

RT ROUTE" TO THE CALAVERAS "MAMMOTH TREES," VIA STACESFROM CALT (W. P. R. R.) AND MOKELUMNE HILL. DISTANCE, 70 MILES.

REAT OVERLAND ALL RAIL

ROUTE

VIA

CENTRAL PACIFIC

WESTERN PACIFIC AND CAL. & OREGON RAILROADS,

CONNECTING AT

UNION JUNCTION

WITH THE

UNION PACIFIC

RAILROAD,

and at OMAHA

WITH ALL ROADS LEADING TO

CHICAGO, ST. LOUIS,

CINCINNATI, PITTSBURG,

MEMPHIS, LOUISVILLE,

BALTIMORE, NEW ORLEANS,

ALBANY, WASHINGTON,

PHILADELPHIA, BOSTON,

NEW YORK,

and other Cities of the Eastern and Southern States

TOWNE, Gen'l Sup't C. P. R. R., }
GOODMAN, Gen'l Pass'r Agent, } Sacramento, California.
HAMMOND, Gen'l Sup't U. P. R. R., }
NS. COLTON, Gen'l Pass'r Agent, } Omaha, Nebraska.

THROUGH FARES. JUNE, 7, 1870.

San Francisco to	FIRST CLASS.		SECOND CLASS.	
	Currency.		Currency.	
Cheyenne.....	84 00		75 00	
Omaha.....	100 00		80 00	
Quincy.....	115 00		93 00	
Chicago.....	118 00		93 00	
Keokuk.....	113 35			
Peoria.....	116 80			
Detroit.....	126 50			
Niagara Falls.....	133 50			
Montreal.....	138 50			
Cleveland.....	129 00			
Buffalo.....	133 50			
Albany.....	140 00			
New York.....	138 00		110 00	
Boston.....	139 25			
do. via N. Y.....	140 50			
Pittsburg.....	132 00			
Philadelphia.....	136 20		108 55	
Baltimore.....	135 70		108 55	
Washington.....	135 70			
St. Louis.....	118 00		93 00	
Indianapolis.....	125 10			
Cincinnati.....	129 45			
Louisville.....	129 00		101 50	
Memphis.....	133 25			
Mobile.....	148 50			
New Orleans.....	150 00			

Second Class Passengers Travel in Second Class Cars on Express Trains.

\$110, BY THE ATLANTIC HOTEL EXPRESS TRAIN
FROM SAN FRANCISCO TO OMAHA.

\$75. SAN FRANCISCO TO NEW YORK,
By Emigrant Train to Omaha, and Second Class Cars on
Express Trains from Omaha to N. Y. Time Through, 11 Days.

From San Francisco **\$60** By Emigrant and
TO OMAHA, Freight Trains.

Children not over Twelve (12) years of age, Half Fare; under
Five (5) years of age, Free.

100 Pounds Baggage (per adult Passenger), FREE.
50 " " (per Child bet. 5 & 12 yrs) "

Extra Baggage (over 100 lbs.) between San Francisco and
Omaha (Currency) \$15 00 per 100 pounds.

TICKETS SOLD, SLEEPING-CAR BERTHS
secured, freight rates and other information given upon applica-
tion at the Company's offices.

Baggage checked through to points on the Central Pacific Rail-
road and "Omaha" at the Oakland Ferry from 6 A. M. to 6 P. M.

T. HOSMER, Ticket Agent, San Francisco.
H. B. EDDY, " " Sacramento.

THROUGH TIME—EASTWARD.

May 1870.		Dist.	Through Passenger. (Daily.)	Atlantic Hotel Ex. (Evy Mon. & Thurs)
SAN FRANCISCO.....		Leave	8.00 A. M.	8.00 A. M.
SACRAMENTO.....		Leave	2.10 P. M.	2.10 P. M.
OGDEN.....		Arrive	6.00 A. M.	6.00 A. M.
OMAHA.....		Leave	8.00 A. M.	8.00 A. M.
COUNCIL BL'FS.....		Leave	3.00 P. M.	3.00 P. M.
CHICAGO.....		Arrive	5.00 P. M.	5.00 P. M.
NEW YORK.....		Leave	4.15 P. M.	4.15 P. M.
COUNCIL BL'FS.....		Leave	5.15 P. M.	5.15 P. M.
ST. LOUIS.....		Arrive	6.30 A. M.	6.30 A. M.

Through Passenger Trains—Run Daily.
San Francisco to Omaha, 4 days and 6 hours; To Chicago,
5 days and 8 hours; To New York, 6 days and 20 hrs.
Atlantic Hotel Express Train—Leaves San Francisco
every Monday and Thursday. San Francisco to Omaha, 4
days and 6 hours; To Chicago, 5 days and 8 hours;
To New York, 6 days and 20 hours.

SILVER PALACE SLEEPING COACHES.

Run Daily between San Francisco and Ogden.		Double Lower.	Double Upper.	State Room.
San Francisco and Reno.....	(Coin).....	1 50	1 50	3 00
" and Carlin or Elko, "		5 00	5 00	10 00
" and Ogden, (Currency).....		6 00	6 00	12 00

THROUGH FREIGHT TARIFF. (Currency Rates.)

Feb. 10, 1870.		1st Class per 100 lbs.	2d Class per 100 lbs.	3d Class per 100 lbs.
From San Francisco to	OGDEN.....	\$2 75	\$2 50	\$2 10
	CHEYENNE.....	4 95	4 40	3 70
	OMAHA.....	6 25	5 50	5 00
	ST. LOUIS.....	7 50	6 20	5 20
	CHICAGO.....	7 50	6 20	5 20
	NEW YORK.....	8 00	6 50	5 50
	BOSTON.....	8 00	6 50	5 50

LIVE STOCK.

" To be Fed, Watered and taken care of by Owner."	
Between SAN FRANCISCO and OGDEN.....	\$300 00 per car.
" " " CHICAGO.....	600 00 " "
" " " CHICAGO.....	700 00 " "
Wagons, Wagon Stock, Agricultural Implements, Machinery & H. H. Goods " Owners to load and unload."	
Between SAN FRANCISCO and OGDEN.....	\$285 00 per car.
" " " OMAHA.....	570 00 " "
" " " CHICAGO.....	650 00 " "
" " " NEW YORK.....	800 00 " "

Communications on Freight Matters from the West should be addressed to
T. H. GOODMAN, Gen'l Fr't Agent, C. P. R. R., Sacramento, Cal.
Communications on Freight Matters from the East should be addressed to
WM. MARTIN, Gen'l Fr't Agent, U. P. R. R., Omaha, Neb.

STAGE CONNECTIONS.

FROM	TO	Miles.	Leave.	Time.	Fare.
Bantas.....	Mahoney's.....	34	12.00M.		\$3 50
".....	Hill's Ferry.....	40	"		4 00
".....	Point Timber.....	20	"		2 00
".....	Antioch.....	36	"		3 00
Stockton.....	Murphy's.....	61	6.00A.M.	12 h.	8 00
".....	Big Trees.....	74	"	16 h.	10 00
".....	Mariposa.....	100	"	29 h.	10 00
".....	Coulterville.....	74	"	18 h.	10 50
".....	Yosemite.....	109	"	32 h.	20 00
".....	Columbia.....	69	"	12 h.	8 00
".....	Silver Mountain.....	111	"	24 h.	18 00
Mokelumne.....	Lockford.....	7	12.45		75
".....	Camauche.....	18	"		1 50
".....	Campo Seco.....	23	"		2 00
".....	San Andreas.....	35	"		3 50
Galt.....	Ione City.....	22	2.00P.M.		2 75
".....	Jackson.....	34	"		4 75
".....	Sutter Creek.....	34	"		4 75
".....	Mokelumne Hill.....	39	"		5 75
".....	Calaveras Big T's.....	71	"		10 00
Marysville.....	Downieville.....	65	4.00A.M.	13 h.	10 00
".....	North San Juan.....	38	6 30 "	8 h.	4 00
".....	Portland.....	600	4 30 PM		40 00
Auburn.....	Michigan Bluffs.....	30	4.30 "	3 h.	6 00
".....	Coloma.....	19	"		3 50
Colfax.....	Grass Valley.....	13	5.30 "	2 h.	2 50
".....	Nevada.....	17	"	2 1/2 h.	2 50
".....	North San Juan.....	29	"	5 h.	5 00
Dutch Flat.....	Nevada.....	17	6.30 "	3 1/2 h.	2 50
Truckee.....	Lake Tahoe.....	14		3 h.	3 00
".....	Donner Lake.....	2			1 00
".....	Sierraville.....	30	9.00A.M.		3 00
".....	Loyalton.....	38			3 00
Reno.....	Virginia City.....	21	7.00A.M.	2 1/2 h.	4 00
".....	Carson City.....	32	7 00 "	5 1/2 h.	5 00
Mill City.....	Unionville.....	20	8.30 "	3 1/2 h.	4 00
Winnemucca.....	Camp McDermitt.....	80	10 00 "	14 h.	20 00
Battle Mountain.....	Austin.....	96	2.30P.M.	18 1/2 h.	20 00
Elko.....	Hamilton.....	120	7.00 "	20 h.	20 00
".....	Cope.....	85	9.00 "	48 h.	20 00
".....	Boise City.....			40 h.	45 00
Kelton.....	Boise City.....	235			60 00
".....	Baker City.....	380			80 00
".....	Uniontown.....	415			85 00

YOSEMITE VALLEY.

From STOCKTON to YOSEMITE there are three routes which may
be taken by excursionists, by way of Mariposa, Coulterville and
Hardin's Mill. Tourists usually prefer to enter the valley by one
route and return by another.

MARIPOSA ROUTE.—S. & Z. Fisher's stages leave STOCKTON at 6
A. M. on Monday, Wednesday and Friday, for French Camp, 5 miles;
Snelling (county seat of Merced), 64 miles; Merced Falls, 70 miles;
Hornitos, 76 miles; (passengers arrive at Hornitos at 7 P. M., remain
over night, expense \$2 00, and start again next morning at 5 o'clock;
excursion parties can, however, by special arrangement with the
stage company at Stockton, be carried through to Mariposa the same
day); Bear Valley, 88 miles, and Mariposa, 100 miles, arriving at 11
A. M. Fare \$10 00. At Mariposa, saddle horses may be hired for
\$2 00 per day. The services of a guide will cost \$3 00 per day, and his
board must be paid in the Valley. Two days are required for the
trip. There is a good road for 17 miles. The trail leads through the
following points: Clark's Ranch, the Mariposa Grove of Big Trees—
(This grove is considered by many more attractive than the
Calaveras Grove. There are 427 trees, the largest being 34 feet in
diameter)—Alder Creek, Empire Camp, Inspiration Point, (from
this point is obtained by far the best view of the Valley, which fact
induces many to prefer this route to either of the others). Foot
of Trail, 38 miles; Hutchings' Hotel, 47 1/2 miles. Expenses per day
at the hotel are \$3 00.

COULTERVILLE ROUTE.—C. H. Sisson & Co.'s stages leave Stock-
ton daily, except Sundays, at 6 A. M. for Sonora via Chinese Camp,
passing through the following stations: Twelve-Mile House; Farm-
ington, 16 miles; Twenty-six-Mile House, Knight's Ferry, 37 miles;
Crimea House, 48 miles; Mt. Pleasant, 50 miles; arriving about 4
P. M. at Chinese Camp, 51 miles; fare \$7. Remaining over night at
Chinese Camp (expense, including meals \$3), passengers take
Shoop's stages for Coulterville on Mondays, Wednesdays and
Fridays, which pass through Jacksonville, 3 miles, and Rattlesnake,
12 miles, arriving at Coulterville, 23 miles, early the same afternoon.
Fare \$3 50. Horses and guides are obtained here at the same rates
as at Mariposa, and a start is made the same day. The distance to
Hutchings' Hotel is 37 miles, excursionists being obliged, as on the
other route, to spend a night on the way. At Marble Springs, on the
trail, distance 10 miles, may be seen Bower Cave. At Black's, 16
miles, tourists spend the night. At Hazel Green, 6,679 feet above the
sea, a fine view of the San Joaquin Valley may be had. At Crane
Flat, 34 miles, trail branches off to Tuolumne grove of "Big Trees,"
1 mile distant. There are 21 trees, the largest 36 feet in diameter.
At Valley View, 45 miles, the first view of Yosemite is had.

HARDIN'S ROUTE.—This is identical with the Coulterville route
as far as Rattlesnake, from which point Shoop's stages run via Big
Oak Flat and Garrote to Hardin's, which is 20 miles from Garrote
and within 25 miles from Yosemite Valley. This road from Garrote
is a new, and said to be a good one. The fare from Chinese Camp to
Hardin's is \$8. Accommodations at Hardin's are very good. Pas-
sengers are carried on horseback from Hardin's to Yosemite for \$5,
or through tickets may be had at the office of Sisson & Co., Stockton,
for \$20, there being no extra expense for guides. Horses are obtained
for short excursions in the Valley at \$1 50 per day. This is the
shortest and cheapest route to the Valley, and in beauty of scenery,
etc., is said to be equal to the old route. The trail passes directly
through the Tuolumne Grove of Big Trees.

On the return, stages leave Mariposa Mondays, Wednesdays and
Fridays at 1 P. M., passengers remaining over night at Hornitos; and
leave Coulterville Tuesdays, Thursdays and Saturdays at 7 A. M.,
passengers spending the night at Chinese Camp.

ATLANTIC HOTEL EXPRESS
Leaves San Francisco 8.00 A. M. Mondays and Thursdays.

CAN BE PROCURED at the GENERAL OFFICE,
"Sacramento," or through the Company's Agencies.

To San Francisco, Sacramento and other Stations on the
C. P. W. P. P. and C. and O. Railroads,

Orders for THROUGH TICKETS "Westward," from
New York and other Eastern Cities,

CENTRAL PACIFIC,

Western Pacific and California & Oregon Railroads.

PRINCIPAL OFFICES,

415 California Street, San Francisco,
54 William Street, New York City.

56 and 58 K Street, Sacramento,
303 Broadway, New York City.

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T. H. GOODMAN,
Gen'l Freight & Passenger Agt.

EASTWARD.

TIME SCHEDULE

WESTWARD.

Way Freight.	Way Mail.	Hotel Express.	Through Express.	Distance.		Elevation.	Through Express.	Hotel Express.	Way Mail.	Way Freight.
No. 7.	No. 5.	No. 3.	No. 1.				No. 2.	No. 4.	No. 6.	No. 10.
P. M.	P. M.	A. M.	A. M.				P. M.	P. M.	P. M.	A. M.
7.00	4.00	8.00	8.00	0	Lv. W. P. R. R.	0	6.00	6.00	12.40	9.30
.....	4.30		8.30	6	 SAN FRANCISCOAr	0	5.30		12.10	
9.00			8.35	8	 Oakland.....	0				8.45
.....	3.25		8.35	47	 Alameda.....	114	6.30		12.45	10.35
10.50	5.35		9.35	29	 SAN JOSE	148	4.25		11.05	6.05
12.00	6.10		10.08	41	 Niles.....	351	3.50		10.38	4.45
12.30 ^A _M	6.25		10.23	47	 Pleasanton.....	520	3.35		10.23	4.05
2.40	7.28		11.24	69	 Livermore.....	73	2.30		9.30	1.35
3.00	7.40		11.35	74	 Ellis.....	48	2.17		9.19	12.55 ^A _M
3.32	7.56		11.49	81	 Bantas.....	23	2.00		9.04	12.00
4.10	8.15		12.07 ^P _M	91	 Lathrop.....	46	1.40		8.45	11.20
5.40	9.00		12.51	112	 STOCKTON	73	12.51 ^P _M		8.00	9.50
7.40 ^A _M	10.00 ^P _M	1.50 ^P _M	1.50 ^P _M	138	Ar..... Galt	56	11.45 ^A _M	11.45 ^A _M	7.00 ^A _M	7.30 ^P _M
					 SACRAMENTOLv					
P. M.	Emigrant.	P. M.	P. M.				A. M.	A. M.	Emigrant.	A. M.
8.15	9.0 ^A _M	2.10	2.10	138	Lv. C. P. R. R.	56	11.25	11.25	6.30 ^P _M	4.00
8.55	9.35		2.29	146	 SACRAMENTOAr	76	11.03		5.55	3.20
9.55	10.30		2.55	156	 Arcade.....	189	10.30		5.05	2.35
10.45	11.25		3.05	160	 Junction.....	269	10.21		4.45	2.15
11.40	12.35 ^P _M		3.35	169	 Rocklin.....	920	9.52		1.55	12.45
12.30 ^A _M	1.15		3.50	174	 Newcastle.....	1,385	9.38		1.15	12.15 ^A _M
2.40	4.00		5.00	192	 Auburn.....	3,448	* 8.45		12.50 ^P _M	10.15
3.45	5.25		5.55	202	 COLFAX	3,245	7.40		11.46	9.06
4.00	5.45		6.10	205	 Gold Run.....	3,425	7.30		11.30	8.50
4.15	6.05		* 6.45	207	 Dutch Flat.....	3,625	7.21		11.20	8.40
5.30	7.15		7.45	216	 Alta.....	4,700	6.40		10.20	7.45
6.10	7.55		8.15	221	 Blue Cañon.....	5,300	6.10		9.45	6.40
7.05	8.45		9.00	230	 Emigrant Gap.....	5,911	5.35		8.50	5.50
8.35	10.30		10.05	243	 Cisco.....	7,042	4.40		7.15	4.28
12.30 ^P _M	2.05 ^A _M		11.15	258	 Summit.....	5,866	3.40		5.45	3.00
1.20	2.55		11.40	266	 TRUCKEE	5,560	2.55		2.55	1.20 ^P _M
2.55	4.25		12.30 ^A _M	281	 Boca.....	4,915	1.46		12.30 ^A _M	10.55
4.30	5.45		1.15	292	 Verdi.....	4,525	1.00		11.30	9.50
5.10	6.26		1.35	300	 RENO	4,400	12.18 ^A _M		11.00	8.35
6.05	7.30		2.05	312	 Camp 37.....	4,290	11.35		10.05	7.30
8.00	9.45		2.50	327	 Clark's.....	4,104	10.45		9.00	6.00
9.45	11.30		3.45	346	 WADSWORTH	4,098	9.45		6.50	3.45
11.05	12.45 ^P _M		4.20	361	 Hot Springs.....	3,921	9.05		5.30	2.30
12.15 ^A _M	1.50		4.48	373	 White Plains.....	3,955	8.33		4.35	1.35
1.47	3.15		5.28	389	 Browns.....	4,100	7.47		3.15	12.20 ^A _M
2.50	4.15		5.55	400	 Lovelock's.....	4,206	7.17		2.15	11.30
3.50	5.15		6.21	411	 Oreana.....	4,285	6.46		1.20	10.35
4.50	6.15		* 7.15	422	 Rye Patch.....	4,262	* 6.15		12.20 ^P _M	9.30
5.55	7.15		7.45	434	 Humboldt.....	4,256	5.20		11.06	8.30
6.35	7.50		8.05	441	 Mill City.....	4,354	5.00		10.35	7.50
9.30	10.15		9.10	462	 Raspberry.....	4,355	4.05		9.00	5.45
11.03	11.40		9.55	479	 WINNEMUCCA	4,419	3.15		6.25	3.25
1.15 ^P _M	2.00 ^A _M		10.55	503	 Golconda.....	4,449	2.12		4.40	1.15 ^P _M
3.00	3.50		* 12.00	517	 Stone House.....	4,534	* 1.25		3.05	12.00
4.10	5.02		12.35 ^P _M	534	 BATTLE MOUNTAIN	4,575	12.35		2.00	10.20
5.10	6.05		1.05	545	 Argenta.....	4,665	12.05 ^P _M		1.05	9.20
5.57	7.05		1.35	555	 Shoshone.....	4,717	11.37		12.15 ^A _M	8.30
9.15	10.00		3.10	583	 Be-o-wa-we.....	4,930	10.15		9.45	6.15
10.25	11.00		3.47	594	 CARLIN	5,000	9.20		8.15	4.50
11.50	12.30 ^P _M		* 4.40	606	 Moleen.....	5,030	* 8.45		7.15	3.55
12.45 ^A _M	1.25		5.05	616	 ELKO	5,100	7.57		6.25	3.00
2.00	2.40		5.37	626	 Osino.....	5,220	7.21		4.55	2.00
3.55	4.55		6.47	655	 Halleck.....	5,418	6.15		2.35	12.30
4.30	5.35		7.10	663	 Tulasco.....	5,650	5.55		1.55	12.05 ^A _M
6.07	7.00		8.02	677	 Wells.....	6,115	5.07		12.32 ^P _M	11.02
7.10	8.05		8.43	689	 Independence.....	6,180	4.30		11.30	10.03
8.35	9.45		9.20	697	 Pequop.....	5,964	4.00		10.40	9.15
9.20	10.45		9.43	706	 TOANO	5,400	3.15		9.20	7.40
10.15	11.40		10.07	715	 Loray.....	4,800	2.40		8.25	6.45
11.15	12.45		10.31	725	 Montello.....	4,600	2.13		7.35	6.00
12.15 ^P _M	1.45 ^A _M		10.56	734	 Tecoma.....	4,400	1.45		6.45	5.20
3.30	4.45		12.10 ^A _M	759	 Lucin.....	4,450	12.25 ^A _M		4.45	3.30
5.05	6.15		12.53	774	 Terrace.....	4,821	11.23		3.00	2.00
6.30	7.45		1.30	790	 Matlin.....	4,500	10.42		1.30 ^A _M	12.50 ^P _M
8.05	9.20		2.15	807	 KELTON	4,290	9.55		12.00	11.35
10.05	11.30		3.15	820	 Monument.....	4,908	8.55		10.05	9.55
1.30 ^A _M	2.50 ^P _M		4.52	856	 Promontory.....	4,274	7.15		7.35	7.05
4.25	5.00	6.00 ^A _M	* 6.00 ^A _M	881	 Corinne.....	4,332	* 6.00 ^P _M	6.00 ^P _M	5.00 ^P _M	4.45 ^A _M
					Ar..... OGDENLv					

UNION PACIFIC RAILROAD.

PRINCIPAL OFFICES,

Railroad Building, Omaha, Nebraska,

Sear's Building, Boston, Mass.

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P. M.	A. M.	A. M.				P. M.	P. M.	P. M.
8.00	8.00	8.00	881	Lv. U. P. R. R.	4,332	5.00	5.00	2.00
12.30 ^A _M		6.30 ^P _M	1,056	 OGDENAr	6,732	5.50 ^A _M		11.00
4.00 ^P _M		10.30 ^A _M	1,341	 Bryan.....	7,123	1.40 ^P _M		10.00
10.00		3.20 ^P _M	1,398	 Laramie.....	6,041	10.00 ^A _M		4.30
4.30		2.00 ^A _M	1,623	 Cheyenne.....	2,789	12.20 ^P _M		7.30
7.45	3.00	3.00	1,913	Ar..... OMAHALv	966	11.00	11.00	6.00
P. M.	P. M.	P. M.				A. M.	A. M.	P. M.

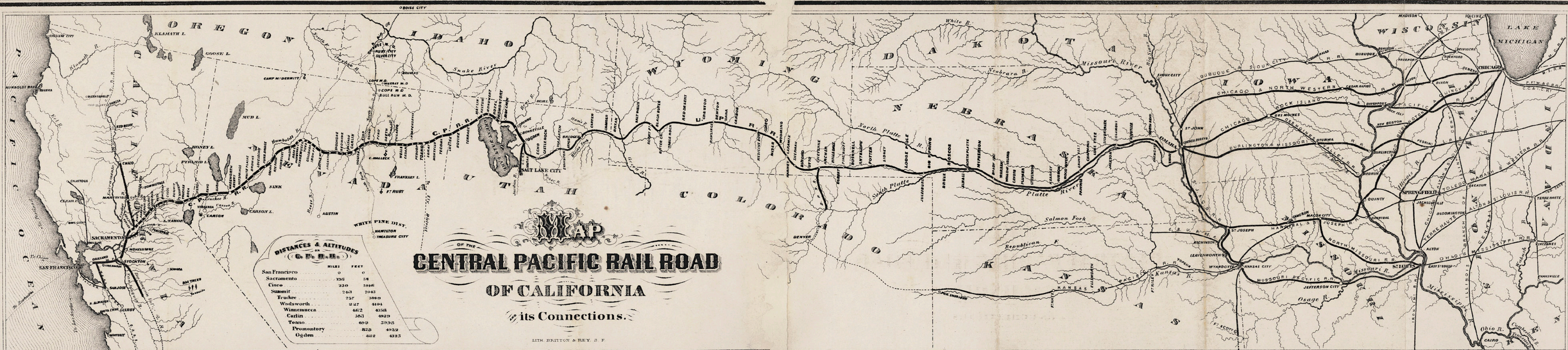
Nos. 1 and 2, run daily. Nos. 3 and 4, semi-weekly. Nos. 5 and 6 (East of Sacramento), daily.
Nos. 7 and 10, daily (Sundays excepted). * Meals.

EAST AND NORTH.

California & Oregon Railroad.

SOUTH AND WEST.

Way Freight.	Way Mail.	Hotel Express.	Through Express.	Distance.		Elevation.	Through Express.	Hotel Express.	Way Mail.	Way Freight.
No. 7.	No. 5.	No. 3.	No. 1.				No. 2.	No. 4.	No. 6.	No. 10.
P. M.	P. M.	A. M.	A. M.				P. M.	P. M.	P. M.	A. M.
7.00 ^P _M			8.00 ^A _M	0	Lv. SAN FRANCISCOAr		6.00 ^P _M			9.30 ^A _M
A. M.			12.07	90	 Stockton.....	46	1.40			
8.45			2.00 ^P _M	138	Lv. SACRAMENTOAr	56	11.15 ^A _M			6.15 ^P _M
9.20			2.20	146	 Arcade.....	76	10.55			5.44
10.30			2.45	156	 Junction.....	189	10.25			5.00
11.30			3.09	165	 Lincoln.....		10.03			4.20
1.15 ^P _M			4.00	190	Ar..... MARYSVILLELv		9.10			2.30
.....			6.00	221	Ar..... Nelson.....Lv		7.10			P. M.
.....			P. M.	234	Lv..... CHICOAr		A. M.			



DISTANCES & ALTITUDES
ON
C. P. R. R.

	MILES	FEET
San Francisco	0	0
Sacramento	135	58
Cisco	230	5966
Summit	243	7043
Truckee	257	5049
Wadsworth	247	4104
Winnemucca	462	4358
Carlin	583	4929
Toano	699	5995
Promontory	828	4932
Ogden	482	4325



OF THE
CENTRAL PACIFIC RAIL ROAD
OF CALIFORNIA

its Connections.

LITH. BRITTON & REY. S. F.

Railroad Lands. (Continued.)

acre, in gold (except sales to pre-emptors as above). Timber lands, lands in the immediate vicinity of the railroad, and tracts having special value above ordinary farming lands, will be sold at prices and on terms fixed by the Board of Directors.

8th. Persons desiring to do so can buy on a credit of five years by paying twenty per cent. of the price down, and interest annually in advance. Thus, a purchaser of one hundred and sixty acres at \$2.50, which amounts to four hundred dollars, will pay twenty per cent., or eighty dollars, with interest on three hundred and twenty dollars, which is thirty-two dollars—in all one hundred and twelve dollars, paying each year thereafter thirty-two dollars interest, and the three hundred and twenty dollars at the end of five years. This three hundred and twenty dollars can be paid at any time within the five years, but not by installments, and the purchaser will then be immediately entitled to a deed.

9th. Applications to purchase lands can be filed at the Land Office of the Company at any time after the same have been surveyed by the Government; but no application will be acted upon until three months after the maps have been filed in the United States Land Office. Occupants of the railroad lands who desire to purchase should therefore be prompt in filing their applications in the office of the Company within this time. Blank applications will be furnished to all who desire to purchase.

10th. No sales are made by the Company until the land is listed over to it by United States Land Officers. Purchasers are thus assured that the title they obtain is perfect.

As the Company's road extends from the City of Sacramento—which is near the centre of the Sacramento Valley—to Ogden, in the Great Salt Lake Valley, the Company has every variety of land for sale, including alluvial bottom, wheat, vineyard, grazing and timber lands. The greater portion of the alluvial bottom lands in the immediate vicinity of the City of Sacramento have been sold, but there still remain unsold large tracts of wheat, grazing, wood, and timber lands near the line of the road, and in the immediate vicinity of depots and stations.

Some of the largest and most productive vineyards in the State are situated on lands that were purchased from the Company. A large portion of the lumber used in the State comes from the saw mills erected on the lands sold by the Company. Within a radius of twenty miles from the village of Junction, on the line of the Road, more than fifty thousand sheep are constantly grazed upon the natural grasses, the winters being so mild that no hay is cut for their use during that season.

The Company has large quantities of land still unsold in what are known in California as the "foot hills" of the Sierra. These lands are low, rolling, wooded hills, well watered, and well timbered with oak; the valleys between these hills are fertile, and the hill sides well adapted to the production of grain, and are of the most valuable character for orchards and vineyards. The wild oat grows naturally on these hills; this, and other native grasses, render this section of the State admirably fitted for the dairy business.

There are numerous large valleys in the Sierra Nevada which support large herds of cattle and sheep. The finest and fattest cattle brought to California for beef are fattened on the bunch grass and sage lands near the Humboldt River on the line of the Road. The Company is desirous of having its lands settled by people who will cultivate the soil and make homes. The farming lands can be purchased on easy terms and long credit. Every facility will be given by the Land Agent to direct immigrants to such lands as they may desire to examine before purchasing.

Apply personally or by letter to

B. B. REDDING,

Land Agent C. P. R. R. Co., Sacramento.

Railroad Lands. (Continued.)

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