

start on the arrival of the morning train from San Francisco, about 3 P. M. We shall take a run over this division, starting from Sacramento. (See page 193.) See also map on page 201, and schedule of time in ANNEX No. 47.

Antelope—is 3.9 miles west. The country is more level, and dotted here and there with varieties of oaks. Passenger trains do not stop, but pass on, and 6.42 miles further come to

Arcade—a mere side-track.

Rolling down 4.56 miles from Arcade, the train slowly crosses a long stretch of elevated road, and then on to the American River Bridge, 3.36 miles east of Sacramento—which spans the main stream of the American River—and pass along by the orchards and gardens which fringe the suburbs of the capitol of California, the dome of which can be seen on the left, also the State Agricultural Fair Grounds. The long line of machine shops belonging to the Railroad Company, on the left, are passed, and then we come to the Sacramento River, on the right, with its crowded wharves, and stop at the city of

Sacramento—Until the spring of 1870, this was the western terminus of the Grand Trans-Continental railroad. But upon the completion of the Western Pacific, from Sacramento to San Francisco, the two roads were consolidated under the name of the Central Pacific railroad of California, making one unbroken line from San Francisco to Ogden, 882 miles long. The distance from Sacramento to Omaha is 1,776.18 miles; Kansas City, 2,002 miles; to Stockton, 50 miles; San Francisco, 138 miles; Vallejo, 60 miles; Marysville, 52 miles; Portland, Oregon, 642 miles.

The city is situated on the east bank of the Sacramento River, south of the American, which unites with the Sacramento at this point. It is mostly built of brick; the streets are broad, well-paved, and bordered with shade trees throughout a large portion of the city. It contains numerous elegant public and private buildings, including the State Capitol and county buildings. Population, 22,000. Churches, of all denominations, are numerous, as well as public and private schools. There are two orphan asylums; one Catholic, by the Sisters of St. Joseph, and the other Protestant. Secret orders are well represented, and newspapers are also plentiful, chief of which are the *Record Union* and the *Bee*, both daily; the *Journal*—German—is a

tri-weekly; the *Leader*, the *Agriculturalist* and the *Rescue*, weeklies. The city is lighted with gas and supplied with water by two huge pumps in a building just north of the depot—with a capacity of 90,000 gallons per hour.

Hotels are numerous, but the principal ones are the Eagle, Arcade, Orleans and Western. Free "Buses" convey passengers from the depot to any of them, or, they can ride past them all on the street cars. In or near the city are located four flouring mills, six iron works, two potteries, smelting works, distilleries, plow works, planing mills, and many other small factories. The Capital Woolen Mills are located here, and consist of main building, 216 by 60 feet, with extension 40 by 60 ft.; total number of spindles, 1,440; employ about 65 hands, and use 1,000 lbs. of wool daily.

The Johnson & Brady Wine Co. work up 400 tons of grapes annually. The Sacramento Beet Sugar Factory is near the city—capacity, from 80 to 100 tons per day; main building, 150 by 63 feet. The factory grounds produce about 700 tons of beets annually. The company employ, when making sugar, 200 whites and 300 Chinese.

The principal machine shops of the Central Pacific railroad are situated, as we have seen, on the north side of the city, and with the tracks, yards, etc., cover about 20 acres. The buildings first erected are of wood, still standing and in use. The new buildings are of brick, comprising a machine, car, paint and blacksmith shops, round-house, and several other buildings. Nearly all the cars used by the company are manufactured here. It is a noted fact that the cars on both C. P. and U. P. R. R., are far superior in size, style and finish to those on the majority of the Eastern roads, and for strength and completeness of the arrangements for comfort in riding, they have no superior on any road.

The hospital belonging to the Railroad Co., a large, airy and comfortable building, is located near the shops, where their men are taken care of when sick or disabled. It is well conducted, a credit to the company, and of incalculable benefit to those unfortunates who are obliged to seek its shelter.

As for the mercantile business, let a few "figures talk":

During the year 1877 the aggregate sales of all kinds of merchandise and manufactured wares, exclusive of local in-