

and practicable line, till it meets the Central Pacific Railroad of California, extending eastward from San Francisco. These two Companies are unrestricted in the extent of the road they shall build, except that they are required to locate and join their respective portions in the most direct and practicable manner.

THE UNION PACIFIC ROAD.

The Union Pacific has been constructed and accepted by the President of the United States, west from Omaha to the two hundred and seventieth mile post, or to a point seventy-seven miles west from Fort Kearny ; and the probabilities are that by the setting in of winter there will be about three hundred and ten miles of the road finished ; which will carry it beyond the Forks of the Platte, and embrace the bridge now near completion over the North Fork. The surveys for this road have extended across the Rocky and Wasatch Mountains to the valley of the Humboldt ; and lines of routes have been found which will not require a grade, at any point, over one hundred and sixteen feet per mile, the maximum grade of the Baltimore and Ohio Railroad, and the limit fixed by law.

THE CENTRAL PACIFIC ROAD.

The Central Pacific of California, on the 6th of the present month, had been graded from Sacramento eastwardly to Cisco, a distance of ninety-three miles, or to a point within twelve miles of the summit of the Sierra Nevada ; and the track has been laid from Sacramento, eighty miles of that distance, and the cars are running thereon. The surveys show a perfectly feasible route over the Sierra Nevada, with maximum grades within the limits prescribed by the law ; and as they show a very easy line along the valley of the Humboldt, not requiring a grade over fifty-three feet to the mile, the President of the Company, Leland Stanford, Esq., confidently anticipates that they will be able to reach Great Salt Lake during the year 1870.