

## PLEASANT MEMORIES.

In turning our faces homeward we are subject to a new series of sensations. We entered California strangers to the country and to its people; we leave it full of impressions of the picturesque beauty and the sublime grandeur of its scenery, of its vast agricultural facilities and of its splendid opportunities for a commerce of unlimited diversity and extent. The temporary depression of business in San Francisco, experienced by those familiar with its trade during the past ten or twenty years, but not apparent to us, can only be a time-mark in its history, indicating a transition period from one to another kind of prosperity. The season of reckless speculation has nearly, if not entirely passed by; and California is gathering her capital and concentrating her thought and energy upon the development of those fixed and settled departments of industry, which form the true basis of prosperity, and which are also the foundations of a secure and progressive civilization. Not that there are no more opportunities for reckless indulgence in chances for wealth, such as have been characteristic of the past history of the State: not that there will be no ventures in mines and corner lots hereafter; but besides these, and paramount to them in number and importance, will be the opportunities and the men who will seek the accumulation of wealth through the ordinary and legitimate channels, and as the result of sagacious plans and of well directed application and effort. For such no State in the Union presents such opportunities as California. The wonderful fruitfulness of its soil, the peculiarities of its climate, its geographical position as the natural center of the Pacific coast region, its railroad communications with the interior, its commercial advantages, both for Oriental and Western business, the cheapness of food and the abundance of all the necessaries of life—these are some of the advantages which hold out unparalleled invitations to the young and the middle-aged who seek a settlement in California and are intent upon *doing something*.

For mere drones and idle adventurers we believe it is about the worst place in the world.

There are some features of society in

San Francisco which are striking and interesting. Mixed up with characteristics which are even intensely American, there is a commingling of races and nationalities, of customs and traditions, social, political and religious, which render it the most cosmopolitan of all the cities of this continent, and this cosmopolitan feature exceeds any city of Europe, inasmuch as this city embraces the common elements of European and American society, and also more largely than any other, the picturesque and novel features of Oriental nations. In its architecture it resembles Paris, with its ornate facades and flowery capitals and showy windows. It has the brisk hurry of New York, and the quick and comprehensive sagacity of New England. It looks a compact and substantial city within, with all the newness and roughness of a frontier settlement in its immediate suburbs. It is proud of its schools, and finds a strong guaranty of institutions of a high social and civil character in its fondness for universal education. It has its societies, clubs, libraries and churches and believes them indispensable to the well-being of society. If the religious sentiment is not so strong or so universal as in some of the older States, there are those in California who, by their example and their support of the gospel and its ministry, are doing their best to establish a christianity which shall exhibit the best features of a catholic faith and a life of charity.

But besides these general impressions we bear to our homes, those of personal friendship for the people, of respect for their characters, for the manly attributes which we have met, and for the generous and princely hospitality and kindness which have marked their intercourse with us. Many a strong tie tugs at our hearts as we separate; and our future will be brightened by the memories of this month of genial fellowship, and by the hopes of meeting, at our homes and firesides, those who have gladdened us with the cordial frankness and the graceful courtesies of their own.

—Swarms of mammoth crickets, coming in hordes, at times cross the track of the railroad in such numbers as to completely stop all passing trains. They measure about two inches in length, are very fat and plump, and jump upon the rails when warmed by the sun. As the locomotives traverse this district they crush them by thousands and spread over the rails a glutinous substance resembling grease; and the wheels soon revolve helplessly without moving the train. We have seen them by the thousand. The Piute Indians catch them in large numbers and dry them as an indispensable article of food in winter. Cricket soup is a new suggestion for our epicures.

The course of the Central Pacific Railroad leads through sections of country which furnish it with a marked variety of local business. Its extreme western division has a large passenger traffic, with a heavy freight business from agricultural lands of great fertility; these furnish wheat in what our Eastern friends would call almost fabulous quantities. In California it passes through a rich mining district, and one from which immense supplies of the finest lumber and timber are furnished. Along the Sierras a large ice business is being inaugurated, and soon as the limits of Nevada are reached silver mines become frequent and familiar as household words. Orcaua furnishes large quantities of lead and antimony, car loads of which are shipped almost daily to San Francisco for use in the manufacture of shot, lead pipe, sheet lead, etc.

The Virginia City, Austin, Idaho and other stage roads bring to it large accessions of business, and its prospects of future local business, aside from its through traffic, are exceedingly flattering. The road-bed and construction of the Central Pacific Railroad appears to us hard to beat, even by old established roads, and the opinion is general among our party, that the road is a far better one than they had reason to expect, and they are convinced it has been thoroughly and faithfully constructed.

## TELEGRAPHIC.

CHICAGO, June 27.—Wheat opened dull, Holders submitted to a decline.

LIVERPOOL, June 25.—Wheat declined 2d to 3d per cental.

WASHINGTON, June 26.—Senate passed appropriation of \$40,000 for survey of the Darien ship canal. Boutwell ordered July interest paid on Tuesday, 28th, without deduction. Motley's successor undetermined—positively not Fish. Southern Pacific R. R. Bill passed House, 94 to 72.

BOSTON, June 25.—Large attendance at Harvard College class-day. Attorney-General Hoar, Gen. Sherman and family present.

PHILADELPHIA, June 26.—Fireworks factory burned. Terrific explosion; one killed, five wounded.

### BY CABLE.

PARIS, June 25.—French Government forbids publication of Pontifical documents without its sanction.

MADRID, June 25.—Isabella will abdicate to-morrow.

LONDON, June 25.—Inman steamship City of Brooklyn, from Liverpool 23d, collided and sunk a bark; crew saved.