 30,000 In the city are published five daily papers, one tri-weekly in German, one semi-weekly, two weeklies, and the GAZETTEER monthly. It has 17 public schools with an attendance of 2000 pupils, and several private

It has 17 public schools with an attendance of 2000 publis, and several private schools and seminaries of a high order; it churches, 20 social and benevolent societies, and several important manufacturing incorporations. It is supplied with water by steam water works from the river and is lighted by gas. Sacramento is now the chief railroad center of the State. The first railroad constructed was the Sacramento Valley, running from this city to Folsom, a distance of 22% miles. This was commenced in 1855, and was completed the following year. On the 22d of February, 1863, was commenced the construction of the Pacific Railroad in this city, the most important work of the country. This great work was inaugurated by Sacramento people, and was carried through with a skill, enterprise and energy that has no comparison in history, and Sacramento may well take a special pride in the accomplishment. The location of the principal works in this city has given it a stability of which it cannot be robbed, and has added greatly to its pros-

perity.

Hotels on the Pacific Coast.

San Francisco Hotels.

- GRAND HOTEL, corner New Montgomery and Market streets. Johnson & Co., Proprietors, late of Lick House.
- AMERICAN EXCHANGE, Sansom street, next door to Bank of California. 20 rooms. Board per week, from \$10 to \$14. Timothy Sargeant, proprietor.
- COSMOPOLITAN HOTEL, southwest corner of Sansom and Bush streets. 300 rooms. Board, \$3 per day. Tubbs & Patten, proprietors.
- INTERNATIONAL HOTEL, Jackson street, above Montgomery. 156 rooms. Board, per day, from \$1 50, \$1 75 to \$2. F. E. Weygant, proprietor.
- LICK HOUSE, Southwest corner of Montgomery and Sutter streets. 200 rooms. Board \$3 per day.
- OCCIDENTAL HOTEL, Southeast corner of Bush and Montgomery streets, 300 rooms. Board per day \$3. P. McShane, proprietor.
- Streets. 360 rooms. Board per day §3. P. McShane, proprietor.

 ORLEANS HOTEL, Nos. 117 and 119 Post street, above Kearny street. 110 rooms. Board per week, from §10 to §12. H. E. Whelandt, proprietor.
- RUSS HOUSE, Montgomery street, between Bush and Pine streets. 300 rooms. Board per day, \$2 to \$3. H. Pearson and S. H. Seymour, proprietors.

Sacramento Hotels.

- CAPITAL HOTEL, Corner of Seventh and K streets. Day & Smith, proprietors.
- GOLDEN EAGLE HOTEL, Northeast corner of Seventh and K streets.

 B. E. Callahan, proprietor.
- ORLEANS HOTEL, Second street, between J and K streets. 138 rooms.

 Board per day, \$3; per week, \$10 to \$35. F. A. Hornblower, proprietor.
- PACIFIC HOTEL, K street, between Fifth and Sixth streets. 93 rooms Board per day from \$1 50 to \$2 50—per week from \$8 to \$10. Kumle & Schafer, proprietors.
- UNION HOTEL, Second street, between J and K. B. Clark, proprietor.
- WESTERN HOUSE, K st., between Second and Third-210 rooms. Board per week, \$4; meals, 25 cents. N. D. Thayer, proprietor.

Marysville Hotels.

- ST. NICHOLAS LODGING HOUSE, cor. D and Third streets. This House is kept in connection with the Western Hotel, as a Lodging House. M. C. Duffley & Co., propretors.
- WESTERN HOUSE, cor. D and Second streets. 100 rooms. A general stage office. A hotel carriage and buss always at the depot on the arrival of the cars, to convey passengers to the hotel. M. C. Dufficy & Co.. proprietors.

S n Jose Retels.

NEW YORK EXCHANGE., 260 and 262 First street. A first class Hotel in every respect.

Virginia City Hotels, Nevada.

- INTERNATIONAL HOTEL, cor, C and Union streets. C. Conner proprietor.
- AMERICAN EXCHANGE, C street, opposite Internation Hotel.

Carson City Hotels, Nevada.

- ORMSBY HOUSE, cor. Second and Carson streets. 100 rooms. Geo. D. Fryer, proprietor.
- ST. CHARLES HOTEL, cor. Third and Carson streets. Geo. Tuffy, proprietor.

GRASS VALLEY.

The name of Grass Valley was given by the immigrants of 1849, to the pleasant locality where they found abundant grazing for their animals while themselves were engaged in the gold washings of the neighboring streams, and subsequently the discovery of numerous gold-bearing quartz veins caused the building of a town upon the spot bearing the name. This has grown to be a city with a population of 4,100 within its incorporate limits, and of upwards of 6,000, counting its immediate suburbs, making it the largest town in Nevada county. It is distinguished as being the principal quartz mining district of the State, and is a place of wealth and political influence. Here are seven or eight first-class paying mines, and some twentyfive in course of development. In each of the principal mines from fifty to one hundred miners are employed and large numbers are engaged in the numerous reduction works and in transportation of ores. Its interests are maintained, and its people enlightened through the medium of two daily newspapers. It supports a public library and reading room, has six public and four private schools; Masonic and Odd Fellows' halls, five church edifices, two banks, two foundries, four public halls, gas works, theater, etc. Good turnpike roads lead in every direction. Daily stages carrying mail and express connect it with the Pacific Railroad at Colfax, 13 miles distant, with Nevada City, the county seat, 4 miles, and with Marysville, 40 miles distant, A company has recently been incorporated for the purpose of constructing a railroad from Colusa, on the Sacramento, through Marysville and Grass Valley to Nevada City, or to connect with the Central Pacific at Colfax. This will add greatly to its importance and aid in developing the resources of the section. Being at a considerable elevation, and still below the snow line of the Sierra, it possesses a climate of unusual salubrity and loveliness most favorable to health; also to the production of the semi-tropical fruits which flourish so well in California. Its principal product is gold, amounting to many millions annually, but the fruits of its flourishing orchards and vineyards are of great value.

ALAMEDA

Is a very pretty village, situated on the eastern shore of the Bay of San Francisco, and contains about 1,200 inhabitants, and is the western terminus of the S. F. and A. R. B. It being near to San Francisco, and having a beautiful grove of oaks, makes it a favorite place of resort for excursionists and picnicers. To accommodate the large number of persons who visit this place from time to time, several parks have been laid out. Ferry boats make one trip every two hours between this place and San Francisco.

NEVADA.

Nevada City, the county seat of Nevada county, is situated on the westerly slope of the Sierra Nevada, at an elevation of 2,350 feet above the sea, and in latitude 39 degrees 15 minutes, and longitude 121 degrees , west from Greenwich. It is one of the oldest, as well as one of the largest and most prosperous of the mining towns of California, being first settled upon in the Autumn of 1849, and having since that time produced from the placer and quartz mines in its immediate vicinity, from \$45,000,000 to \$50,000,000, the annual yield at present being about \$1,500,000. The population is, and has been for a number of years, about 5,000. Meteorological observations have

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been made for a number of years with great care by James Whartenby, which show an average annual rain-fall of 55 inches, that of the year 1861-2 being 109 inches, and of 1863-4 being 1714 inches-the two extremes. The principal public buildings are the court house, which occupies a commanding position near the center of the town, the Washington school house, capable of accommodating 500 pupils, a Masonic hall, four churches and a theater. The city supports two daily newspapers, the Gazette (Independent), and the Transcript (Republican). There is one banking house, with a capital of \$200,000, a public library containing 2,500 volumes, six public and three private schools. The leading industrial establishments are the Nevada Foundry, which turns out castings to the yearly value of \$50,000, and the Nevada Flouring Mills, which manufacture about 15,000 barrels of flour annually. The main resources of the city are its placer and quartz mines, with the trade incident to its being the county seat. The soil of the basin in which it is situated, and on the surrounding hills, is well adapted to the production of all kinds of fruits and vegetables, and wines and brandles of a superior quality are manufactured. Stages connect it with all parts of the county and with the Pacific Railroad at Colfax, 15 miles distant.

SAN DIEGO.

San Diego is the most southern and is the oldest town in the State of California. It was established as a Mission, by Father Junipero Serra, in May, 1769, and is, therefore, upwards of a century old. It is situated on a beautiful bay of the same name, which reaches some twenty miles inland, has little or no bar at the mouth, is perfectly land-locked and is one of the finest harbors in the world. The town is now comprised of two parts, separated by a distance of three miles, being San Diego and North San Diego, the latter being convenient to the anchorage. The combined population is estimated at 3,000, having quadrupled in the last two years. The proposition of making it the terminus of the Southern Pacific and Southern Coast Railroads, is the incentive to its prosperity, and the recent discovery of gold mines in the vicinity has given impetus to its onward march. A line of ocean steamers run weekly to San Francisco, 450 miles, a tri-weekly stage to Los Angeles, 130 miles, and a weekly stage to Fort Yuma, 180 miles. Two weekly newspapers are published, several church organizations are maintained and pubic and private schools are numbered among its institutions.

MONTEREY.

In the political history of California, Monterey appears a place of considerable importance. It is pleasantly situated on the southern shore of the bay of the same name, but as the bay is imperfectly land-locked, it is not regarded as a safe harbor at all seasons of the year. It was formerly the Captal of Alta California, and it was here that the country was taken possession of by Commodore Sloat, on the 7th of June, 1846, in the name of the United States. The Capital was continued here under the military government, and on September 1st, 1849, a convention met for purpose of forming a Constitution for the State of California. After a session of six weeks, the convention concluded its labors, and the Capital was removed to San Jose. The city has declined much in relative importance since the transfer of the Government, but different industries springing up in a few years past gives a promise of future prosperity to California's first Capital.

SAN JOSE.

San Jose, "The Beautiful," well deserves its appellation, being one of the prettiest and pleasantest towns of which our Republic can boast. The beauty and fertility of the valley attracted the attention of the first exploring missionaries, who established the Mission of Santa Clara, in the year 1774. A few years subsequently, in 1792, the Pueblo de San Jose was established, as an adjunct military post and stock rancho of the Mission at Santa Clara. With the fertile soil and salubrious climate of this great valley, the settlements naturally prospered, and when the Americans came they found both the Pueblo and the Mission thriving and important places. As a Pueblo, it received a grant of an extensive tract of land, which has been so disposed of as to make the present city one of the best endowed, in its school and other funds, of any in the State. The title to the lands formed the subject of a long and exciting controversy, but now are happily settled. The great valley of which San Jose is commercially the center, has an area of about 2,000 square miles, every portion of which is arable and highly productive. Two streams of small size, the Coyote and Guadalupe, run through the city and empty into the Bay of San Francisco, eight miles distant. The population of San Jose is now estimated at 10,000, and is the home of wealth and refinement. Its public buildings are numerous, and tastefully constructed. The Court House is the best of its class in the State, being erected at a cost of \$180,000, and in it are well arranged and elegantly appointed rooms for all the Courts and officers of the county. Its lofty dome is a great resort for visitors, and from it is obtained one of the most charming birds-eye views that a happy landscape ever offers. The large school fund has enabled the construction of fine buildings and the maintainance of good schools, of which there are seven, in addition to the colleges and private schools. The Academy of Notre Dame, for females, ranks as one of the best in the State. The tall spires of eleven churches add ornament to the city, while they indicate the devotional character of the people. The Odd Fellows and Masonic Halls, and several of the hotels, are fine structures. It possesses woolen mills, foundries, flouring mills, and other manufacturing establishments. The city is abundantly watered by artesian wells, of which there are a large number, reaching to a depth of 100 to 300 feet. Its streets are broad and macadamized, making a smooth road-bed. In the principal street is a railroad for horse cars, running through the "Alameda," three miles, to Santa Clara. The Alameda is one of the great features, and the pride of the section. It is a row, on each side of the street, of willow trees, planted by the Padres of the Mission, in 1799, and now grown to a leafy bower, overshadowing the road. Three railroads now converge at San Jose, a branch of the Western Pacific, the San Francisco and San Jose, and the Southern Pacific, now extended to Gilroy.

SANTA CRUZ.

Is very pleasantly located on a cove on the Bay of Monterey, opposite the city of the same name. It is the county seat of Santa Cruz county. It is a very popular resort for excursionists. Manufacturing is carried on to a considerable extent—paper, leather and powder being the chief articles of manufacture. Reached by steamer from San Francisco, or by stage from Santa Clara.

STOCKTON.

Stockton is situated at the head of a deep bay, or "slough," setting back from the San Joaquin river, and is reached by large steamers and sailing vessels from San Francisco, 127 miles distant by water, and is the transhipping point for small steamers which ascend the San Joaquin 150 miles further. It was laid out by Capt. C. M. Webber, contemporaneous with the discovery of gold, and received its name in compliment to Comodore Stockton, who had taken an active part in the conquest of California. Its present population is estimated between 10,000 and 11,000, and is increasing. It is in the midst of a vast area of fertile soil, constituting an inexhaustible resource, while the great mining region of the Sierra Nevada, which is contributory to it, adds to its prosperity, and promises to its future. Here is the seat of the State Insane Asylum, the large buildings of which are the first to attract the traveler's eye as he passes in the cars of the Pacific Railroad. The city has numerous fine buildings and institutions, including Court House, Odd Fellows Hall, theater, eleven churches, seven public and two private schools, three daily newspapers, etc. It is watered by means of an artesian well of 1.002 feet in depth, from which flows 360,000 gallons of water daily, rising by itself II feet above the surface of the ground. It is, however, raised by steam pumps to an elevated reservoir, whence the supplies are drawn. Water is also readily obtained by sinking from ten to twenty feet in depth, and this, with the rich soil, has enabled those having gardens to highly cultivate them, thus ornamenting the city most pleasantly. From the numerous windmills used to elevate the water for irrigating purposes, this city has taken the name of the "Windmill City." The Pacific Railroad connects it with all towns along its line, and the Stockton and Copperopolis, and Stockton and Tulare Railroads, are soon to be constructed. It is the center of quite an extensive stage business, lines running southerly up the San Joaquin Valley to Mariposa, Hornitos, Paradise, Tuolumne, Yo Semite, etc; easterly to Sonora and Columbia, and northerly to Copperopolis, Murphy's, Big Trees, Campo Seco, Angel's, Mokelumne Hill, etc.

WOODLAND.

Woodland, the county seat of Yolo County, is pleasantly situated, and is surrounded by an extensive area of as fine agricultural land as exists in the State. The farming land in this section is usually estimated at the rate of from \$40 to \$50 per acre, with no very extensive improvements, which indicates that it is held in great esteem by its owners. Woodland lies in latitude 35 degrees 40 minutes, and longitude 44 degrees 48 minutes west from Washington. The California Pacific Railroad passes through the town, connecting it with Marysville, 311/2 miles northeast, with Sacramento, 231/2 miles northeast, and with Vallejo 55% miles southwest. A company has been organized to construct a road from this point north to Colusa and Red Bluff, which will give great aid to the the farmers of the valley on the western bank of the river. The town now has a population of about 2000, supports two weekly newspapers, has a fine courthouse and jail, Methodist, Christian and Catholic Churches, a three-story brick college, public schools, two hotels, a bank, with a capital of \$200,000, an extensive warehouse, two breweries, a wine factory, organizations of Masons, Odd Fellows and Good Templars, and other institutions.

MARYSVILLE

Is the largest city of the State, north of Sacramento, having a population of from 6,000 to 7,000, and is rapidly increasing. It is well situated for trade, being at the head of steamboat navigation, on the Feather River, and has three lines of railroad running to or through it. The California Pacific Railroad connects it with Sacramento and San Francisco, via Vallejo; the California and Oregon Railroad passes through the city, connecting with Sacramento and San Francisco, via the Central and Western Pacific Railroads, and will ultimately connect it with all the northern portion of the State and Oregon; and Northern California Railroad, running to Oroville. It is surrounded by a fertile agricultural section, in the great Sacramento Valley, while in the mountains to the east and north are the richest and most extensive gold mines of the State. With such surroundings, and with such commercial facilities, it must be regarded as one of the most important interior towns of the Pacific Coast. Its site was selected by American settlers, and was known as Nye's Ranch, anterior to the discovery of gold, but, following the gold discovery, came the flood of immigration, and at this most eligible location for trade, most naturally grew a city. Its name was given in honor of Mrs. Mary Coveland, nee Nye, the first white woman who ever resided in the new city. It grew rapidly in 1850, and in 1851 became an incorporated city. At that time its levee, which then fronted on the Yuba, was crowded with all classes of small river craft, and the "plaza" presented a busy scene of boatmen, packers, teamsters and miners. It prospered for a number of years, but felt the decline of the mining interest before its other resources were brought into action. It is now rapidly recovering its former prosperity. It is built chiefly of brick, and possesses many fine buildings, among which are the Court House, City Hall, theater, public school, four churches, hotels, etc. It has four public schools, and two seminaries, of a high grade. Numerous lines of stages connect it with the surrounding towns, not reached by the railroads. It has an extensive iron foundry, woolen mills, flouring mills, breweries, gas works, two daily newspapers, etc. It is supplied with excellent water by an artesian well, of 300 feet in depth, from which the water is pumped by steam engines to a reservoir on the top of the City Hall.

AUSTIN.

Austin is the chief town of Lander county, in the Reese River mining region, Nevada. Two years since it had a population of five thousand, but at present it does not exceed half that number. It was formerly on the great overland stage road, but is now cut off by the Pacific Railroad, which is 95 miles north. It was first settled in 1863, upon the discovery of silver in the hills about it, and grew rapidly. It has a large number of mines and costly quartz mills, but operations are not now carried on very extensively. Only one mill of twenty stamps is now in operation and this produced about \$1,000,000 the last year. It is incorporated, has a city hall, two fine church edifices, built of brick, two schools, a daily newspaper, court house, Masonic hall, etc. A daily stage connects it with the railroad, another with Belmont, 55 miles southeast, and a tri-weekly with Eureka, 40, and Hamilton, 100 miles east. It is now proposed to build a railroad to connect it with the Central Pacific at Battle Mountain, when, it is believed, Austin will resume its former prosperous course.

SALT LAKE CITY.

Salt Lake City, from the manner of its settlement and the peculiar religion established, is one of the most noted places on the continent. It was located and built by the Mormons, the first party of whom arrived in the valley on the 24th of July, 1847. The city is situated at the western base of a spur of the Wahsatch mountains, and about twenty miles east of the southern extremity of the Great Salt Lake, whence it derives its name. It was laid out in large blocks of 10 acres each, and with streets 132 feet wide, running north and south, and east and west. Through all the streets run streams of water, which is used for irrigating and domestic purposes. Shade and fruit trees have been extensively planted, and, as the soil, aided by plentiful irrigation, is very fertile, these trees have flourished finely, being of great value for the fruit they furnish, and highly ornamental to the city. It has a population of 25,000, and is the seat of government of Utah Territory, as well as the seat of government of the Mormon Church. As such, it contains many public buildings of corporations. The City Hall is a large and elegant structure, costing \$70,000, and is used as the Capitol of the Territory. The Temple was commenced in 1853 and is not yet completed. It covers an area of 21,850 feet, and is designed as one of the grandest church edifices of the United States. The Tabernacle is a large building, 250 feet long by 150 feet broad, having a roof of a single oval span, resting on 46 square pillars of red sandstone. It is capable of seating 8,000 persons. An organ is in course of construction inside the building, said to be the largest in the United States. The Salt Lake Theater is distinguished as being one of the best of its class. Other public buildings of prominence exist, with numerous churches, schools, and other institutions of benevolence and sociality. Salt Lake City is connected with the Pacific Railroad at Ogden, 39 miles distant, by the Utah Central Railroad, Stages run in different directions, and the telegraph connects it with all the world.

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OGDEN.

At Ogden the Central and Union Pacific Railroads connect and for ma span which stretches across the continent. It lies between the Weber and Ogden rivers, and is 31 miles north of Salt Lake City, with which it is connected by the Utah Central Railroad. It derives its name from an old mountaineer who had his camp there previous to its occupation by the Mormons. These people commenced building here in 1850, and as the country surrounding possesses a fertile soil, with facilities for irrigating, the growth of the place was steady and its people prosperous. Since the construction of the railroads, Ogden has become a city of considerable importance, having a population of nearly 6,000. This city is 1,032 miles west from Omaha, and is 740 miles east of Sacramento. Passengers here change cars in going West from the Union to the Central Pacific, and in going East change from the Central to the Union Pacific. It is surrounded by several flourishing villages, as North Ogden, Lynne, Slaterville, Plain City, Willard, and others, all within from two to ten miles. These are farming communities, and in the Summer season present a beautiful prospect, the fields moving with heavy grain, the orchards bearing a wealth of excellent and luscious fruits, and the shade trees covered with a dense foliage.

OAKLAND.

Oakland, so named from the beautiful grove of live oaks in which it is located, is regarded as one of the pleasantest localities of the pleasant Pacific Coast, and from its trees, soil, broad streets, and surroundings, entitle it to the soubriquet of the "Park City." It is situated on the eastern shore of the Bay of San Francisco, opposite San Francisco, and fronting the Golden Gate. Its immediate harbor is an arm of the principal bay, called San Antonio Creek, but is obstructed by a bar at the mouth, preventing the passage of heavy vessels, excepting at high tide. The bay in front being very shallow, compelled the construction of a wharf, near two miles in length, in order to conveniently connect it with San Francisco. By this means a railroad and steam ferry, making hourly trips, was established, and Oakland rapidly grew to its present importance-a city of 1,200 houses, and a population of 8,000. This railroad and ferry now constitute the western terminal portion of the Pacific Railroad. Oakland is distinguished for the number and high standing of its educational institutions. It has six public schools, a Military Academy, Female College, Young Ladies' Seminary, Convent of the Sacred Heart, State University School, and State University, a public library, nine churches, two daily newspapers, City Hall, banks, street railroad, gas and water works, etc. It has many miles of macadamized streets, which, in the shade of its evergreen trees, or in view of the broad expanse of the bay, the distant ocean and pleasant surroundings, afford the finest drives of any city of the Union. San Antonio, Brooklyn and Clinton are contiguous villages, separated from Oakland by a branch of San Antonio Creek, around which it has been proposed to extend the boundaries of the larger city.

LOS ANGELES.

The Pueblo de Los Angeles was one of the first established in California, and grew to be the most prosperous and important. Upon the acquisition of the country it was the largest city, and in its vicinity were fought the severest battles occurring on this coast during the war with Mexico. It is situated on the Los Angeles River, a small tributary of the San Gabriel, and twenty-two miles from the ocean, at San Pedro. The city comprises within its limits an area of several miles square, and that portion capable of irrigation is highly cultivated, producing abundantly grapes, oranges, lemons, limes, figs, pomegranates, olives, nuts, and other tropical fruits. Orange groves of great extent exist, which, with the deep green of their leaves and the bright color of their fruit, contribute to the beauty of the city, and its surroundings. About 2,000,000 gallons of wine are made annually. The population is estimated at from 8,000 to 10,000. A daily and a weekly newspaper are published. A Catholic school of some importance, also a public and other schools, are maintained. There are several fine mercantile blocks of buildings, a Court House, and a few residences of some pretension to elegance but generally the city is built in the old Mexican style, low houses of adobe walls and flat roofs, with little ornamentation, having the appearance of being thinly spread over a large area. Its resources are chiefly agricultural, but it possesses a considerable trade with the mining region north of it, in Kern and Inyo counties, and also with Arizona. A railroad has recently been constructed from Los Angeles to Wilmington, eighteen miles, whence small steamers and lighters convey passengers and freight to sea-going vessels, at anchor in roadstead of San Pedro, five miles distant. A daily stage connects the Southern Pacific Railroad at Gilroy, carrying passengers, express and mails. Stages also run to San Diego, San Bernardino, sixty miles, and to La Paz, Arizona, two hundred and sixty miles.

CARSON CITY, NEVADA.

This place, named in honor of the celebrated trapper, guide and soldier, Kit Carson, is pleasantly situated in Eagle Valley (a northern continuation of Carson Valley), in Ormsby county, Nevada, and lies at the western base of the Sierras. It was originally settled as a "ranch," but became of importance as a town at the commencement of the excitement which followed the opening of the Comstock silver lode, situated fourteen miles distant, in Storey county. Its population is about 2,500. It is connected with Virginia City by a railway, built and owned by the Virginia and Truckee Railroad Company. It is the Capital of the State, and as such is the place of residence of the Governor, members of the Supreme Court, and other State officers. The Nevada Branch Mint is also located here, and is now in full operation. This is one of the best constructed and most substantial public buildings of the Pacific Coast, is built of grey sandstone, and cost, machinery and all, about \$200,000, in currency. Within one mile and a half of the city is situated the Nevada State Prison, which now numbers as its inmates about fifty convicts. Adjoining the prison are the celebrated Carson warm springs, which, as baths, are unsurpassed for commodiousness, and unequaled in delightful temperature. Carson is distant fourteen miles from Virginia City (or twenty by rail), and is about thirty-three miles south of Reno, where the Central Pacific Railroad has a station. This place has one newspaper, "The Carson Daily Appeal," Robinson & Mighels, publishers; two private and one public school; five churches-Presbyterian, Methodist, Episcopalian, Catholic and Mormon; has an Odd Fellows', Masons' and Good Templars' Lodge; two literary clubs, and two Engine Companies. Its soil is excellent; water abundant and pure, and a climate that is peculiarly healthful. Its principal productions are those of the farm; while its main reliance is upon its wood and timber trade which is very extensive, the neighboring mountains affording an almost inexhaustible supply of the best of pine, cedar and fir. Lake Bigler, or Tahoe, is fourteen miles west of this point. By an Act the Legislature of 1869, an appropriation of \$100,000 was made for erecting a Capitol building and a State Orphans' Home, at this place. These buildings will probably be completed within the present year.

BATTLE MOUNTAIN

Is a town of rising importance, on the line of the Central Pacific Railroad, in the State of Nevada, 384 miles east of Sacramento, and 12 miles west of Argenta, which place it supersedes as a depot of distribution for the surrounding country. It is in Humboldt county, at the intersection of the valley of the Humboldt river with the Reese river valley. It derives its name from that of a neighboring mining district, which was given in commemoration of its being the scene of a battle between a party of emigrants en route to California, and a band of predatory Indians. The mines of Battle Mountain District are from 7 to 12 miles distant from the town, and consist chiefly of copper and Galena ores, rich in silver, and in some instances bearing gold. The ore mined is generally shipped by the railroad to San Francisco or to Europe for reduction. Stages leave Battle Mountain daily for Austin, 95 miles distant, to Galena, 17 miles, and to the mines, 7 miles. It is proposed to make this the initiatory point for the railroad to Austin and the mining regions of Southern Nevada, and extending to the Colorado river.

VIRGINIA CITY.

The most important mining town of the United States is Virginia City, Nevada, built along the outcropping of the great Comstock silver bearing ledge, and at an altitude of 6,200 feet, on the eastern slope of Mt. Davidson. The town was established in 1859, soon after the discovery was made that the vein was silver bearing, and was named from one of the discoverers, who bore the soubriquet of "Old Virginia." The discovery that the rock was of extraordinary richness created a profound excitement, and people in great numbers flocked to "Washoe," as all the region was called. Several cities were built, the country explored, and the State of Nevada created. Virginia rapidly grew to a place of importance and rose to a well-built city, of 25,000 inhabitants. Latterly, as the excitement has subsided, the population has become reduced, till it is now estimated at from 12,000 to 15,000. The Comstock ledge, which constitutes the resource of the town, runs north and south a distance of about three miles, passing through Gold Hill, a continuation of Virginia, all being really one town, but under two municipalities. Gold Hill has a population of about 5,000, making the total population of this mining district fully 20,000. The annual silver product is about \$15,000,000, and the total product from the Comstock vein, since the discovery in 1859, is about \$120,000,000. A railroad, thirty-five miles in length, has recently been completed to the Carson River, affording easy transportation for ores to points where they can be cheaply reduced, and this is expected to considerably increase the silver product. Virginia and Gold Hill each have a first class daily newspaper, and educational institutions of a high order. They have numerous public buildings, churches, quartz mills, mining works, foundries, banks, etc., usual in a prosperous city. It is connected by stage with the Central Pacific Railroad, twenty-one miles, and with all surrounding towns in like manner.

ELKO.

Elko, Nev., is a creation of the Pacific Railroad, being the depot for the transhipment of passengers and goods for the mines of White Pine, south, and for those of Cope district, north of the road. It was located and built in 1868, and made the county seat of Elko County in 1869. The population numbers about 800. A weekly newspaper is published, and schools and churches are established. Some warm springs are within the town, which are said to possess curative properties of a high value. Elko is 606 miles by railroad from San Francisco 275 miles from Ogden, the terminus of the Central Pacific Railroad; 1,307 miles from Omaha, and 1,500 from Chicago.

SILVER CITY.

Silver City is the center of one of the richest mining districts in Idaho, containing, with its immediate surroundings, a population of about 2,000 inhabitants. It is the county seat of Owyhee county, and is situated on a branch of the Jordan Creek, which, running southward, empties into the Owyhee, thence into the Snake, the great south fork of the Columbia. A high and precipitous ridge separates it from the Snake River, scarcely ten miles distant. A number of silver mines in the vicinity funish employment for a large number of men, at wages from \$5 to \$5 per day, gt urg a high degree of prosperity to the town. It has one weekly newspaper, two schools, churches, banks, etc., and is connected by daily stage with the Pacific Railroad, at Winnemucca, 208 miles, and with Boise, 60 miles, the Capital of the Territory.

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