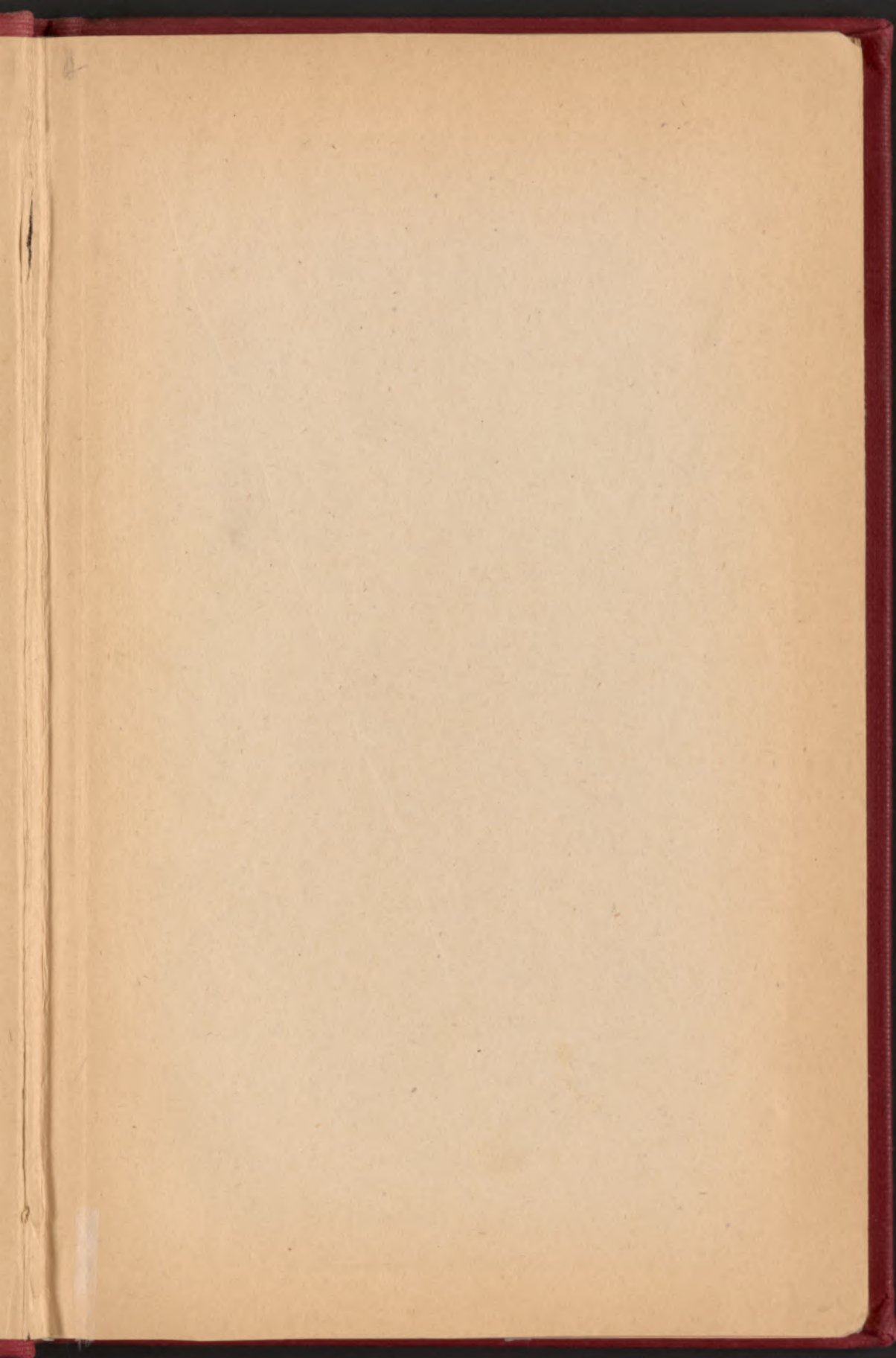


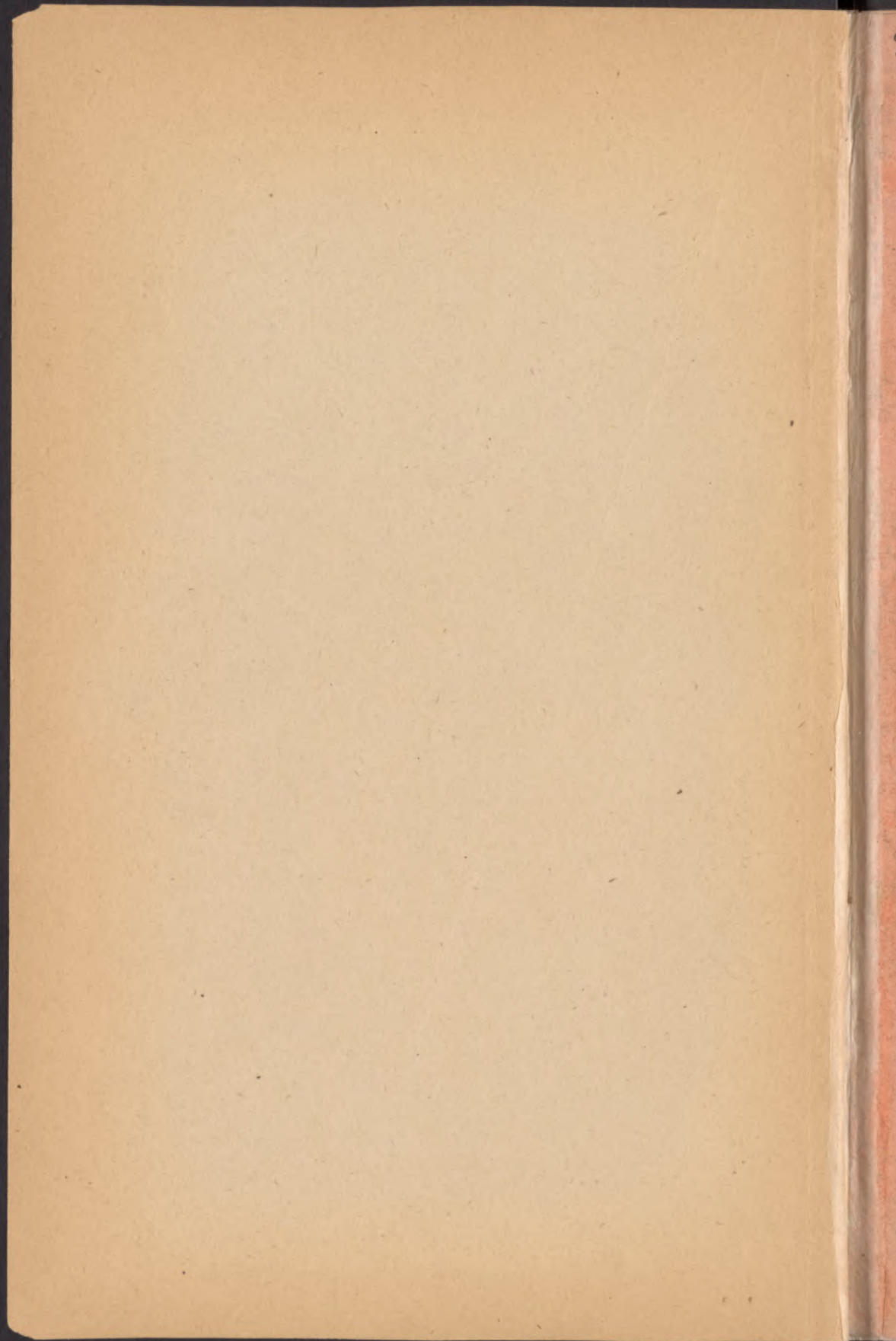
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Subject

How to  
 GET  
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 IN  
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# HOW TO GET RICH

IN

# CALIFORNIA.

A HISTORY OF THE

PROGRESS AND PRESENT CONDITION

OF THE

# GOLD AND SILVER MINING

AND OTHER INDUSTRIAL INTERESTS

OF THE

# GREAT PACIFIC STATE,

TOGETHER WITH A DESCRIPTION OF THE WONDERFUL  
AGRICULTURAL RESOURCES OF CALIFORNIA, AND  
THE MANY OPPORTUNITIES SHE AFFORDS  
FOR A PROFITABLE BUSINESS

IN ALL DEPARTMENTS OF

TRADE, COMMERCE, AND THE PROFESSIONS;

CONTAINING MUCH MISCELLANEOUS INFORMATION  
OF INTEREST TO THE PUBLIC AND SOME  
BRIEF NOTICES OF SOME OF

California's Most Successful Business Men.

PHILADELPHIA:

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713 Sansom Street.

1876.



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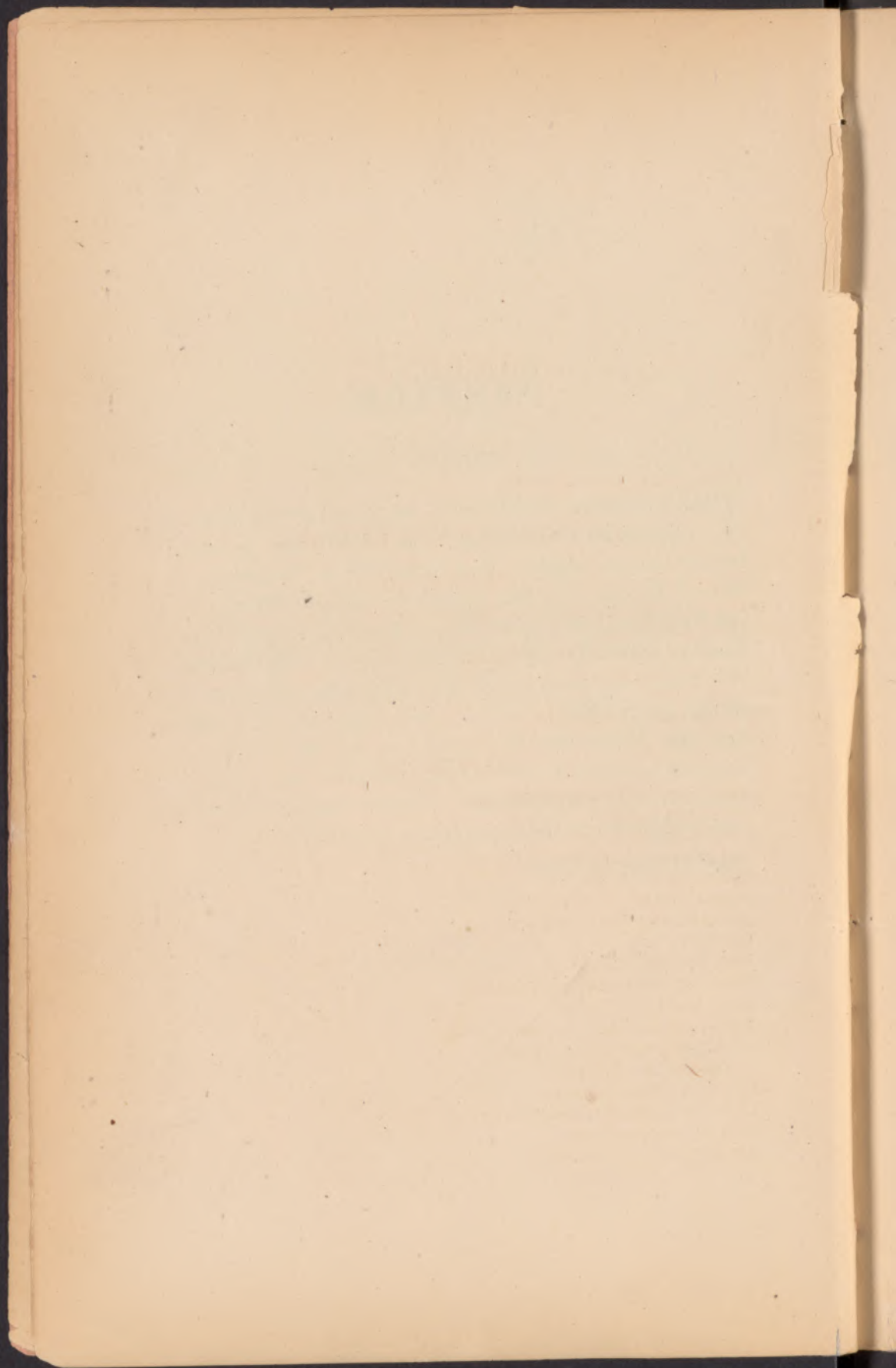


## P R E F A C E.

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THE Compilers of this work desire to say that they are indebted for a large share of its valuable facts to the following sources, namely: THE RESOURCES OF CALIFORNIA, by John S. Hittell; The San Francisco *Commercial Herald*; The San Francisco *Journal of Commerce*; Resources of California, a Monthly publication, by J. P. H. Wentworth, San Francisco; and to the local press of the State generally. We have not always given special credit to the sources whence valuable facts and information were obtained; nor did we deem it necessary to do so, in a work that pretends to be, in most of its matter, only a compilation. We have deemed it better to acknowledge our indebtedness in this general way.

SAN FRANCISCO, April, 1876.



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# HOW TO GET RICH

IN

## CALIFORNIA.

### CHAPTER I.

#### PRELIMINARY OBSERVATIONS.

CALIFORNIA is remarkable for the great number of very large fortunes which have been accumulated by some of her citizens within the short period since its occupancy by the people of the United States began. In a great many instances, these fortunes reach into millions of dollars; while the number of individuals whose wealth is represented by hundreds of thousands is, of course, much greater; so that, in proportion to the whole population, the number of persons who may be called wealthy, it is confidently believed, far exceeds those of other and older communities in our country, or, indeed, in the world. This is the more remarkable when the element of time is taken into consideration. In older communities, wealth, in the aggregate, comes from the slow accretions of long periods of time and of industry, meantime persistently applied; while here, in California, immense aggregate and individual wealth has been accumulated within a few fleeting years.

At first blush, this extraordinary condition of things in so new a State, would seem to afford an exception to a general law; but a little examination will soon dispel any such illusion. We shall soon discover that California affords no exception to the inexorable law that wealth, individual and aggregate, is the achievement of industry intelligently applied. But it is claimed that California is exceptional in this, namely, that the conditions favorable to large and speedy rewards for intelligent industry — hence for the creation of happy homes — are more abundant here than in any other portion of our country, or, indeed, in any other part of the world.

It is with a view to acquaint the public — especially those who contemplate a removal hither — with the existence, kind, and character of these conditions, that this little work is undertaken. The reader may rest assured that the Compilers will go to authentic sources only for such facts as the work contains.

Since the great gold discoveries on this coast, in 1849, which have been supplemented by still more valuable discoveries of a later date, the attention of the whole world has been attracted to California. The first and immediate results of these discoveries were the sudden inrush of tens of thousands of middle-aged and young men from the older States of the Union, who came as gold-seekers, hoping to make speedy fortunes by gold-digging, and immediately return. Other countries also furnished large accessions of numbers, all urged by the one impulse — gold. While some were successful in a greater or less degree, many more were sorely disappointed. Mining, especially quartz-mining, required a skill and scientific knowledge which very few possessed, and demanded an outlay of capital for which quite as few were prepared. The consequence was, that California soon had a very considerable population, composed chiefly of middle-aged and young men from the older States of the Union, generally enterprising, intelligent, and of good morals. If these did not find gold in satisfactory quantities, they found what had scarcely entered their thought when they left their eastern homes—a climate remarkable for its mildness, equability, and salubrity, and a soil quite as remarkable for its fertility. With the quick penetration of intelligent minds, they were not slow to discover that agriculture, in all its varied branches, would yield speedy and large rewards, though they had been disappointed in the search for gold. These men, therefore, resolved to remain in a country which they found so inviting.

The reader will note, that it is our purpose in this compilation to state general results, rather than to enter into tedious particulars. From various causes, all acting with extraordinary rapidity, there was soon in existence a new and great community, with most of the wants of older communities, but with those wants unsupplied. Meantime, the more successful working of the gold mines made money abundant. The institution of local state government, and the organization of society upon the basis of law, defined property and personal rights, and made them secure. Thus it will be seen that precisely those conditions existed which, of necessity, stimulated every branch of industry into extraordinary activity. The thousands who had failed in the mines found an abundant reward for industry in other fields of labor. Human habitations, both in town and country, were to be erected; roads were to be laid out and constructed; bridges were to be built; in short, everything that civilized men needed was demanded, and all was wanted in the shortest possible space of time. Thousands of necessaries, which could not be produced in so new a community, had to be imported; hence commerce and trade flourished. Various kinds of manufactures sprang into existence in response to urgent demands; and finally, in the course of a few years, the rapid progress of society made the construction of a grand system of railroads an imperative necessity. In this department, the Federal Government, after a time, in accordance with a policy established early in its history, rendered essential aid, by granting subsidies in public lands; and, in the construction of the grand trans-continental railway, lending its aid in other particulars. Aside

from this, the construction of our railroads, which already connect many important points of production and trade in the interior with San Francisco, is the result of the enterprise and energy of our own citizens. Our railroad system is still in progress of development and construction, reaching from the seaboard into the interior, as the progress of population and industry and the growth of new wants demand.

From this hasty glance the reader will be able to form an opinion why it is that California, in about a quarter of a century, has acquired an aggregate of wealth which, in other parts of our country, has cost the patient industry of a century or more of time. The great wealth of California has another peculiarity, namely, instead of being the result of absorption on the one hand and of exhaustion on the other, it is, so to speak, her own creation. It has been dug out of her mines, adding so much to the wealth of the world; and is, also, the product of her own intelligent industry, applied to a soil of extraordinary and wonderful fertility. Thus our readers will be able to form some rational conclusions as to how men have heretofore grown rich in California, and as to how thousands upon thousands of happy homes have been created in our midst. It shall be our purpose to show that the opportunities for the acquisition of competency and of wealth have not been diminished, but rather increased, by time and the progress of improvement.

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## INDUSTRIES OF CALIFORNIA.

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### CHAPTER II.

#### GOLD AND SILVER MINES AND MINING.

UNQUESTIONABLY, it is to the discovery of gold within her territory in 1848-9, that California is primarily indebted for her subsequent remarkable development and growth. It was this discovery that first drew the attention of the world to the country, and which speedily sent hither such an immense immigration. While gold was found in very considerable abundance in the placer mines and surface diggings, many made the business of gold-hunting, in those early times, quite profitable; but the extraordinary price of provisions, and all other necessaries of life, in a new country where production fell far short of demand, together with the enormous charges for transportation, drew grievously upon the products even of this cheap mode of mining. As the country began to improve, and the necessaries of life became

more abundant and cheaper, the profits of mining became more considerable. The means of transportation to and from the mines were organized into a system, and the cost much reduced. All this helped and stimulated the mining industry of the country.

In treating the subject of mines and mining, we shall, for the sake of convenience, speak of the various localities in which this industry is prosecuted as a unit, under the name of California; though, in fact, some of the richest mines are situated not only in California, but in the State of Nevada and adjacent territories — all on what is popularly called the Pacific Coast. This designation is the more justifiable, also, because the capital which is requisite to prosecute the business of mining is generally furnished by California — especially by San Francisco, — and also because the associations, almost invariably incorporated, which manage the mines, have their business offices in San Francisco.

Most of the very large fortunes for which many of our citizens are distinguished, as well as those of lesser magnitude, owe their origin and existence to the business of gold and silver mining. The owners of these estates generally came to the country with little or no pecuniary capital. Their only capital consisted of vigorous health, fair educations, resolute wills, and energy of character. While placer and surface mining lasted, requiring little or no capital except labor, many men, with only this resource, accumulated very considerable pecuniary resources. But soon this deposit of gold began to show signs of exhaustion. Recourse was therefore had to extracting and working the gold- and silver-bearing ores. Surface indications generally inform experts where these ores may be found in paying quantities. This species of mining, however, requires, as a rule, the outlay of considerable capital; deep shafts have to be sunk into the earth, requiring much patient labor; costly machinery has to be employed; and sometimes both capital and labor are spent in vain, the hoped-for prize turning out to be illusory. But where, as in many instances, large and rich bodies of ore are found, the profits have been immense, almost fabulous, resulting in sudden and magnificent fortunes to the lucky share-holders.

The mode of prosecuting this species of mining, requiring the employment of so much capital, is generally inaugurated and carried forward in the following manner:

When an expert has found a mine or an indication of ore which it is believed will prove remunerative, an association is formed, composed of a sufficient number of individuals. These men fix the amount of capital stock, which is represented by shares, generally bearing the nominal price of one hundred dollars each. Each individual subscribes for as many shares as he desires, within the limit of the capital stock, and the parties composing the association then proceed to form an incorporation, a very simple and cheap process, under the general laws of California. Money is now needed to develop the new mine, and this is obtained by one or all of the following processes: — The original share-holders, especially where hopes of success are sanguine, freely pay a given per centum on the several shares by each subscribed; or a



certain amount of shares are set apart, by the board of directors, to be sold at nominal rates, for the purpose of raising working capital, with a view to which the merits and prospects of the mine are freely advertised; or all the share-holders are assessed a certain sum on each share, which, under the law, must be paid, or the shares so assessed are forfeited to the company.

By the several processes of mining thus briefly referred to, the amount of precious metals produced on this coast in the last twenty-five years is truly wonderful. The production has been so great, that it has not only, within so short a period of time (in connection with other resources), elevated California into an extremely rich and powerful commonwealth, but has affected the prices of all commodities in all parts of the world, and added greatly to the world's wealth. Correct statistics of the gold production are very desirable, and of great importance in a financial point of view; but it has been extremely difficult to obtain them. The owners of mines are frequently unwilling to give correct information on this point, and the statistics of the Government, frequently only wild conjectures, are quite unreliable. The most reliable basis on which to depend for the compilation of such statistics, is that furnished by the reports of the great transportation company of Wells, Fargo & Co. Their Superintendent, John J. Valentine, at their office in San Francisco, on the 30th of December, 1875, furnished an Annual Report, from which we extract. This Report is an approximate statement of the amount of "Precious Metals produced in the States and Territories west of the Missouri River, including British Columbia and the West Coast of Mexico, during 1875, which shows an aggregate yield of \$80,889,037, being an excess of \$6,487,982 over 1874, the greatest previous annual yield in the history of the coast. Nevada, Colorado, Mexico, Oregon, British Columbia, Montana, and Arizona increased, while California, Idaho, Utah, and Washington decreased. The increase is actual, except for Mexico, Oregon, and Arizona, where it is apparent rather than real, as compared with other years, a regular product being accounted for and reported herein, hitherto omitted. The decrease in California was, in the main, occasioned by a stinted supply of water for placer and hydraulic mining. The increase in Colorado and Nevada is notable, also the fact that Nevada yields more than half of the whole product of the country. Prof. R. W. Raymond credits New Mexico (omitted in our statement) and Arizona combined, with \$987,000, which is a liberal allowance. We have been unable to obtain any data that justifies a showing so favorable. Present prospects indicate an aggregate yield of \$90,000,000 for 1876, of which Nevada will doubtless produce \$50,000,000.

"Respectfully yours,

"J. J. VALENTINE, General Superintendent.

STATEMENT OF THE AMOUNT OF PRECIOUS METALS PRODUCED IN THE STATES AND TERRITORIES WEST OF THE MISSOURI RIVER DURING 1875.

STATES AND TERRITORIES.	Gold Dust and Bullion by Express.	Gold Dust and Bullion by other Conveyances.	Silver Bullion by Express.	Ores and Base Bullion by Freight.	Total.	Total 1874.
California.....	\$14,842,010	\$1,484,201	\$387,768	\$1,039,172	\$17,753,151	\$20,300,531
Nevada.....	196,858	19,658	35,283,193	4,978,633	40,478,369	35,452,223
Oregon.....	759,133	405,913	.....	.....	1,165,046	609,070
Washington.....	74,517	7,415	.....	.....	81,932	155,535
Idaho.....	1,163,698	116,389	230,835	44,000	1,554,902	1,880,004
Montana.....	2,235,609	500,000	88,000	750,000	3,573,609	3,409,498
Utah.....	43,686	4,368	764,041	4,875,399	5,687,494	5,911,278
Arizona.....	22,500	.....	.....	85,593	109,093	26,066
Colorado.....	2,627,444	.....	2,610,266	1,062,107	6,299,817	4,191,405
Mexico.....	68,117	.....	1,716,184	624,370	2,408,671	798,878
British Columbia.	1,615,412	161,541	.....	.....	1,776,953	1,636,557
Total.....	\$23,649,934	\$2,699,492	\$41,080,287	\$13,459,274	\$80,889,037	\$74,401,055

“This, of course, includes principally the treasure passing through the hands of this firm, and is exclusive of all that finds its way East through other channels. What the amount of this is it is very difficult to say; in making our estimate we have been guided by those of the papers of the sections. In regard to those years not included in estimates made by Wells, Fargo & Co., we have made up our estimates after a careful review of all that has been printed on the subject. Our estimates for the present year are as follows:

California.....	\$26,000,000	Oregon & Washington	\$1,500,000
Nevada.....	45,000,000	Utah.....	10,000,000
Montana.....	4,000,000	Other Territories.....	11,000,000
Idaho.....	2,500,000		
Total.....			\$100,000,000

“The following table shows the production of gold and silver on the coast since 1848:

Year.	Gold.	Silver.	Total.
1848.....	\$5,000,000	.....	\$5,000,000
1849.....	23,000,000	.....	23,000,000
1850.....	59,000,000	.....	59,000,000
1851.....	60,000,000	.....	60,000,000
1852.....	59,000,000	.....	59,000,000
1853.....	68,000,000	.....	68,000,000
1854.....	64,000,000	.....	64,000,000
1855.....	58,000,000	.....	58,000,000
1856.....	63,000,000	.....	63,000,000
1857.....	64,000,000	.....	64,000,000
1858.....	59,000,000	.....	56,000,000
1859.....	59,000,000	.....	59,000,000
1860.....	52,000,000	\$90,897	52,090,897
1861.....	50,000,000	2,275,256	52,275,256
1862.....	52,000,000	6,247,014	58,247,024
1863.....	57,000,000	12,486,238	69,486,238
1864.....	55,967,605	16,797,585	72,765,190

GOLD AND SILVER MINES AND MINING. 13

Year.	Gold.	Silver.	Total.
1865 .....	\$57,496,800	\$16,184,877	\$73,681,677
1866 .....	60,000,000	18,000,000	78,000,000
1867 .....	53,000,000	22,000,000	75,000,000
1868 .....	51,000,000	16,000,000	67,000,000
1869 .....	47,000,000	16,000,000	63,000,000
1870 .....	48,000,000	18,000,000	66,000,000
1871 .....	42,357,000	24,246,000	66,603,000
1872 .....	42,688,103	27,548,811	70,236,914
1873 .....	35,400,000	44,600,000	80,000,000
1874 .....	43,400,000	46,600,000	90,000,000
1875 .....	42,000,000	58,000,000	100,000,000
Total .....	\$1,430,309,508	\$345,076,678	\$1,775,386,186

“The following table shows the estimated production by States and Territories of the above:

Year.	California.	Nevada.	Montana.	Idaho.
1848...	\$5,000,000	.....	.....	.....
1849...	23,000,000	.....	.....	.....
1850...	59,000,000	.....	.....	.....
1851...	60,000,000	.....	.....	.....
1852...	59,000,000	.....	.....	.....
1853...	68,000,000	.....	.....	.....
1854...	64,000,000	.....	.....	.....
1855...	58,000,000	.....	.....	.....
1856...	63,000,000	.....	.....	.....
1857...	64,000,000	.....	.....	.....
1858...	59,000,000	.....	.....	.....
1859...	59,000,000	.....	.....	.....
1860...	52,000,000	\$90,897	.....	.....
1861...	50,000,000	2,275,256	.....	.....
1862...	51,500,000	6,247,024	\$500,000	.....
1863...	50,000,000	12,486,288	7,000,000	.....
1864...	35,000,000	16,797,585	13,000,000	\$6,474,085
1865...	35,020,000	16,848,879	13,835,998	6,581,440
1866...	26,000,000	16,000,000	18,000,000	7,000,000
1867...	25,000,000	20,000,000	12,000,000	6,500,000
1868...	22,000,000	14,000,000	15,000,000	7,000,000
1869...	21,000,000	14,000,000	12,000,000	7,000,000
1870...	25,800,000	16,000,000	9,100,000	6,000,000
1871...	25,850,000	16,000,000	9,100,000	6,000,000
1872...	21,450,000	22,500,000	8,000,000	5,000,000
1873...	20,000,000	36,000,000	4,000,000	2,400,000
1874...	26,000,060	35,000,000	4,000,000	2,500,000
1875...	26,000,000	45,000,000	4,000,000	2,500,000
Total..	\$1,143,620,060	\$289,245,879	\$129,535,998	\$64,955,525

Year.	Oregon & Washington.	Utah.	Other Territories.
1864.....	\$1,493,520	.....	.....
1865.....	1,395,360	.....	.....
1866.....	3,000,000	.....	\$8,000,000
1867.....	3,000,000	.....	8,500,000
1868.....	4,000,000	.....	5,000,000
1869.....	3,000,000	.....	6,000,000
1870.....	3,000,000	\$1,300,000	4,800,000
1871.....	2,500,000	2,300,000	4,853,000
1872.....	2,131,086	6,125,152	5,030,676
1873.....	1,600,000	9,000,000	7,000,000
1874.....	1,500,000	10,000,000	11,000,000
1875.....	1,500,000	10,000,000	11,000,000
Total.....	\$28,119,966	\$38,725,152	\$71,183,676

"We give most of the above in round numbers, and make the productions of 1875 to be the same as that of 1874, except in the case of Nevada, in which there has been an increase of ten million dollars.

## EXPORTS OF TREASURE.

"The exports of treasure for the past year, and for the past three years, exclusive of mail shipments, have been as follows:

	1873.	1874.	1875.
New York.....	\$14,597,895.76	\$20,689,627.86	\$34,520,521.83
England.....	667,109.81	184,755.62	143,670.72
China.....	6,335,353.50	8,324,675.54	7,168,649.55
Japan.....	2,206,157.12	41,360.00	2,070.50
Miscellaneous...	908,609.49	940,213.20	514,183.44
Totals.....	\$24,715,125.68	\$30,050,632.23	\$42,353,096.04

"The descriptions of treasure were as follows:

	1873.	1874.	1875.
Gold Bars.....	\$2,828,682	\$3,295,857	\$972,474.57
Silver Bars.....	8,457,739	9,492,719	8,501,588.53
Gold Coin.....	9,076,173	10,849,561	24,942,612.04
Mexican Dollars..	3,770,063	2,253,341	1,676,952.00
Gold Dust.....	77,645	82,212	37,025.00
Silver Coin.....	106,589	58,425	1,442,500.00
Trade Dollars.....	389,234	4,018,517	4,710,033.90
Totals.....	\$24,715,125	\$30,050,632	\$42,353,096.04

"The total exports from San Francisco, recorded since 1848, have been as follows:

Year.	Value.	Year.	Value.
1848-50.....	\$60,900,000	1863 .....	\$46,071,920
1851 .....	45,989,000	1864.....	55,707,201
1852.....	45,779,000	1865.....	44,426,172
1853.....	54,968,000	1866.....	44,365,668
1854.....	52,045,633	1867.....	40,671,797
1855.....	45,161,731	1868.....	36,358,096
1856 .....	59,697,434	1869.....	37,287,114
1857.....	48,967,692	1870.....	32,983,139
1858.....	47,548,026	1871.....	17,253,346
1859.....	47,640,462	1872 .....	29,330,436
1860.....	42,325,916	1873.....	24,715,125
1861.....	40,676,758	1874.....	30,050,632
1862.....	42,561,761	1875.....	42,353,096
Total.....		\$1,111,935,155	

"This, of course, does not include mail shipments, shipments East direct from the mines, nor treasure carried away by individuals. The recorded exports for 1875 have been thus \$12,302,463.46 ahead of those for 1874, and larger than those of any other year since 1866; and, of course, all the production of the year, with the exception of about \$10,000,000, has, as a rule, found its way to New York, or to this city (San Francisco), to be shipped thence to foreign countries.

THE COIN MOVEMENT

For the past twelve months compares as follows with that for the twelve months ending Dec. 31st, 1874:

	Gold.	Silver.	Totals.
January.....	\$1,660,000	\$695,000	\$2,355,000
February.....	1,500,000	181,000	1,680,000
March.....	2,140,000	342,000	2,482,000
April.....	2,560,000	898,000	3,458,000
May.....	2,140,000	654,000	2,794,000
June.....	740,000	371,000	1,111,000
July.....	1,780,000	728,000	2,508,000
August.....	3,840,000	670,000	4,510,000
September.....	2,074,000	574,000	2,648,000
October.....	2,440,000	678,000	3,118,000
November.....	1,820,000	803,000	2,623,000
December.....	1,920,000	800,000	2,720,000
Total, 1875.....	\$24,614,000	\$7,394,000	\$32,008,000
Total, 1874.....	\$24,460,000	\$2,869,000	\$27,329,000
Increase, 1875.....	\$154,000	\$4,525,000	\$4,679,000

"The coinage at the Branch Mint for the past four years has been as follows:

	1872.	1873.	1874.	1875.
January .....	\$840,750	\$900,000	\$1,994,000	\$2,355,000
February....	1,210,000	1,219,400	279,000	1,681,000
March.....	1,127,750	1,140,000	3,958,000	2,482,000
April.....	1,420,000	1,282,000	1,752,000	3,458,000
May.....	2,020,000	2,772,000	367,000	2,794,000
June.....	666,000	652,000	2,393,000	1,111,000
July.....	2,245,000	3,082,000	2,309,000	2,508,000
August.....	730,000	2,131,000	4,320,000	4,510,000
September....	1,264,500	2,264,500	2,570,000	2,048,000
October.....	1,895,000	2,658,000	3,204,000	3,118,000
November...	1,525,000	254,500	96,000	2,622,000
December...	1,436,600	3,720,000	4,087,000	2,740,000
Total.....	\$16,389,600	\$22,075,400	\$27,329,000	\$32,008,000

It is confidently believed, by intelligent and close observers, that this bullion product of the precious metals within the years above designated, equal to \$1,775,386,186, fall considerably below the actual product, if all the facts could be obtained. It cannot surprise any one, therefore, that large fortunes, and many of them, should have been rapidly, often suddenly, acquired in the prosecution of this branch of industry. Nor do the mining resources of the coast, notwithstanding this immense production, show any signs of exhaustion. On the contrary, the best informed and most reliable men confidently assert that gold and silver mining, on the Pacific Coast, is yet in its infancy; that the products of coming years will far exceed anything in the past; and that consequently the opportunities for realizing large rewards for industry intelligently extended in this field of enterprise, are increasing rather than diminishing. Certain it is that the methods of mining and the means of extracting the metals from the ores, are improving constantly with each year's practical experience. It is also certainly true, that all along the coast, from its southern to the northern extremity, a reach of about eleven hundred miles, and stretching far back into the interior, new discoveries of rich deposits of the precious metals are being constantly made. Many of the mines, worked upon the plan of associated capital, as heretofore described, are rewarding their share-holders with handsome dividends, paid month by month; while many more are working on with hopes that are destined to disappointment. Some mines that have in times past paid their share-holders large dividends, and whose stock commanded high prices in the stock market, are exhausted; while there are other instances in which rich mines are worked on private account and their large profits quietly divided among their fortunate owners. From the foregoing statements,

it will be apparent that the business of mining is a great and growing industry on this coast.

#### MINING STOCKS AND STOCK BOARDS.

The organization of these mining associations, whose capital stock is represented by shares, as heretofore described in these pages, has originated the mining Stock Boards of San Francisco. There are three of these Boards, namely, The San Francisco Mining Stock and Exchange Board, popularly known as the Old Board; the California Mining Stock and Exchange Board, popularly called the Little Board; and the Pacific Stock and Exchange Board, called, in popular parlance, the New Board, because it is of the most recent origin, having been in existence about a year. The Brokers constituting these Boards, incorporated under the authority of law, as a rule, hold two sessions a day, at which, on call, shares in the different mining companies are bought and sold. Frequently the scenes in these sessions are highly exciting and the transactions very heavy. The Old Board for many years exercised a controlling influence in fixing the price of stocks from day to day; the Little Board, in this respect, occupying a subordinate position. But of late the New Board, a wealthy and powerful organization, has exercised an influence in the mining stock market scarcely second to that of the Old Board itself. Some idea of the vast amount of business transacted in these Boards, in the purchase and sale of mining stocks, may be formed, when we make the authentic statement that the mining stock sales for the year 1875, in the San Francisco Board alone, reached the sum of \$220,225,000; and this notwithstanding the fact that the sessions of the other Boards were discontinued for more than a month, consequent upon the suspension of the Bank of California in the latter part of August. The fluctuations in the prices of different stocks from time to time, often from day to day, are very considerable. Fortunes are frequently suddenly made, and often as suddenly lost in these transactions. The chances for making money quickly are so inviting, that thousands are in constant attendance upon the sessions of the Boards, awaiting results with eager anxiety. Some men, capable of strong self-control, after realizing handsome sums, retire; while others, financially crippled, retire from compulsion. But from whatever cause the ranks of speculators are from time to time depleted, their vacant places are constantly refilled by new adventurers. Indeed, the army of speculators in this field is constantly on the increase, as the population of the city and country increases.

The disastrous fire in Virginia City, Nevada, last autumn, by which so much valuable and costly mining machinery, belonging to the great mines along the Comstock Lode, was destroyed, had a most depressing effect upon the price of mining shares in that district. For example, the stock of the great Consolidated Virginia Mine, which had been selling at upwards of four hundred dollars per share, dropped at once to about two hundred, and the price of other stocks declined in like proportion. Indeed, all mining stocks, even those in localities remote

from Virginia City, sympathizing with the general depression, suffered a considerable decline in price. It was at this juncture that sagacious men, taking advantage of the panic, purchased largely of the stock so affected. Results soon vindicated their sagacity. The chief owners of the mines along the track of the fire, being men of vast wealth and great energy, set immediately to work to repair and restore their lost and injured mining machinery. This they accomplished in an incredibly short period of time. The consequence was that the prices of the depressed stocks rapidly recovered. Consolidated Virginia rebounded to four hundred dollars, and in a few days advanced far beyond these figures, while other stocks were affected in like manner and proportion. Those who had invested during the panic, in a little over a month doubled, and in many instances more than doubled, their money. Results similar to this also followed the temporary suspension of the Bank of California in August.

Go to an experienced mining stock-broker for advice, and he will invariably say to you: "Buy when stocks are low, and sell when they are high." Those who have the sagacity to discriminate and the self-control to exercise patience and keep cool, make money; the reckless and over sanguine, of whom there is always a large class, generally lose.

In regard to future mining prospects, a commercial journal of San Francisco, of high authority, of date 12th of January last, has the following. Speaking of the wonderful deposits of rich ores in the Comstock Lode, of comparative recent discovery, this journal says:

"The discovery of this vast deposit will not improbably be followed by others of greater or less extent, and in fact it seems that we are but at the beginning of the realization of the vast mineral wealth hidden in the bowels of our mountains. But from present indications the discoveries will not at all be confined to the Pacific Coast of the United States. The vast mineral wealth of Mexico has long since passed into a proverb, and during the past year large numbers of mines have been located by American capitalists. Already in Lower California one mine has been successfully worked by Americans in the midst of war revolutionary movements, and it would seem as if this Peninsula were destined to reach a point of mining development not at all inferior to the silver State — Nevada. It is now being prospected in every part, and in one location — at the Bay of All Saints, but sixty-five miles from San Diego, in the midst of a well-timbered and well-watered country, and a good road leading to the shore — a mine has within the past year been discovered by American citizens, which, if assay indications are anything, bids fair to rival the Consolidated Virginia itself. The assay has ranged from \$230.22 to \$1300 per ton, and the ore can be laid down in San Francisco at a cost of \$20 per ton. If it at all sustains the character of the assays here mentioned, Lower California will at once rise into the prominence that its great resources entitle it to. New discoveries of equal importance may be anticipated, and another addition will have been made to our city's commercial domain."



## QUICKSILVER MINING.

This new and growing industry is assuming much importance in our State. The deposits of quicksilver (cinnabar ore) in various localities are found to be very rich, and the working of the mines highly remunerative. A San Francisco journal of high commercial authority, of late date, says:

"This valuable article of commerce is assuming a very prominent place in the statistics of this port. Many new cinnabar mines have been opened during the past two years, and several of the older mines have been worked with renewed vigor."

We here compile, from authentic sources, a table of the exports of the quicksilver mines and their values for the two years of 1874 and 1875, as follows. The rapid development of this industry, in the two years given, is a feature to be noted:

Exports by sea for.....	1874.		1875.	
	Flasks.	Value.	Flasks.	Value.
To				
New York.....	315	\$35,696	287	\$17,253
Mexico.....	4,104	426,249	5,757	375,120
Chile.....	404	39,888	355	24,803
New Zealand.....	51	5,345	258	14,074
Bolivia.....	134	13,805	...	.....
China.....	1,200	135,878	18,190	1,003,842
Japan.....	248	27,751	968	56,116
Central America.....	12	1,195	34	1,794
British Columbia.....	2	207	17	931
England.....	...	.....	100	7,650
South America.....	200	22,185	2,149	154,184
Australia.....	100	11,475	832	47,905
Calcutta.....	...	.....	10	550
Russian Asia.....	...	.....	3	195
Totals.....	6,770	\$719,674	28,960	\$1,704,417

The number of flasks of quicksilver produced by our mines in 1875 (76½ lbs. to the flask) was 54,000. The annual product of the quicksilver mines of the world is about 100,000 flasks. It will be seen, therefore, that California produces rather more than one-half of the quantity consumed by the world. In addition to the 28,960 flasks of the product of 1875, sent to foreign countries, several thousand flasks were sent overland by rail, to supply eastern demand; the rest was consumed at home, by our own gold and silver mines, its use being indispensable in quartz mining. Our exports of quicksilver from 1859 to 1874 inclusive, amounted to 365,430 flasks, and, including exports of 1875, give a total of 394,390 flasks, valued at \$14,289,591.

Numerous deposits of cinnabar ore in various parts of the State, some of them very rich and productive, have been discovered within a

year or two past; so that this branch of mining is rapidly growing in importance, and adding largely to our productive wealth and remunerative industries.

#### LEAD MINES.

The following statements in regard to the production of lead on this coast, will give an idea of the extent of the lead ore deposit:

The lead resources of the Pacific Coast, equally with her gold and silver ores, appear in the light of recent developments to be practically illimitable. During the past year receipts from Cerro Gordo and Eureka, both of base bullion and lead, have been very heavy, while the shipments from this city have been equally heavy. We have here two reduction works: the Selby at North Beach, and the Kohler Reduction Works at Alameda. The former has existed for many years, and, founded by the late Mr. Selby, was the first to successfully solve the problem of lead refining and shipping on this coast, making San Francisco a place of shipment, instead of ore import. It has been very successful. Since Mr. Selby's death the works have been partially suspended. A couple of months since they were purchased by a company in which Flood & O'Brien are the principal figures, and the works have been started again, with Prentiss Selby as Superintendent, and will no doubt do as good work in the future as they have done in the past. Besides the steamer shipments, there have been some heavy ones by clipper, two of them taking 1,000,000 lbs. each.

The prices in this city have not varied through the year, and we quote: Jobbing Pig, 6½c.; Bar, 8c.; Sheet, 10c.; Pipe, 9c. Wholesale: Pig, 5½c.; Sheet, 9c.; Pipe, 8½c.; Bar, 6½ a 7c.

The value of raw material used during the year 1874, in the establishments named above, was \$1,350,000. The value of the product was \$3,245,000. The export of this commodity by steamer for the year was valued at \$800,000, in addition to which were large exports by clipper, the value of which we have been unable to ascertain.

#### OTHER ORES AND METALS.

Iron, in rich beds of hematite, magnetic, and other valuable ores, exists in several different counties of the State; but as an industry, the production of native iron is yet to be developed. Large fortunes are in store for those who shall enter this field of enterprise and utilize the ores on this coast. On the subject of establishing works for the manufacture of iron at eligible points in California, we compile the following suggestions:

The annual importations of dutiable iron and steel by California amount, at the present time, to over 70,000 tons, valued at \$2,500,000; this being independent of large quantities of domestic iron that reach the port of San Francisco in various forms, 400 tons coming from Oregon. Our annual expenditures on account of this article amount now to between three and four million dollars, the most of which ought to be saved to us by the substitution of domestic for foreign iron. Large as the consumption of this metal has heretofore been on this

coast, it must rapidly increase hereafter, with the building of railroads, quartz mills and hoisting works, and its growing use in the construction of iron pipes, in buildings, naval architecture, and in a thousand other ways, the demand for iron will more than double with every future decade, admonishing us of the importance of meeting this want, at least in part, by making available the resources wherewith nature has so lavishly supplied us. The following may be cited as constituting some of our more noted ferruginous deposits and Pacific iron fields.

Oswego, Oregon, where there are extensive beds of ore carrying from 50 to 60 per cent. of metal. Furnaces were erected here in 1867, since which time a considerable quantity of pig iron has been run out. Charcoal made from the Oregon fir is used for smelting, and found to be an effective and economical fuel. The necessity of bringing limestone, an indispensable agent in smelting, from a distance, adds \$6 to the cost of making a ton of iron here. Deposits of specular iron ore exist near Santa Cruz, at a point convenient for shipping, and in the midst of wood, limestone, and water; also near Auburn, Placer County, in the Coast Range, San Bernardino County; at Four Hills, Sierra County, in a heavily timbered region with limestone near by, and still higher up in the mountains in the same county, where there is an exposure of more than half a million tons of high grade ore, the locality being within a mile of the wagon road through Beckwith's pass and the line of the proposed railroad from Oroville across the Sierra, with wood, water, and limestone abundant about it. Although it requires an extra amount of heat to smelt this class of iron ore, it yields the best metal known when properly made.

Magnetic iron ores of good grade exist in notable quantities near Clipper Gap, on the Central Pacific Railroad, near Gold Lake in Sierra County, on Grouse Ridge, Nevada County, where the ore is so energetically magnetic that it lifts steel objects of considerable weight; at Chaparral hill, Butte County, and in the Santa Inez valley, and at many other points in the State further south, this ore being, in fact, very widely distributed on this entire coast. This magnetic ore is rich in metal, containing, when pure, from sixty to seventy per cent. of iron. In Germany, steel is made from it with great facility by the Bessemer process. In Shasta and Los Angeles Counties hematite ores prevail, the Coast Range being nearly everywhere full of the chromic variety of ores. Titanic iron ore is found in alluvial gold washings, and still abundantly along the sea-beach, constituting the fine grains of "black sand," so long an object of attention on the north-west coast of California. At many places in the State these various ores occur more or less mixed. While the ferruginous deposits of California have been more fully explored than those of our other Pacific possessions, the latter are known to be quite as rich in this class of ores as our own State.

The *Yreka Journal* has the annexed, illustrative of the richness of the coal and iron resources which are waiting for development in that region:

"An experienced iron miner and expert in minerals generally, from below, says there are some of the finest iron mines in this county that

he has yet seen, even in the most noted iron districts, and he thinks the citizens of this place ought to prospect the coal mine recently discovered near Oberlin's ranch, on Shasta River, towards securing the coal for smelting the iron ore. Such an enterprise, as soon as the railroad reaches this county, will prove more valuable in building up our prosperity than gold mines can possibly do in that respect. Hills near the Forest House, and this side of it, and the hills surrounding the town, are full of the very best kind of iron ore. At Bogus and in Siskiyou plenty of iron can be found, and we think a good prospect will show that Mount Shasta and mountains surrounding contain more or less iron, and probably coal. The coal mine above referred to will be worked as soon as the cold and stormy weather is over, which information we derive from Lige Carrick, who owns an interest in it."

Copper ores are also abundant in some parts of the coast, but they have as yet been utilized only to a very limited extent.

Of the copper mines in Amador County, a good authority says: "Notwithstanding very little is said concerning the copper mines of Amador County, the more important product of gold overshadowing the yield of the less valuable metal, yet it is satisfactory to learn that the Newton copper mine is in a prosperous condition, and is being worked more vigorously than ever before. The mine has lately been kept going night and day, twelve miners being engaged in three shafts, of eight hours each. The yield of ore is abundant, and the ore gives a high per centage of copper."

Borax and sulphur mines also exist, which are being developed into an industry that yields large profits.

At one time some apprehension existed as to the sufficiency of our coal supply; but more recent discoveries have served to allay all solicitude on this point. Extensive coal fields have been found all along the coast, and in the interior, extending from British Columbia in the north indefinitely southward. The transportation of coals along the coast is an important branch of commerce, as we shall show when we come to speak of our commercial industry.

#### A TIN "BONANZA."

Of the tin mines in San Bernardino, it is said that they are among the richest tin mines in the world. For the past ten years these mines have been claimed by various parties, and have been but little worked because of the almost endless litigation arising from a disputed title to so valuable a property. A wealthy Amsterdam company that has been and is now engaged in importing tin into the United States to the extent of \$14,000,000 worth a year, has recently bonded the Temescal tin mines from the various claimants to the amount of \$80,000, and on the first day of May, 1876, the money is to be paid, and the various titles will be passed to and vested in the Amsterdam company.

These are the only tin mines yet discovered in the United States, and are very rich, assaying as high as eighteen per cent., while many mines in Europe are worked to profit that yield but four per cent. of metal.

Arrangements are being made for commencing active operations on a grand scale at an early day. As soon as practicable, after the first of May, a force of five hundred miners will be put to work developing the mine and taking out the ore. The wagon road between Temescal and Pomona, which is now in good condition, will be improved, thus making an easy outlet for the ore and inlet for supplies. The agent of the company has already applied to the Pomona Land Company for land on which to build their extensive warehouses, to which the railroad company will build side tracks.

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### CHAPTER III.

#### AGRICULTURE, HORTICULTURE, ETC.

**W**HHEAT is the great agricultural product of California. Our climate and our soil are peculiarly adapted to the production of an immense quantity to the acre of a quality scarcely equalled, certainly not surpassed, by any other country in the world. The quality of our wheat is so superior, and the flour produced therefrom of such surpassing excellence, that both have a world-wide reputation, and in all the markets of the world, to which they are exported, command the very highest price. A chief cause of this superiority is, without doubt, found in a peculiarity of our climate. The rainy season, which is our planting and growing season, ceases in the spring, about the time the grain is maturing. From this time, until long after the grain is garnered and prepared for market, there is little or no rain fall, and so little moisture in the atmosphere, that the wheat (or other grain) may be, and frequently is, left in the field for many weeks, without injury from this source. The general division of wheat into "winter" and "spring," common in the wheat-growing districts of the Eastern States, is unknown in California. The planting season begins with the autumnal rains, about the first of November, and continues generally, as farmers prepare their ground, until late in February. The grain begins to mature early in June.

The qualities in which our wheat excels are, glutinousness or strength, flintiness or dryness, whiteness of color, thinness of skin, cleanness, plumpness and size of berry, and weight.

The cheapness with which wheat can be produced, and the extraordinary yield, frequently exceeding sixty bushels per acre, have made it a favorite crop with our farmers; and, as our surplus has generally found a ready market at fair prices, our wheat-growers have made large profits in this branch of industry. The production and exportation of wheat have constituted an important factor in creating the aggregate and individual wealth of California within the last twenty years. This will be apparent from the following table, showing the quantity (in cents) of wheat received in San Francisco for each year since 1856, together with its equivalent in flour. (A cental of wheat, 100 lbs., is a bushel and two-thirds.)

## RECEIPTS OF WHEAT AND FLOUR SINCE JULY 1, 1856.

From	Flour, qr. sks.	Wheat, ctls.	Equal to bbls. Flour.
July 1, 1856, to July 1, 1857	152,509	340,030	151,470
July 1, 1857, to July 1, 1858	141,825	243,052	116,474
July 1, 1858, to July 1, 1859	274,216	433,002	212,888
July 1, 1859, to July 1, 1860	365,628	985,026	419,749
July 1, 1860, to July 1, 1861	455,115	2,160,723	834,020
July 1, 1861, to July 1, 1862	426,260	1,361,218	560,304
July 1, 1862, to July 1, 1863	638,353	1,864,652	781,138
July 1, 1863, to July 1, 1864	402,408	1,846,118	715,975
July 1, 1864, to July 1, 1865	538,941	527,881	310,691
July 1, 1865, to July 1, 1866	725,933	2,207,158	917,217
July 1, 1866, to July 1, 1867	1,202,995	4,999,346	1,967,197
July 1, 1867, to July 1, 1868	804,744	5,031,966	1,878,508
July 1, 1868, to July 1, 1869	893,400	6,046,350	2,238,800
July 1, 1869, to July 1, 1870	746,066	6,172,635	2,244,061
July 1, 1870, to July 1, 1871	494,051	4,422,729	1,597,756
July 1, 1871, to July 1, 1872	559,926	2,391,666	937,203
July 1, 1872, to July 1, 1873	889,116	10,780,895	3,815,911
July 1, 1873, to July 1, 1874	1,878,132	7,829,821	3,079,473
July 1, 1874, to July 1, 1875	1,847,380	9,807,776	3,731,104
July 1, 1875, to Jan. 1, 1876	985,590	4,770,662	1,770,952

Our exports of wheat and flour by sea, for the same years, were as follows:

From	Flour, bbls.	Wheat, ctls.	Equal to bbls. Flour.
July 1, 1856, to July 1, 1857	36,541	22,257	43,960
July 1, 1857, to July 1, 1858	5,387	3,801	6,654
July 1, 1858, to July 1, 1859	20,577	123	20,618
July 1, 1859, to July 1, 1860	58,926	381,766	186,182
July 1, 1860, to July 1, 1861	197,181	1,529,924	707,156
July 1, 1861, to July 1, 1862	101,652	851,844	385,600
July 1, 1862, to July 1, 1863	144,883	1,043,652	492,724
July 1, 1863, to July 1, 1864	152,633	1,071,292	509,730
July 1, 1864, to July 1, 1865	91,479	25,369	99,932
July 1, 1865, to July 1, 1866	279,554	1,039,515	626,060
July 1, 1866, to July 1, 1867	465,337	3,636,190	1,697,402
July 1, 1867, to July 1, 1868	423,189	3,803,778	1,691,115
July 1, 1868, to July 1, 1869	453,920	4,374,524	1,912,095
July 1, 1869, to July 1, 1870	352,962	4,863,891	1,974,259
July 1, 1870, to July 1, 1871	196,219	3,571,846	1,386,834
July 1, 1871, to July 1, 1872	270,079	1,404,382	738,206
July 1, 1872, to July 1, 1873	263,645	9,822,688	3,537,874
July 1, 1873, to July 1, 1874	644,710	7,273,241	3,069,123
July 1, 1874, to July 1, 1875	482,551	8,793,354	3,413,669
July 1, 1875, to Jan. 1, 1876	233,629	4,198,652	1,633,513

We give below the value of the wheat and flour export for the last four years:

Exports for 1875.....	\$16,501,953
“ “ 1874.....	16,187,056
“ “ 1873.....	21,557,724
“ “ 1872.....	12,001,395

It should be noted that the figures given in the above tables by no means represent the whole wheat product of the State. The figures are exclusive of the home consumption, and of considerable quantities of flour sent overland by rail. The wheat product of the State for 1875 is stated by high commercial authority to reach 20,000,000 cents; though another authority puts it at something less, 17,000,000 cents. Of this product, 9,000,000 cents had been exported up to a late date, and the “wheat fleet,” to take away the remainder of our surplus, has been arriving and departing continuously ever since, during the winter and spring months.

Previous to 1868 San Francisco supplied all the exports of the State; but now about two-fifths of the wheat for foreign export are loaded at Oakland and Vallejo.

OATS, BARLEY, AND HOPS

Are cutting a considerable figure among our exports of late years; but we shall not stop now to show the quantities produced. We pass on to the consideration of another of our products, which, in the classification of industries, belongs properly to the department of agriculture, namely:

WOOL.

The wool clip of California last year was greater than ever before, and shows an increase of 4,000,000 lbs. over the year 1874. The year's product reached over 43,500,000 lbs.; and it is safe to estimate that the year 1876 will reach fully 47,000,000 lbs.

The following table, which shows the yearly wool production of California since 1855, inclusive, will also serve to show how steadily this valuable and very remunerative industry has increased:

WOOL PRODUCTION OF CALIFORNIA.

Year.	Pounds.	Year.	Pounds.
1855.....	360,000	1866.....	7,299,950
1856.....	600,000	1867.....	9,626,288
1857.....	1,100,000	1868.....	14,801,256
1858.....	1,428,000	1869.....	17,253,370
1859.....	2,376,000	1870.....	19,460,565
1860.....	3,260,000	1871.....	23,687,000
1861.....	4,600,000	1872.....	24,255,000
1862.....	5,750,000	1873.....	32,155,000
1863.....	7,600,000	1874.....	39,358,781
1864.....	8,000,000	1875.....	43,532,223
1865.....	7,721,000		
Total.....			274,224,433

## TOTAL WOOL PRODUCTIONS OF THE PACIFIC STATES AND TERRITORIES.

	Pounds.		Pounds.
California.....	274,224,433	Wyoming.....	350,000
Oregon .....	18,002,800	Nevada.....	250,000
New Mexico.....	19,000,000	Dakota.....	250,000
Washington .....	3,000,000	Idaho, Montana, and Ari-	
Colorado.....	3,250,000	zona .....	250,000
Utah.....	3,000,000		
Grand total.....			321,577,233

Of this amount, worth \$63,000,000, there have been exported from San Francisco in fifteen years, as shown in the following table, 249,668,890 lbs., worth \$52,818,442:

Year.	Pounds.	Value.	Year.	Pounds.	Value.
1859.....	2,378,050.....	\$ 35,679	1868.....	13,225,181.....	\$2,404,399
1860.....	3,055,325.....	297,193	1869.....	13,263,662.....	2,370,065
1861.....	3,721,998.....	507,271	1870.....	19,399,209.....	3,718,493
1862.....	5,990,300.....	1,068,872	1871.....	22,485,443.....	6,748,824
1863.....	4,268,480.....	1,225,415	1872.....	24,578,980.....	7,750,000
1864.....	5,935,670.....	1,254,778	1873.....	29,235,376.....	6,430,352
1865.....	6,549,931.....	1,330,425	1874.....	34,678,308.....	6,863,062
1866.....	4,662,029.....	897,908	1875.....	48,183,017.....	8,450,000
1867.....	7,057,631.....	1,143,571			
Totals.....				249,668,890	\$52,818,442

The total receipts of wool for the year 1875, from all sources, including the stock on hand at the beginning of the year, reached 52,215,223 lbs. The exports for the same period were 48,183,017 lbs. The difference between the receipts and the export was consumed by our own woollen mills.

The value of the wool exports for the year were \$8,450,000.

Our own mills consumed during the year 4,032,206 lbs., the value of which should be added to the sum realized from our export, in order to ascertain the total value.

## COMPARATIVE PRICES IN GOLD OF ALL CALIFORNIA WOOL IN SAN FRANCISCO AND NEW YORK DURING THE PAST TWO YEARS. THE PRICES IN NEW YORK COMPILED BY JAMES LYNCH, WOOL BROKER.

Months.	1874. San Francisco.		1874. New York.		1875. San Francisco.		1875. New York.	
	Spring.	Fall and Lamb.	Spring.	Fall and Lamb.	Spring.	Fall and Lamb.	Spring.	Fall and Lamb.
January....	Nominal.	19@21	26 @32	22 @26	18@20	14@19	25 @33	18 @23
February....	Nominal.	19@21	26 @32	21½@26	18@20	12@15	24½@32½	18 @23
March.....	Nominal.	Nominal.	26 @31½	21½@26	15@23	11@13	24 @32	17 @22
April.....	21@25	Nominal.	26 @31	20½@25	16@25	11@13	24 @32	16½@21
May.....	21@27	Nominal.	26 @31	20½@25	16@25	Nominal.	23½@31	16 @20½
June.....	22@28	Nominal.	27 @32	20½@25	16@25	Nominal.	23 @31	16 @20
July.....	19@25	Nominal.	26 @33	21 @25½	16@25	Nominal.	22 @30	15 @19
August.....	20@22	Nominal.	26 @33	21 @25	16@25	11@14	22 @30	15 @20
September....	Nominal.	18@21	26 @32	21 @25	Nominal.	12@15	21½@29	14½@19
October....	Nominal.	15@19	26 @32	20 @24½	Nominal.	12@17	21 @28	14 @19
November....	Nominal.	15@18	25 @31	19 @24	Nominal.	12@17	20 @28	13½@19
December....	Nominal.	15@17	24½@30½	19 @23½	Nominal.	10@15	19 @27	13 @10



From Hittell's valuable work on the "Resources of California," we make the following extracts on the subject of sheep-breeding and wool-growing in California:

"The climate of California is peculiarly favorable to the growth, increase, and health of sheep. Our mild winters permit them to grow throughout the year; and it is an accepted principle among those familiar with the subject, that a sheep, born and bred in California, is, at two years of age, usually as large and heavy as one of three years born and bred in the Atlantic States. The ewes produce twins and triplets more frequently here than east of the Rocky Mountains. The health of the herds is better. No fatal disease has ever prevailed to any serious extent. The 'scab' exists in many herds, but in a mild form, and few have died of it. It is the general opinion of sheep-breeders that the sheep bred in California will produce more wool than those of other States. The heaviest unwashed fleece on record is that of 'Grizzly,' a French Merino buck. It was fourteen months old, weighed forty-two pounds, and was sheared by Flint, Bixby & Co., in Monterey County, California, in 1859.

"Sheep in California are never kept under shelter, and, except a few of fine blood, seldom get any food save such as they can pick up on the open hills and plains. Sometimes lambs are lost with cold, but this is very rare when they are well managed. At night the herds are driven into corrals or pens, to protect them against the cayotes (a species of small wolf), and to keep them from being lost. On the large sheep ranches, one herdsman is employed for a thousand sheep. There are a few shepherd-dogs in the State, some brought from Australia, others from Scotland. The word 'corral' is understood by these dogs, and when they hear it, they immediately drive the herd to the corral. At the sight of a wolf they hastily collect the sheep into a dense body, with their tails out and the lambs in the centre. If a sheep turns his head out, the dog bites his knees and makes him turn about. The dog seems to understand that the wolf cannot do much harm by biting the rump of a sheep, but would soon kill it after catching its throat.

"In most other sheep countries, the sheep-breeder is at great disadvantages as compared with California; the land is dear; it must be cultivated; the sheep must be fed by hand every day during a considerable part of the year; the herds must be under shelter in the winter; four or five men are required, on an average, to attend to a thousand sheep; the herds are not so healthy, do not increase so rapidly, do not grow so large within the first two years, and do not produce so much wool. The land of the sheep ranches in California is not worth more than five dollars per acre, on the average — probably not more than three dollars. It follows that sheep-breeding should be very profitable here, and so it is. The ewes, when properly taken care of, have lambs before they are a year old — increase one hundred per cent. every year. The cost of keeping large herds is variously estimated at from thirty-seven to fifty cents per head annually, exclusive of the interest of the land used for pasturage.

"The wool of a good sheep will pay twice the cost of keeping it;

and the wool and lamb together, of a fine blood ewe, are worth eight or ten times the cost. It is the present custom to sell the wethers for mutton when a year old, but this is bad policy, save with the poorest sheep. . . .

"The first attempt to breed sheep, as an exclusive business, in California, since the American conquest, was commenced in 1853, by a poor man who had nothing save nine hundred ewes; and they increased so rapidly, and proved so profitable, that within ten years he had ten thousand sheep, sixteen thousand acres of land, and other property to the value of one hundred thousand dollars, and his wealth has greatly increased since.

"The business of wool-growing has advanced with more steadiness, and has paid greater average and regular profits, than any other rural occupation extensively pursued in the State. The increase in the production was for a long time fifty-five per cent. annually. In 1855 the yield was 300,000 lbs.; in 1860, 3,260,000 lbs.; in 1865, 6,445,000 lbs.; in 1870, 19,700,000 lbs.; and in 1872, 23,000,000 lbs. Every man who has managed a large sheep ranch with knowledge and prudence has become rich."

#### CALIFORNIA TOBACCO.

The cultivation of tobacco is a new and promising branch of agriculture in this State. We compile the following observations in reference to this new and promising industry:

Tobacco-growing in California was carried on up to 1872 by a few experimentalists, to a very limited extent—so limited that but few of the best-informed dealers in the State had ever seen a hand of California-grown leaf. Some attempts were made to determine its value for making plug tobacco; but, owing to a want of knowledge of its peculiar characteristics,—with one or two notable exceptions,—they did not succeed in producing an article that would keep, or which was free from that weedy and bitter taste peculiar to imperfectly cured or improperly sweated tobacco. Growers of experience, who had succeeded in producing fine tobacco in the tobacco-producing States of the East, and elsewhere, after many and repeated attempts, finally concluded that the climate and soil of California were not suited to its culture. Indeed, those who had been the most successful in the East, met with less success than those who had tried it for the first time here. Most of them knew all about tobacco, as they believed, and were not willing to admit that the fault was in their want of knowledge of the plant, and its peculiar wants, requiring in this dry and strong climate very different treatment from what they had been accustomed to give it, where the moisture was distributed throughout the planting, growing, and curing seasons. The proper and, as some believe, the very best food for the finer grades of leaf tobacco, is supplied to a greater extent in California (some portions) than in any other State in the Union; while the more sanguine claim that our climate is even better for producing tobacco for cigars than the island of Cuba. However this may be, certain it is that the plants produced here, from Havana seed, retain their form, size, and

structure perfectly; while the number of cuttings from the same plant is twice that of Cuba, and the quantity is more than doubled. In 1871, J. D. Culp, of Gilroy, Santa Clara County, California, after many years of experiment, here and elsewhere, succeeded in adapting his mode of culture and curing to the peculiarities of this climate, and presented, as the result of his labor and study, samples of tobacco grown and cured by him at Gilroy, which the leading manufacturers and dealers pronounced, at that time, fully equal to that imported from Havana into this country, many of them signing a certificate to that effect. As his method was so radically different from all other known processes, he applied for and obtained a patent for his invention; and as he had, in the years devoted to perfecting his system, exhausted his own means, it became necessary for him to interest capital with him, in order that its practical utility might be more fully demonstrated. He made repeated application to the manufacturers and dealers of this city, who, while they admitted the value of tobacco as a commercial commodity, did not care to invest in such an enterprise. In this dilemma, he was induced to call upon the late Jos. W. Stow; and, notwithstanding he had no practical knowledge of tobacco, he soon discovered that if the tobacco was what the dealers had certified it was, there must be a large amount of money in producing it. Mr. Stow succeeded in interesting a number of enterprising gentlemen with him, and, in March, 1872, the American Tobacco Company was incorporated, the patent-right purchased of Mr. Culp, for curing Havana tobacco, and he was employed as superintendent, with instruction to plant (the season being far advanced) a few acres, to more fully demonstrate the practical value of the patent, as well as the certainty of producing the same grade of tobacco, many having asserted that his first sample might have been the result of accident. The amount produced in 1872, from fourteen acres of land, at San Felipe, was about 15,000 lbs. Havana, and upwards of 10,000 lbs. of various other kinds, such as Connecticut, Florida, Virginia, Kentucky, and a small lot of Turkish, equal in appearance and flavor to the finest imported. The gentlemen who had invested their money for the purpose of fully demonstrating the practicability of producing tobacco of value under the patents, had the option of taking an additional amount of stock in the company, at a price fixed, provided the result of the year's crop should prove satisfactory. At the close of the year, when the crop of 1872 was all cured, an expert was sent to San Felipe, with instructions to examine and report upon the result of the experimental crop, and for his opinion of the value of the patents for curing and handling tobacco, as compared with the methods in use in other countries, as well as in the tobacco-producing States of the East. The report of the expert fully confirmed all that had been claimed by Mr. Culp for his process, and the subscribers completed their conditional contracts by taking their option stock. The company then prepared to enter upon the planting and curing tobacco upon a large scale. In the meantime, Mr. Culp had matured his process for curing tobacco adapted to chewing and smoking purposes, and a company was formed for the purpose of growing, curing, and manufacturing this class of tobacco, and

the two companies were united under the name of the Consolidated Tobacco Company, with a capital stock of \$750,000, which amount was subsequently increased to \$1,000,000. The amount paid into the treasury of the company was sufficient to enable them to erect the necessary buildings for their purposes, and to plant about three hundred acres in Havana and other kinds of tobacco, mostly from Florida seed, which can be cured under the Culp process so that it will answer for plug, fine cut, chewing and smoking tobacco; while the same tobacco, if taken at the proper time, and handled as it can be under this process, will make a fine quality of cigars. As the result of the crop of 1873, the company had about 500,000 lbs. of leaf, of which upwards of 100,000 lbs. was a fine quality of Havana leaf. In 1874, the amount produced was 750,000 lbs., of which 220,000 lbs. was Havana seed. The crop of 1875 will not vary much from the previous year, except that the greater portion is of Havana seed, the quality of which is much superior to any previous crop produced by them. A large amount of tobacco was produced by parties who had devoted some time either in the employ of the company, or who had spent at least one season in studying the peculiar process in use by them, and who were willing to pay a royalty for the privilege. The amount produced in 1874, outside of the company, was about 600,000 lbs., and in 1875 about the same. Samples of the tobacco grown in this State, and sent East to test the market, have invariably elicited the warmest encomiums, and have brought the highest price paid for any sold on the market where it was offered. The amount of Havana produced by outside growers has been comparatively limited, as but few have the experience and patience necessary to arrive at the best results in this valuable but delicate staple. The time is not distant, however, when the production of Havana tobacco will attract the attention of a class of tobacco-growers, who have attained so much celebrity in the valleys of the Connecticut, as to place that State, with all the disadvantages of climate, and the poverty of her soil, in the front rank of fine tobacco producers, ranking, until recently, second only to Cuba in her production of cigar tobacco. California must, from her fine climate and fertile virgin soil, assume the leading position, and in time become the rival of the Gem of the Antilles. During the past year, the quantity of cigars manufactured by this company exceeds ten millions; and, notwithstanding the opposition of the entire cigar-manufacturing interest of the Pacific Coast, they have steadily made their way, and constantly gained in favor with smokers, many of whom do not hesitate to pronounce them equal in flavor to those imported from Havana. Their purity cannot be doubted by any one who will take the pains to inform himself on this important point to all smokers. Within the past year, these cigars have been introduced into Australia, where they met with great favor, and at a competitive exhibition held in Sydney, they were awarded a bronze metal and diploma; and at the fair of the American Institute, at Castle Garden, New York, they were awarded a silver medal and diploma; and in our own State the gold metal. In the Eastern States, where they have been largely introduced, the universal verdict of disinterested judges is undoubted, and they are taking the lead over all other

American-made cigars of American-grown tobacco. They possess a flavor peculiarly their own, and, in some respects, different from any other cigars; but when parties have become accustomed to them, they find it difficult to find any other cigar that will supply their place; while the price at which they are sold to the trade places them within the reach of all. The demand for the cigars and smoking tobacco manufactured by the Consolidated Tobacco Company in the East will require all they can make, and more. Thus California, from time to time, as her resources are developed, is becoming more and more self-sustaining; and when manufacturers cast aside their prejudices, and avail themselves of the means at hand, they will add wealth to the State, as well as themselves. This one company has expended in the development of this tobacco interest upwards of \$600,000, all of which has gone to enrich the State. A few more such enterprises undertaken in developing hidden resources, and California will soon outrank any State in the Union as a producer in amount, as she now does in the variety, of her products—among which we place her tobacco, for which she is annually sending out not less than \$12,000,000, every dollar of which can, and in a few years will, be retained within her own borders, besides producing a large amount for export. California can produce tobacco at a price so low, and of such quality, as practically will defy competition in any market of the world. In order to do so, however, producers must avail themselves of the most approved methods of growing and labor-saving apparatus for curing; which, at the same time, reduces the risk, and gives perfect certainty of results in every instance. If any thoroughly intelligent practical grower, knowing the nature, chemistry, and habits of the tobacco plant, of any or all kinds, has any doubt on the subject, the Consolidated Tobacco Company of California extends a cordial invitation to such to visit their plantations any time during the growing and curing season, and examine into their methods and appliances; see the tobacco in all its stages, from seed-planting to the manufacture of the same into cigars and tobacco; apply any known test or tests; compare its purity with any other tobacco grown and cured in any other country, and then decide. The verdict can only result in according to the Culp process the credit it is entitled to, and which it must in due time in justice receive.

#### CALIFORNIA WINES AND BRANDIES.

We have met with nothing more satisfactory, in a small space, concerning the product of California wines and brandies, than the following, which we compile from a reliable source:

The course of events in the case of California wines has been much the same as that of wheat, wool, and others,—an increase in the number of vines planted and in the product has been going on from year to year, until it has become to the United States what France is to Europe. The quality of our wine is acknowledged on all hands to be naturally equal to, if not superior, that of any other country in the world; and accordingly, as our wine-makers increase in experience, the result will be that California wines will be the equal of any in the world,

and as much sought after. Already the name of many of our makers and dealers are well known in the East and in Europe, and will soon become as famed as Heidsick, Mumm, Roederer, and Clicquot. Amongst them we may mention Keller, Kohler & Frohling, Lachman & Co., Landsberger & Co., the Buena Vista Viniculturist Society, Groezinger & Co., Winkle & Co., and many others more or less noted. The yield of the State this year has been estimated at from 10,000,000 to 12,000,000 gallons. We, however, accept the former as the safer estimate. Of this about one-half will be fit for export — an unusually large quantity. The market for our wines abroad is capable of being extended almost indefinitely, but then our wine merchants and manufacturers must be represented by good, reliable agents. For want of this, all sorts of trash have been palmed off upon the public as California wine, and has given it a bad name in many quarters. In this regard we are glad to learn that one of our oldest and most enterprising manufacturing houses is about being represented East by the junior partner of the firm, and we cannot but think it well if many more would follow the example. There has been a heavy reduction in price of California wine during the past year, and the prospects do not favor any advance during the present year. Brandy has been in much heavier supply than during the previous year, and has declined considerably in price. The obstacles placed in the way of California small manufacturers by the excise laws have not as yet been removed, but there is a reasonably fair prospect of this wished for consummation.

Mr. Curtis, a recognized authority, has favored us with the following relating to the wine interest in this State for 1875, and a comparison with the vintage of 1874:

“The prices current for California wines, in good cooperage, delivered free on board ship, or rail, for shipping lots, are as follows:

Dry Red or White Mission.....	45@ 55	Ⓟ gallon, gold.
Dry Red or White, foreign grapes .....	50@1.00	Ⓟ gallon, gold.
Sweet Wines.....	65@ 90	Ⓟ gallon, gold.
Extra old Port.....	\$1.00@1.25	Ⓟ gallon, gold.
Brandy (Low proof).....	1.75@2.25	Ⓟ gallon, gold.
Brandy (High proof).....	\$1.40@1.50	Ⓟ proof gallon, gold.

“Rates of freight via Cape Horn by sail are exceptionally low at present — 6 cents currency, per gallon; by steamer, via Panama, in round lots, 10 cents, gold, per gallon. Rates by rail unchanged.

“The high rates of freight during the greater part of last year, (12½ @ 15 cents gold, per gallon) by steamer via Panama, together with the unexpected depreciation of currency, after prices of California goods have been measurably fixed by Eastern jobbers on a basis of currency equal to 90 @ 92 per cent., have been minor factors in causing a large decrease of our export wine trade, which in 1875 was about equal to the export trade of 1872, 16 per cent. less than in 1873, and 23 per cent. less than in 1874. But the principal cause of this diminution of wine exports is, doubtless, found in the general depression of business in the Eastern States, and the many consequent changes in Eastern firms which deal largely in our products.

"The vintage of 1874 was very large, generally of inferior quality, and was urgently pressed on the market here when coin was scarce and the outlook of the trade very gloomy. The large decline in value of crude wines, as received from the vineyards, amounting to 15@20 per cent., is naturally accounted for by the foregoing facts.

"The vintage of 1875 is much superior in quality to that of 1784, and, I think, is fully equal to any previous vintage, while in quantity it will not fall short of the vintage of 1874 more than 1,000,000 gallons. The red wines are of uncommonly good color and body. The fermentation was very thorough and clear, under most favorable weather, and both growers and dealers are confident that the 6,000,000 gallons of merchantable wines produced will, when marketed, improve the reputation of our wines at home and abroad, and help to establish this industry on a strong foundation.

"Brandy is in little demand, pays no profit to the dealer, and is produced at a loss, if prices now current do not improve. Unless important changes are made in the revenue law, reducing the tax, allowing export, and permitting the bonding of brandy, its production must be discontinued by the distillers of California."

The following table gives the export of wine since 1850:

Year.	Packages.	Value.	Year.	Packages.	Value.
1859.....	1,849	\$35,582	1868.....	9,836	\$212,833
1860.....	858	27,519	1869.....	13,545	499,828
1861.....	774	12,399	1870.....	16,900	703,111
1862.....	1,122	28,635	1871.....	12,000	871,301
1863.....	2,095	79,026	1872.....	1,011,675 gals.	1,100,186
1864.....	1,680	41,931	1873.....	996,747 gals.	1,109,308
1865.....	3,552	89,851	1874.....	1,000,000 gals.	681,240
1866.....	7,104	169,947	1875.....	516,942	343,211
1867.....	5,650	145,517			

CHAMPAGNE, CALIFORNIA,

Is in heavy demand, and has been so throughout the greater part of the past year. Sales have reached about 2,000 packages of Landsberg and other brands. Shipments of these have been made, and have been received with great favor.

CLARET.

Stocks in hand January 1st, 1875, were very heavy, 4196 casks. This stock has been since reduced to 3,412 casks, 10,066 cases, and other packages. When the new duty was introduced, there was temporary excitement after the beginning of the year and an advance of \$2 per cask, but under the pressure of heavy importations the market was forced to its wonted level. We quote it at 45@50c.

Heretofore our wine export has not been as great, considering the quantity produced, as it ought to have been. This is attributable, in considerable measure, no doubt, to the want of proper organization and effort on the part of our wine-growers. They have neglected to estab-

lish in the Eastern cities and in Europe reliable agencies to bring their wines into notice, and to supply such agencies with such varieties of the best quality as were requisite to make their merits known. Perhaps, however, this tardy action is in some measure attributable to the fact that, until recently, wine-making was a new business to our vintners, and that their efforts in this direction were, for some years, in great measure experimental. They hesitated to push their wines into the markets of the world, until they were sure that they had learned the best processes for producing the best qualities. Now, however, the excellence of our wines, produced by experienced growers, is so fully established, that there ought to be no farther hesitation; they ought to be pushed into the markets of the world. We shall, therefore, expect to see our wine export largely increased in the next few years, and the values resulting from this growing industry increased in a corresponding ratio. It is an important and significant fact, in connection with this profitable business, that the quantity of wine produced to the acre, in California, is about double that produced in France and other wine-growing countries of Europe. We are gratified to note, by the following publication in a San Francisco journal of late date, that proper steps are being taken to introduce our wines to the attention of the Eastern public:

"The firm of Mr. Keller & Co., wine-growers, and wholesale dealers in California wines and brandies, corner Battery and Washington Streets, in this city, and who have been long and favorably known as pioneers in the California wine-growing business, are about to inaugurate a new enterprise, from which the most happy results may be expected to flow. This is nothing else than the removal of their principal head-quarters to the city of Philadelphia, where, at Nos. 24, 26, and 28 South Fifteenth Street, between Market and Chestnut Streets, they will have an immense establishment, occupying the first floor and basement, which cover an area 100 feet long by 80 feet wide. Here the choicest products of the vine and the wines, amongst the finest in the world, made from grapes grown in their own vineyards, will be found. Any one who is at all acquainted with the California wine trade knows that the greatest obstacle to its sale abroad has been the want of representative houses interested in the business and established in the great commercial centres of Europe and America. One such obstacle will be removed by the establishment of the great Philadelphia house, where the name of the firm will be a sufficient guarantee of the purity and excellence of the wines sold, and purchasers will know that they are buying real instead of spurious California wine. The Messrs. Keller & Co. are proprietors of the 'Rising Sun' and Los Angeles vineyards in Los Angeles County, two of the best and choicest in the State. Mr. Keller has been in the business since 1852, and has, therefore, watched over the growth of the California wine interest from its first inception till the present year of grace, when it is represented by 8,000,000 to 10,000,000 gallons of the best wine in the world. His partner, T. Mahony, is a genial, energetic, whole-souled business man, and proceeds to Philadelphia to establish the agency in question, which, under his



management, cannot fail of success, and of pushing California wine interests in the Keystone State, and indeed throughout the East, with a vigor previously unapproachable. This is the first time, perhaps, that the purity of California wines is guaranteed in the East by the presence of the vineyardist and wine-maker himself."

In this connection we produce the following tables, as illustrative of the values of wine-growing in those countries where this industry is fully developed:

THE WINE PRODUCT OF DIFFERENT COUNTRIES.

Mr. T. L. Grigsby, of Yountville, who is one of the prime movers in the matter of organizing a Grape-Growers' Cooperative Association, and who believes that the wine interests of California are yet in their infancy, has, from various sources, collated the following wine statistics of foreign countries. The figures show the amount of acreage and gallons grown in the year 1857:

Austria and her provinces, acres .....	2,685,950
"    "    "    gallons.....	714,000,000
Greece and Grecian Islands, acres.....	41,871
"    "    "    gallons.....	8,160,000
Italy, acres.....	2,887,970
"    gallons.....	1,251,000,000
Switzerland and Belgium, acres.....	67,400
"    "    "    gallons .....	2,550,000
France, acres.....	5,013,774
"    gallons.....	884,000,000
Spain, acres.....	955,000
"    gallons.....	144,000,500
Portugal, acres.....	238,751
"    gallons.....	25,500,060
Germany, acres.....	350,143
"    gallons.....	210,500,000

Mr. Grigsby, estimating the cash value of the product at twenty-five cents per gallon, makes the following figures, which give us some idea of the amount of revenue the wine business yields in the old countries:

Austria and her provinces.....	\$178,500,000
Greece.....	2,040,000
Italy.....	318,750,000
Switzerland and Belgium.....	637,500
France.....	221,000,000
Spain.....	36,125,000
Portugal.....	6,375,000
Germany.....	13,026,250

FRUIT-GROWING.

The opinion has been expressed, by intelligent persons, that there is no other country in the world where so great a variety of fruits can be produced, in such high excellence, as in California. This opinion, very

generally entertained among our fruit-growers, is undoubtedly correct. In no other country do fruit-trees grow so rapidly, bear so early after planting, produce crops so regularly and abundantly, and of such large size. The pear, the plum, the apricot, the grape and the olive are especially thrifty, healthy and productive, as compared with the like fruits elsewhere. The excellence and variety of our fruits being so remarkable, the domestic consumption, as might be expected, is very considerable. Fruit constitutes a large proportion of the food of the people. Large quantities are exported coastwise, and the amount shipped overland by rail constitutes no mean item. The trade in oranges, lemons and limes, produced in various parts of the State, particularly in the southern counties, reaches large figures, and the cultivation of these varieties of fruit is especially highly remunerative. From 60 to 75 orange-trees are planted on each acre, and the yield of oranges, when the trees mature, is from 1500 to 2500 per tree, realizing generally \$20 to \$30 for each tree — or about \$1500 to \$2000 *per acre*. Of course it requires time to reach this result — orange-trees bearing fully after ten or twelve years from the setting; but it will readily be seen what a profitable business can be built up on a small capital. Ten acres only, at a cost of \$1500 or \$2000, will return that amount *as an income* per acre after ten or twelve years.

Fruit-trees in California are trained low, the lower limbs being near the ground; so that one does not walk under the trees in an orchard or climb to reach the fruit. The several advantages resulting from this mode of training are, that the trees bear earlier; the trunk is protected from sun-scald; the earth about the roots is kept moist, and the trees are protected from the wind. The trees are planted from one-sixth to one-half nearer than in the Eastern States. Our apple-trees are free from the borers, and our plum- and cherry-trees from the curculio.

An experienced observer (Hittell) says that "fruit-trees in California are generally as large at two years old as they are in New York at three and four years. The instances of unusually rapid growth here are without parallel elsewhere. Cherry-trees have grown to be fourteen feet high in one year; pear-trees ten feet high; peach-trees to have trunks from two to three inches in diameter. These were all from buds in yearling stocks, and were well provided with branches — not trimmed to gain height. These specimens of rapid growth were observed on an island near the junction of the Sacramento and San Joaquin Rivers. At Petaluma, a cherry-tree two years old from the graft and three from the seed, had a trunk seven inches and three-quarters round; a plum-tree, three years from the seed, was eleven feet high, and had a trunk seven inches in circumference; and a peach-tree, one year from the bud, was eight feet high and eight and a half inches round."

Mr. E. B. Crocker, of Sacramento, wrote thus in December, 1858: "In January, 1855, I planted a small almond-tree, with a stem little longer than a goose-quill, and which I cut down within a few inches of the ground. It is now a tree twenty feet high, sixteen feet through the top, with branches starting from the surface of the earth. The body

below the branches is twenty-four inches in circumference. A Glout Morecau dwarf pear-tree, planted in 1855, when it had grown one year from the bud, is now ten feet high, four feet through the top, and measures ten inches round the body at the ground, branching about one foot from the surface. A Beurre Diel dwarf, planted in January, 1856, is now seven feet high, three feet through the top, and ten inches in circumference at the ground. A dwarf May Duke cherry, planted in 1856, is now thirteen feet high, and thirteen and a half inches in circumference at the ground. An Oldmixen peach, planted in 1855, and cut down within a few inches of the ground, is now twenty feet high, twenty-two feet through the top, and the trunk twenty-eight inches in circumference. A seedling peach, seed planted in January, 1858, is now eight feet high and well branched, and the trunk four and a half inches in circumference from the ground. The growth of trees, vines and shrubs is about double that of similar kinds on the rich prairie soils of Northern Indiana."

In 1858, a sprig of a peach-tree, a foot long, was stuck into the ground on the Bay State ranch; the next year it bore fruit. It may be set down as a general rule, that previous to the time of bearing fruit, trees in California make twice as much wood in a year as they do in the Middle States of the Union. In Alameda County, plum-trees have grown twelve feet in one year from the bud. The trees commence to bear fruit at about half the age at which they bear in the Atlantic States. An apple-orchard in New York begins to bear in its fifth or sixth year; in California, in its second or third. The variety of climates, and freedom from frosts, severe cold, and furious storms, protect us against a failure of the fruit crop. Our apples, pears, apricots, and plums are larger than the same varieties usually are elsewhere. All varieties of berries cultivated in gardens are extremely productive and flourishing.

The business of drying and canning fruits is a growing industry in California, and is destined to cut an important figure in our valuable productions in the near future. Indeed, it is already an important business. Take the single article of raisins: the United States import about 900,000 boxes of raisins annually. Within a few years past, it has been discovered that California can produce raisins quite equal in quality to the best imported varieties. The consequence will be, that in a few years this State will produce raisins in sufficient quantity to satisfy a large share of the demand in the United States. In many parts of the State, the raisin grape is found to be more profitable than the wine-producing grape, and the planting of the raisin grape is consequently being rapidly extended. Last year the State produced 20,000 boxes; but as raisin vineyards are being largely multiplied, we shall soon reach into the hundred thousands. The importation of dried fruits into the United States, from European countries and from the West India Islands, constitutes a considerable item of trade; and when the canned fruits and sauces from the same sources are added, the amount runs up into figures which prove how largely these articles of food enter into the consumption of the American people. Indeed, the

whole civilized world is a consumer of dried, conserved, and canned fruits. In view of these facts, the recent invention of what is known as the Alden process of drying fruits, by which their flavor and nutritious properties are conserved in a degree heretofore unequalled, is of great importance to California. We shall be able to supply, through the adoption of the Alden process, at very cheap rates, a considerable demand for a great variety of dried fruits, which has heretofore been supplied from foreign countries only. Our fruit-growers are also turning their attention more and more, each year, to the canning of our fruits, which are being exported to the Eastern States and to the various parts of Europe. Both the canning and drying of fruits are an industry that is rapidly growing in our State. Establishments for the Alden drying process, as well as for canning and conserving fruits in their own juices, are being erected year by year in the different fruit-producing portions of the State. These establishments, to be commensurate with the local necessities, requiring the outlay of considerable capital, are generally erected by associations, on the plan of associated capital; and each establishment utilizes the fruit product of large neighborhoods.

We have spoken, in general terms, of the great varieties of our fruits. These embrace all the kinds that are produced in the semi-tropical and temperate zones. Nor must we omit to mention here, that the cultivation of several varieties of nuts, among them, notably, the almond and the soft-shelled walnut, is exceedingly profitable.

As an example of the profits arising from growing the olive, we produce the following, which embodies the result of experience and observation by a citizen of California:

"It is safe to say that an olive-tree from seven to ten years old will produce fifty gallons of olives annually, which, at seventy-five cents per gallon, the average price paid for pickles, and fifty trees to the acre, would be \$1,165 for each acre cultivated. There is a wide field in California for the prosecution of this industry. The trees will grow anywhere, with little attention, between Siskiyou and San Diego. The olive grows from the slip, and commences bearing in two or three years. In Italy, the production of olive oil is about 33,000,000 gallons annually; in France, 7,000,000; and in ten years California might send to market oil in amount equal to both countries named."

And the *Real Estate Reporter* gives the following examples of what has been done in California in the fruit-growing branch of agricultural industry. It will be noticed that the values given are in each case net, in coin, after expenses were deducted, for one season's crop:

Five acres prune and plum orchard.....	\$2,000
Two acres Bartlett pears .....	1,200
Two acres prunes dried and packed in boxes.....	900
Strawberries in large fields, per acre.....	250
Blackberries, per acre.....	500
Currants and raspberries, per acre.....	300
Cherries, per acre.....	300

Apples, choice, per acre.....	\$300
Ordinary pears, per acre.....	250
Grapes, per acre.....	300
Peaches, per acre.....	300

It will surprise people who are accustomed to the rigorous climate of the Northern States of the Atlantic slope, and, indeed, most Europeans, to learn that strawberries are grown here, and are found in our fruit markets from early in March till late in December. In Santa Clara, Alameda, and other counties adjacent to San Francisco, this delicious fruit is produced in immense quantities, and may be found in the fruit stalls, as we have stated, from early spring until Christmas, and even later. The value of the fruit crop for 1875 is put down at \$2,000,000; the wine crop, at \$3,000,000.

There is one special advantage in this branch of agricultural industry, to the man of small pecuniary means. He can make a few acres of land equal, in the values of its products, to many hundreds or several thousands of acres devoted to grain-growing, and other species of agriculture, in the Eastern States, or even here in California. We here take occasion to note, also, that in the vicinity of San Francisco, and of the thriving towns elsewhere in the State, the growing of vegetables is an exceedingly profitable industry. The same authority from which we have quoted the fruit statistics above, gives the value, net, per acre, in coin, of certain vegetables, as follows:

Pie plant.....	\$200
Asparagus.....	200
Potatoes.....	250
Beets, forty tons per acre.....	120
Squashes, twenty tons per acre.....	100

Other varieties of vegetables, which enter into daily consumption at our tables, are equally remunerative when produced and sold.

Thus it will be seen that a man with very limited money capital, by a judicious investment in a few acres of land, even at high figures, and by the application of his own industry, may in a very few years build up a comfortable home and rapidly acquire pecuniary independence. If he have the sagacity, after looking around him, to select a locality which is destined to rapid improvement, as population increases, and as railroads and other improvements are constructed, his little money capital will purchase still more acres, whose value will double, treble, and quadruple in a few years, when the sale of a part of his original purchase will make him a capitalist.

NEAT CATTLE.

Before and at the time of the acquisition of California by the United States, the rearing of neat cattle was the chief pursuit of the spare population. The lands were held in immense tracts, by few owners, who counted their territorial possessions by leagues instead of acres. Such

tracts as had owners had been freely granted, either under the old Spanish domination or by the Mexican authorities, after the acquisition of Mexican independence. Very little of the surface, comparatively, was touched by the plow. The country was given up to pasturage, over which roamed immense herds of neat cattle, feeding upon the indigenous grasses. These cattle having, and really needing, in so delightful a climate, little or no care from man, were almost as wild as the elk and deer of the forests and plains. And yet they had owners, whose only actual care for these animals consisted in collecting and marking them, at suitable ages, with a branding iron, so that each man could identify his own property. These cattle, with herds of horses sufficient to meet the demands of the country, and which were equally wild, until caught and subjugated, constituted the chief wealth of the country. The neat cattle were killed for their hides and tallow, which furnished almost the only export and the only means of money-getting; the meat was left to carnivorous wild animals or to decay.

When the new immigrants from the States east of the Rocky Mountains discovered that the lands of California could be made to respond in large profits to agricultural industry, they soon acquired large tracts, which were in many instances devoted to grain-growing. This was incompatible with the existence of these vast herds of wild cattle, whose numbers began rapidly to diminish. No more cattle were needed than would supply the demand for the shambles, for the yoke, and the dairy; and the old Spanish breed, with its wild and vicious disposition, was not desirable for these uses. This variety has been superseded by much superior breeds, originally imported, in most instances, from the States of the Mississippi Valley, in which the Durham or Short-horn blood is found, either pure or modified by crosses upon other stocks.

It will be seen, therefore, that this branch of industry has undergone a great change within comparatively a few years. The number of neat cattle has considerably decreased, but the value of the product, notwithstanding, has largely increased. Not only are the hides and tallow as valuable as ever, but the consumption of beef, with our greatly increased population, is so considerable, and animals fit for the shambles bear so fair a price, that the rearing of beef cattle is a highly profitable business. Large fortunes have been made by men who have devoted themselves to this pursuit, especially where they have grazed considerable herds upon the wild and unoccupied pastures of this State, and of Nevada and the territories. But this source of pasturage, which has cost our herdsmen nothing, is gradually growing less, year by year, as the country is being occupied by immigrants, as farming operations are extended, and as wild lands are being reclaimed by new owners. The rearing of neat cattle, as a profitable industry, is destined to another and new modification. The introduction of a new grass into this State, known as alfalfa, or Chili clover, within a few years past, will in time work a complete revolution in the mode of grazing. Alfalfa is unquestionably far the most productive grass that is known in all our country. As many as five and even six crops have been cut from fields of this grass, in our climate, in a single season; and four crops are by no means

rare. An acre of it will graze many more head of live stock than any other known grass — in this respect very far excelling the celebrated blue-grass of Kentucky and other States of the Mississippi Valley. When once fairly set, it is insensible to drought, for the reason that it has a tap-root which reaches down into the earth until it finds moisture, which is thus carried up to supply the plant. Whether for grazing or hay, this grass is equally valuable. Its fattening qualities are equal to grain. Now, as the cultivation of alfalfa is rapidly extended, and as the supply of wild pasturage is gradually diminished, from the causes just assigned, it is clear that the business of growing live stock will in time be made more and more a home industry, upon each farm, as shall suit the views or convenience of each farmer.

It must be obvious, from what has been said, that a small farm, where the land is adapted to the production of alfalfa, will maintain a considerable herd of cattle, keeping those of suitable age in fit condition for the shambles. Persons, therefore, who have a taste for growing live stock, with only limited means, will see that they are not required to invest large sums in purchasing large bodies of land, before they can make this pursuit profitable, in California. Here is a grand field for men with small means, who have, in addition, energy of character.

The time is approaching, we have no doubt, when a large proportion of the sheep grown in California will graze upon alfalfa pastures. In this connection, we produce an example of what may be done with hogs and alfalfa.

#### HOGS AND ALFALFA HAY.

“Judge Dixon, of the Buena Vista Ranch, Kern County, says a Bakersfield editor, on the occasion of a recent visit there, called our attention to his herd of one hundred head of hogs, which were fed solely on alfalfa hay. They were generally good stock, though none thorough-bred, and all were in fine condition. The hay has been hauled daily, (this was in March,) and fed to them since the first of January. Some of the finer bred animals were fat, and would make excellent pork. As the hay-cart is seen by them coming to the lot, they run to the fence, like a lot of calves, and eat the fresh hay with as much avidity. The hay was cut last summer, and there are now five hundred tons stocked on the ranch, covered with tulé. The experiment of Judge Dixon had its origin in the fact of the hogs, which were running in the alfalfa field, leaving the green clover and feeding daily at the stocks of dry hay. . . . The pork, when made from alfalfa hay, partakes very much of the character of grain-fed meat, is solid and sweet, making first quality bacon and hams.”

Since we are on the subject of hog-raising, we produce the following remarkable experience in this business, as we find it in the *Ventura Signal*, a respectable weekly journal, remarking that it is not stated on what the hogs in this case were fed, though we suppose they had both pasturage and grain :

“A gentleman of our acquaintance moved into Santa Clara Valley five years ago, with \$140, and now has a good title to 600 acres of land,

which is worth at least \$40 per acre; also, a claim on the ex-mission, which cost him \$800; has \$8,000 worth of hogs on hand: \$2,000 worth of teams; machinery and tools enough to farm 2,000 acres of land, and built a house worth probably \$2,000. \$12,000 covers his entire indebtedness.

## SUMMARY.

Land .....	\$24,000
Hogs.....	8,000
Teams.....	2,000
Machinery.....	2,000
Fencing.....	5,000
Building.....	2,000
Claim on ex-mission.....	1,000
Total .....	\$44,000

## ALFALFA AND THE DAIRY.

The extraordinary yield of alfalfa, producing so large an amount of food for the sustenance of domestic animals, to the acre, makes it possible for a man of moderate means, who can purchase a few acres of land, and stock them with cows, to adopt the dairy business, with promise of large profits, in proportion to the amount invested. The dairy business, in all parts of the country, east and west, where it is pursued as an industry, is exceedingly remunerative. But the production of butter and cheese on this coast has, in many cases, built up very considerable fortunes, in a few years, from small beginnings. This has been done where cows roamed at large, over wild pasturage, requiring an immense acreage to sustain even a moderate number of animals for dairy purposes; or else where the cows have been kept in enclosures, and fed on provender produced chiefly by the plow on the ranch — the Spanish term for farm. In the vicinity of cities and large towns, where the milk is delivered to families by the dairyman, the cows are generally fed on provender obtained from the flouring-mills, with the addition of hay and straw procured from the neighboring farms (or ranches). But the culture of alfalfa, for dairy purposes, will revolutionize these methods. Butter, at retail, is never less than thirty cents per pound in our markets, in the most favorable season; while in the autumn, and during the winter months, so called, from November, inclusive, to the latter part of February, butter, which in the proper season has been carefully put away in briny pickle, so that it keeps sweet, brings from forty-five to fifty-five cents per pound. The dairyman will realize, therefore, an average of about thirty-five or forty cents per pound, the year round. It would be an inferior cow that would not make a pound of butter per day — equal to thirty-five or forty cents, or \$35 or \$40 for the product of one hundred days; a corresponding sum for the product of two hundred days, and so on, as the health of the animal is maintained, and her yield of milk kept up. The period of gestation, during which the flow of milk is lessened or suspended, (though, as experience proves, not necessarily so,) is compensated for by the production of the calf.



Cheese commands eighteen to twenty cents per pound. Now, when it is considered that the whey from the cheese-curd, and the buttermilk left after the butter is extracted, may be profitably fed to swine, it must be obvious that the production of butter and cheese is very remunerative. Small tracts of land, therefore, within the reach of men of moderate means, devoted to alfalfa, will enable the dairyman to accumulate money, year by year, if he observe ordinary prudence. Eight, ten, or fifteen acres, within reach of a market, stocked with good cows, would enable any man, who is willing to be industrious, not only to make a good living for a family, but to lay by money. Of course it is expected that a garden, for the production of family vegetables, will constitute a part of every such home.

#### POULTRY.

Another industry, which pays very largely in proportion to the amount invested, is the rearing of poultry. In this pursuit, two primary conditions must be observed—the poulterer must produce upon his own or hired land the food consumed by his fowls; and he must give the fowls special attention and care. Where all the food has to be purchased, it consumes too large a share of the profits. Without the observance of care, the fowls are subject to attacks of vermin, and diseases which are fatal to life or destructive of their usefulness. Other conditions are also essential, such as sufficient range and good water. Where all the necessary conditions are observed, the rearing of poultry, chickens, turkeys, and ducks is very remunerative. Where space is sufficient to keep and maintain a considerable number, reaching into the hundreds, the income is such that the poulterer may accumulate money, year by year, in no mean sums. A few years give him a money capital so large that it makes him independent. This will not be thought extraordinary, when prices are considered. Hen's eggs very rarely retail in our markets as low as twenty-five cents per dozen; they are oftener forty or fifty cents; and, during the winter season, cannot be had at our provision stores for less than fifty-five or sixty cents per dozen, sometimes reaching to seventy cents. Of course the poulterer has to give the retailer a small margin; but this he may do, and still his own profits are very large. Chickens for the table are sold by our poulterers at from \$6 to \$8.50 per dozen, according to size. Turkeys bring from twenty to twenty-five cents per pound; ducks, about \$1.50 to \$1.75 a brace.

These prices are enormous as compared with prices for like commodities in the States east of the Rocky Mountains. We have never been able to reconcile such prices with our ideas of the laws which regulate trade in all other commodities. They are at variance with the prices of other provisions in the market and with our notions of commercial propriety and justice. No wonder our poulterers make money and soon get rich. These prices are kept up, year after year, in spite of all complaints or expostulations. It is thought that those engaged in this pursuit, in the vicinity of San Francisco and other cities and towns of the State, maintain a secret association or associations, whose members

are in correspondence with each other, and by means of which they are able to fix and control prices. Appearances would seem to justify such a conclusion. If one complains of prices, the poulterer is ready with such excuses as these: that poultry fowls in this climate, particularly chickens and turkeys, are subject to peculiar diseases, by which a large per centum die, as compared with like fowls in the Eastern States; that they require extra care and demand more expensive food; and other excuses, which, generally, have very little foundation in fact. Certain it is that the rearing of poultry, here or elsewhere, on any considerable scale, demands close attention and care. We are able to state, however, that this pursuit has been made profitable, in the Eastern States, in the vicinity of good markets, where prices of these commodities are much less than here. However, we have shown the reader that poultry-raising in this State is a very profitable business, in which those disposed to that pursuit, and desiring a home in our charming climate, may engage, with good promise of success, in money making.

#### BET SUGAR.

In Wentworth's valuable monthly periodical, published in San Francisco, entitled, "The Resources of California," we find an article in reference to the production of beet sugar in this State, and the cultivation of the sugar beet, which will no doubt interest some who may peruse this little volume. In the number for April appears the following editorial article:

"Several of our interior exchanges have often presented their respective sections of the State as good points for the establishment of beet sugar manufactories. From accounts which we have seen, the ordinary beet grows in some localities of California to prodigious dimensions, which is regarded as a sure guarantee that the sugar variety would thrive. To substantiate these views, Mr. Orthman, the Superintendent of the Sacramento Valley Sugarie, responsive to a call from the Federal Bureau of Agriculture, a short time since, remarks, having had practical knowledge in Europe, that California has peculiar advantages for profitable beet sugar making. He gives ten tons per acre as the usual yield. It pays the farmers well to cultivate and deliver at six dollars per ton, the cost to the farmer being about one-half of that sum. The actual working yields seven and a half pounds of sugar to every one hundred pounds of beets. Of this, five pounds is loaf sugar; one and a half pounds second quality, and one pound third quality. Molasses, fit only for distillation and refuse cattle feed, being added, make what is realized from one hundred pounds of beets. A complete factory, working 12,000 tons of beets in a season, requires an investment of \$250,000, and makes a clear profit of \$86,615, or 34 $\frac{2}{3}$  per cent. for the yearly dividend. The company gives assurance that capital invested in new works may rely on the above figures. The report says, that by more careful cultivation more than ten tons of beets can be raised to the acre, and that by raising our own seed a larger per cent. of sugar can be got. Beets from German seed are apt to run to seed prema-

turally, in which case they are not profitable for sugar. The State has several important advantages over France and Germany, the principal centres of beet sugar culture, not named in the report. Land is cheaper here than there; the crops of beets on account of longer time of growth are larger; the proportion of sugar on account of greater warmth and sunshine is higher. The beets can be left in the ground all winter without injury, thus saving much labor in storing. They can be thrown into large piles without danger of rotting, and can be dried without artificial heat. There is room enough in California for a hundred or more sugaries, and we trust that enterprising citizens in every locality, where the climate and soil are well adapted for the cultivation of the sugar beet, will consider this subject carefully and make an effort to establish sugaries. In this connection it may be stated that the crushed sugar made at the Sacramento Sugarie, for whiteness, is superior to, and much better liked than, cane sugar; consequently the demand for it is constantly becoming greater as consumers find out what it is. We might furnish our readers with statistics showing the enormous sums of money sent out of the State yearly for sugar which could be kept at home, but suffice it to say, that the production of this staple in our State will add considerably to the general prosperity of our people. It will give employment to a large number of laborers. It will also enhance the value of land. Besides, we shall reap another important advantage. It will give us cheaper beef in the winter months, for the pomace or refuse of the beet is good for fattening cattle. And we might add that it is also good for fattening swine, as the following experiment proves. Jonathan Talcott, a well-known writer, gives a statement in the *Boston Cultivator* of an experiment performed on a Suffolk pig, where sugar beets were employed for fattening. The animal was about a year old, and the feeding on boiled sugar beets, tops and roots, began on the 16th of August, and was continued three times a day until the 1st of October. On August 16th, when the sugar beet feeding was begun, the weight of the animal was three hundred and sixty pounds; September 1st, three hundred and ninety pounds; October 1st, four hundred and fifty pounds."

#### VALUE OF AGRICULTURAL PRODUCTS.

The value of the agricultural products of California, aside from her other industries, for the last two years, has been set down by several persons, who have given the subject some attention, at \$60,000,000 per year, or \$120,000,000 for the years 1874 and 1875; while others, who have been close observers and are good judges, put the aggregate considerably higher. The *Commercial Herald* puts the wheat product of the State, for 1875, at 20,000,000 cents. If we reckon this cereal at \$1.50 per cental, — certainly a moderate price, equal to only 90 cents per bushel, — we shall have an aggregate value of \$30,000,000 for wheat alone. The leading agricultural products have been tabulated as follows:

Articles.	Value.
Wheat, 20,000,000 centals.....	\$30,000,000
Wool, 44,000,000 pounds.....	8,000,000
Wine, 10,000,000 gallons.....	3,000,000
Fruit crop.....	2,000,000
Barley, oats, hay, etc.....	5,000,000
Dairy products.....	5,000,000
	<hr/>
	\$53,000,000

It will be noted that a number of important products, properly belonging to the agricultural department of our industries, are omitted in the above table; among them, hides, tallow, vegetables—including potatoes and roots—poultry, and tobacco. We are safe in saying, therefore, that the agricultural products of the State, for the year 1875, were fully equal in value to \$60,000,000, and, we think, exceed that sum.

We shall see, after a while, that the annual production of the State, including all her industries, is equal in value to the grand total of \$130,000,000.

#### LAND AND LAND TITLES.

After what has been said on the subject of agricultural productions, inquirers will be interested in learning something as to California lands; whether any cheap or unimproved lands are to be had; the value of improved farms; the character of titles, and so forth.

The greatest drawback to the progress of California, ever since it came under the jurisdiction of the United States, has been her defective and disputed land titles. This gigantic evil has sat like an incubus upon the energies of the people, exhausting their resources and accumulations in expensive litigation; frequently turning families out of house and home after years of toil and large expenditures in making improvements; or else arresting and hindering improvements pending lawsuits involving titles, keeping waiting litigants in painful suspense for years; and finally, after a decision has been obtained, even the successful party often found himself left with nothing but the land,—his other resources all gone in paying lawyer's fees and other expenses incident to litigation; and, worst of all, perhaps a heavy debt to be paid. This confusion of titles arose from the indefinite manner in which the Spanish authorities in the first place, and subsequently the Mexican authorities, described the grants of immense tracts of lands to their grantees, and also from the careless and clashing surveys made in pursuance of those grants, and other causes. Happily, this source of vexatious annoyance is growing less with each passing year, as questions of title are being rapidly adjusted by our courts of judicature, or other means known to our laws. The cases are now comparatively rare in which a purchaser need be in doubt in regard to title.

## LANDS IN THE CENTRAL COUNTIES.

In regard to lands in the central counties of the State, their quality, price, size of tracts, etc., the editor of the agricultural department of the *Sacramento Record-Union*, in the issue of that journal of date March 22d, discourses as follows. His remarks are in reply to two letters, making inquiries, the first, addressed to him from a citizen of Nebraska, the second from a citizen of Ohio. We omit the letters, as the statements of the editor are responsive to the questions asked:

"In answer to the first, we would say that there are comparatively few owners of land in this State that like to lease land, especially to receive a portion of the produce for rental. As a general thing, men holding large bodies of land here have bought it on speculation, for an enhancement in value, when they propose to sell. They are, therefore, not inclined to lease for a length of time, if at all. If, however, there is a disposition to rent, cash rents are generally required, especially from those unacquainted with farming in this State. Our modes of farming are so different from those of European countries and the States of the Atlantic slope, or of the Mississippi Valley, that the best of farmers from those countries require at least a year's experience in California to become initiated. For these reasons, those who would rent land on shares prefer to rent them to those whom they know have had some experience here, and are pretty sure to make no expensive mistakes. There are no valuable farming lands, for general farming, belonging to the Government in Sacramento or any of the counties adjoining, nor in any of the central counties.

"In the foot-hill counties of El Dorado, Amador, Tuolumne, and Calaveras, there are sections of land valuable for fruit culture and vineyards still in the hands of the Government, also lands owned by the Central Pacific Railroad Company, that can be had at about Government prices and terms. There are, however, improved farms from one hundred to one thousand acres each, in great numbers, that can be bought at reasonable rates and on easy terms of payment, in Sacramento, Yolo, Solano, and all the central counties. There are also tracts of unimproved lands, of good soil and in good localities, that may be bought at reasonable rates, considering the advantages of this climate and the climate of such a country as the one from which you write. We could point out more definitely such farms and tracts, after learning more fully the purposes to which the buyer desired to put them. Good farming lands here are worth all the way from twenty to one hundred dollars an acre, owing to improvements and locality.

"To the second letter we would answer, that for a number of families desiring to obtain small farms of valuable land, say from fifty to one hundred acres each, no more favorable locality could be selected in the State than Vaca Valley and vicinity. There is no more agreeable or healthy climate in the State, and the soil is of the most productive character, either for fruit, vegetables, or grain-raising and general farming.

"We might add, that this locality is the earliest in the State. Green

corn, green peas, tomatoes, string beans, and all other vegetables, are sent to the San Francisco and Sacramento markets, from the vicinity of Yaca Valley, from two to three weeks earlier than from any other county in the State, and there is less frost there during the winter than in Los Angeles. It is, therefore, more favorable for the culture of the orange, lemon, and other semi-tropical fruits, than any southern county. The poultry and dairy business is each successful and profitable in that vicinity, and the market is good for everything that grows from the soil, San Francisco and Sacramento each being but a few hours distant by railroad. The best improved farms in the vicinity are held pretty high, but good farms can be bought for twenty dollars per acre, and large tracts of land with not much improvement, that could be broken up into small farms to suit a number of families, probably for less. The opportunities for a farmer are better, as a general thing, in this State, than those of a mechanic, though good mechanics, after becoming acquainted, can generally find plenty of work. Our saddle- and harness-makers here are generally doing well, though strangers seeking employment in that line, and without capital to go into business for themselves, might look some time before they found steady employment.

"Our harvest this season promises to be very heavy, and hands scarce. We shall commence cutting grain in the latter part of May. Should you come in May or June, you would have no difficulty in finding work at good rates—say two dollars a day, or forty dollars a month—for several months, and, in the meantime, you would pick up much information of a practical character, that would assist you very materially in selecting a locality to settle in permanently. Our farming operations for the year—the plowing and sowing of grain, etc.—mostly commence in the fall, and are finished with the gathering of the crops the following summer. There need be but little lost time with the farmer in this State. During the winter season he puts in his grain, and makes fences and otherwise improves his farm. During the spring, summer, and fall, say from April to November, there is scarcely a day in which an hour need be lost on account of rain, or any other cause. His haying and harvesting are never interrupted by rain, nor is either his hay or grain in danger of injury from that cause. In fact, California is the farmer's own country, and we have yet to see the man who has followed the business here for any length of time, that would willingly exchange for any country in the world. I would here state that the Sacramento Bureau of Information has for sale over two hundred thousand acres of land in farms and tracts of from fifty to one hundred acres each. These lands are scattered over the entire State, and represent all qualities of soil, and are offered at prices accordingly."

#### LANDS IN LOS ANGELES COUNTY.

Los Angeles is one of the most flourishing cities in the State, a place of a large and increasing trade, with an industrious and thrifty population. It is from Los Angeles County that so large a proportion of the oranges, lemons, and limes sold in the San Francisco and other

markets on the coast, come; and some of our choicest wines are made there. It is a very desirable portion of California, having a mild and delightful climate, and a fertile soil. Concerning the price of land in this county, we make the following statements on good authority. An intelligent citizen of Los Angeles, commenting on this subject, says that "It seems impossible to correct the impression that has got abroad, to the effect that the price of lands in Los Angeles County is extravagantly high. The only justification for this impression is derived from the estimates that are placed on the exceptionally valuable lands of this valley; but these prices form no fair criterion for the prices at which good farming lands can be obtained throughout the county. A number of ranches have been sub-divided and put up for sale in small parcels, in the southern part of the county. The immigrant can pick and choose so as to suit his purse, in buying these lands. A very good farm can be had at the rate of \$20 per acre, and choice land, with water privilege, can be purchased at from \$40 upward. When the capacity of the soil is taken into consideration, these are very reasonable figures. Higher cost lands can be had, and where a farm is improved and possesses valuable water-rights, it will, of course, bring what might be considered a fancy price. But there is no end of new land, just as good for farming purposes, and susceptible of as high a scale of development, as any land has reached in this county, which can be purchased on easy terms at from \$20 to \$40 per acre. Farmers who come here from the Western States, and who have been in the habit of considering only extensive farms as capable of making a fair return to the owner, bring with them the idea that they must have 160 acres, or nothing. The fact is, a man does not require so much land here as he would in the West. The most successful agriculturists in Los Angeles County are those who commenced with a small number of acres. Forty acres, well attended to and worked, will yield a much more certain and a much greater return than four hundred but partially worked. Ground that can have the benefit of water (irrigation) will yield three crops in the year, and that is something the Western farmer knows nothing about. The fact is, the fruitful character of our soil and climate is such, that earnest farming can be made far more remunerative here than in any other portion of the United States; and when we consider the price of lands from this standpoint, everybody will admit that it is cheap. Those who buy at the present rates will be benefited by the undoubted appreciation which will take place in all classes of land in this country in the next few years. They never can reach a lower figure, and they will probably attain a value that will be a competence to those who now make judicious investments."

#### LANDS IN KERN COUNTY.

The construction of irrigation canals, mentioned in the article taken from a respectable local journal, is an improvement of great value:

"We have before called attention to the lands on the north side for the purposes of settlement, but have not been so much impressed with

their great attraction till we recently made a personal examination. As is well known, the plains begin at about the line of the railroad, at its junction with Kern River, the foot-hills on the north, the plains on the south. The canal of the Kern River Land and Canal Company indicates the line along which the water of the extreme north branch of New River flows, and is taken out on the plains about a mile south of the railroad. There are two ditches taken higher up, the one called the McCord ditch being the highest. It is about twenty feet wide on the bottom, and will water a large portion of the lands between the first canal mentioned and the railroad. It is an older water-right than that of the Canal Company, and valuable. The Company canal is 100 feet wide to the point of meeting with the high land, and is calculated to carry a large volume of water. The width of the plain between the canal and the river to the south is from five to fifteen miles. The land stretches out a perfect level, save a slight decline to the south and west, making a landscape as beautiful as any within the whole range of the valley. It is densely covered with grass and flowers, the luxuriance of which speaks eloquently of the great richness of the soil. We have seen no part of the valley where a more pleasant or more profitable home could be made. The odd sections belong to the Southern Pacific Railroad Company, and the even sections are open to pre-emption, save such as are already taken. There are no less than three townships, making 11,500 acres of land, free to settlers. The Railroad Company are not yet offering any of their lands, but expect the patents this year, when they will put all theirs in market. The Kern River Land and Canal Company have been offering, and now hold, their lands on the most favorable terms. The Government lands are the greatest attraction to colonists to be found in the State. The lands are high, the locality as healthy as any in California, and the soil well adapted to the grape, orange, and other tropical fruits, with all the well-known preference of the foot-hills for such products. The great advantage over the foot-hills is that, partaking of that low mountain character, they are within reach of the abundant waters of Kern River. The County Superintendent of Public Schools resides on the highest of the lands, where he has taken charge of a school in the school-house near his farm. He with his neighbors has planted grain, which is much in advance of any on the Island. We look forward to the time when a town shall be established on that side, with a population surrounding it of as successful farmers as can be found in the country. We commend all those who have not driven over there to make no delay. They will be surprised at the advancement of the canals, the extent of the settlement, and the beauty of the landscape."

#### LANDS IN FRESNO COUNTY.

From an article written by a respectable citizen of Fresno, we make such extracts as are likely to satisfy inquirers. This gentleman says: "It is by no means true that the soil all over this valley is of one sort. Our best soil is a sandy loam, which is evidently a sedimentary



deposit. In many places it contains so much clay that it is quite heavy and produces heavy crops of grain, but bakes somewhat when irrigated. In the low spots it shows more and heavier sand, and many of our farmers prefer these places. But the best soil is probably the kind which predominates, viz., a soil which contains clay enough for the grasses and grains, and sand enough to prevent its baking when irrigated. This land is easily broken and cultivated. Four ordinary horses find it easy work to pull a two-plow gang, turning twenty-four inches of furrow about six inches deep. After the land is broken, a single horse could easily pull a single plow. It is remarked by visitors who understand irrigation that this soil is especially adapted to it.

"It is stating the case very modestly to say that no part of California has better irrigation facilities than Fresno. The large and prominent part of Fresno County, on which the town of Fresno is situated, is wedged in by two very large rivers — the San Joaquin and King's Rivers. There is a large volume of water in each river in the driest year. Water is plentiful in this section, and the construction of water conduits is inexpensive. The Fresno and King's River Canal and Irrigation Company is the principal water company of this section. They have now about twenty miles of canal in actual operation, and they are constantly extending its length and enlarging its capacity. The terms on which water is supplied from this canal are just to the farmer, and make irrigation cheaper in Fresno County than anywhere else in California or elsewhere. According to these terms the farmer buys of the water company a cubic foot per second of water for 160 acres of land. The price is from \$250 to \$400 for that quantity of water; but the purchaser, instead of buying the water for one year, as is the general custom elsewhere, actually acquires title to that quantity of water forever — just as though he had built a canal and had himself taken the water from the river. The word 'forever,' as here used, means for the whole time the water company has any right to the water, which is fifty years. The farmer, having bought a certain quantity of water, contracts with the water company for keeping the canal and water-works in repair, and delivering to him the water at an agreed point. For this service he agrees to pay the company sixty-two and a half cents per annum, and, under the circumstances, this price can never be raised, nor can the water company refuse to deliver water for any reason whatever.

"Among the products that experience has shown to be adapted to the soil and climate are grapes, peaches, figs, apricots, pears, almonds, oranges, blackberries, strawberries, watermelons, peanuts, sweet potatoes, alfalfa, tobacco, and every kind of vegetable known. Wheat, barley, rye, oats, and corn are raised here and good crops obtained, but the products first enumerated grow with a luxuriance that baffles the descriptive powers of moderate figures. There is no reason why lemons, limes, walnuts, olives, citron, bananas, and a host of other products, should not flourish here. Havana tobacco of the choicest kind is raised on the Eisen Farm, about five miles from Fresno. Only fifteen acres were in cultivation this year, and the field yielded two crops this season, which filled from ridge pole to floor one building 40 by 90, and another

almost twice as large. A third crop would have been obtained had not the lawsuits about water interfered with the efficient irrigation of the land.

"Mr. Fuller, of the Gould Farm, after careful weighing, determines one and three-fourths tons of baled hay as the average product of an acre of Fresno land, and he cuts six crops a year, one every thirty-five or forty days. This would make ten and a half tons to the acre in the course of one season. Alfalfa has never sold here at less than \$16 a ton, and is now selling at from \$22 to \$25. There is no doubt that this is the perfection of raisin land, and while it is undoubtedly true that an acre of raisins may, under the most favorable circumstances, yield as high as \$2,000 in one year, one-fourth of that sum ought to satisfy any reasonable person, and raisin land ought to recommend itself as far more profitable than grain land.

"The resources of this country are so vast and so little broken into by enterprise and capital that new avenues of business are opening almost daily. The mining, lumber, timber, stock, wool, and other interests, are constantly growing in importance, and Fresno commands the trade created by them from ten to a hundred miles away. There will probably never be a parallel railroad in this valley, and Fresno must necessarily command the constantly growing trade of the whole region between the Sierras on the east and the Coast Range mountains on the west. Although the various industries of this vast region are hardly commenced, the pork, beans, potatoes, butter, cheese, fruit and other necessaries demanded on their account are supplied by Fresno in quantities so great that a stranger would find it difficult to believe the truth.

"The daily business of one of our stores is not less than \$600 for seven days in the week; for the exigencies of remote centres of industry still compel our merchants to transact business until noon on Sunday.

"To a Californian, it would be sufficient to say that the schools of Fresno are fully up to the average standard of our State. To others we say, that in educational circles throughout the United States, it is acknowledged without controversy that California schools are equal to those of the most favored States. The town of Fresno has an excellent school, which is soon to be elevated to the dignity of a grammar school, and the several flourishing towns of our county are equally well provided with efficient teachers and proper appliances.

"Public land is still to be obtained by pre-emption or homestead, but unless several families go together, it will be found more advantageous to buy land near some of the settlements along the railroad or various stage routes. Land may be had at any price from \$1.25 to \$100 per acre. There is plenty of excellent land to be had as low as \$5 per acre. Of course, this is not near the towns nor on the line of the canals, but a moderate amount of capital would bring water to it, and largely increase its value."

#### LANDS IN SANTA BARBARA COUNTY.

A correspondent, writing recently concerning Santa Inez Valley, in Santa Barbara County, states matters as follows. (We remark that the name is by some written Inez, by others Ynez.)

"Surrounded by the San Rafael and the Santa Ynez ranges, just thirty miles from Santa Barbara, the Santa Ynez Valley nicely nestles under the rays of a bright sun which shines forth from a cloudless sky. As you descend Santa Ynez mountain road from Santa Barbara, a grand vista spreads out before your view. Yet a little, and 't is one boundless blush of beauty. Nature — no art contending for the mastery — seems lavish in dealing out its profound exuberance, which feasts the eyes and holds them in continuous gaze. One immense mass of rich green, interspersed with branching oak-trees, makes the Santa Ynez Valley an object of interest to any one who wishes to combine utility and beauty.

"This valley embraces the large College grant, and part of the lands of Messrs. Pierce, Moore, De la Cuesta, Lewis, and Buell. In all, there are at least 50,000 acres of arable land, pre-eminently adapted for wheat and other cereals. . . .

"The College grant consists of 36,000 acres, through which, and the lands of Capt. Moore and Messrs. Cuesta, Pierce, and Buell, run the waters of the silvery Santa Ynez River. This grant is a level tract of land, with here and there just a pleasant little mound arising to vary the monotony of too level an area. Every one at all acquainted with the nature of this soil, inclines to give it the palm for being a wheat-producing valley; and it is being tried this year, for even now fully three thousand, and perhaps I might say four thousand, acres are waving on the adjoining ranch of R. T. Buell, Esq., and much also on the lands of Dr. De la Cuesta, who essays his agricultural skill this year for the first time. Last year Mr. Buell surprised the oldest residents in the valley, by growing a magnificent wheat crop without one shower of rain. The writer can vouch for this assertion — this is a similar soil, a continuation of the Santa Ynez Valley.

"Here is a tract of beautiful country, well wooded and well watered. That it abounds in white and black oak, no one who has passed through even on the stage will call into doubt; and that it is well watered, I am going to show. Just a mile above the Indian reservation, a large number of springs go to swell an incessantly-flowing stream, which, at its mouth, on any day in the year, will measure at least eight feet wide and three feet in depth, of delightful soft water, agreeable to taste, cool and clear. On the College grant alone — not to speak of the large stream through Mr. Lewis's ranch, and the many springs and streams through the ranches of Capt. Moore and Mr. Buell, as well as the Sacca ranch — are many large sloughs of pure spring water, so large that some have to be fenced in to keep the cattle from miring down and drowning. These, if only opened up, would be sufficient to irrigate an immense area, while the stream from the many springs first mentioned could be used to incalculable advantage. Furthermore, on almost any part of the thirty-six thousand acre tract, whether under the foot-hills or right in the centre, artesian water can be had flowing in profuse abundance. . .

"In the Sacca hills, on the Santa Ynez side of the San Rafael mountains, is a large lake, full of clear water, and, the Indians say, of fish too. This lake is distant from the Mission of Santa Ynez about twenty

miles. The Indians, who seem quite conversant with this laguna, say that one can ride to and from it in one day, starting from the old mission early in the morning; that it overhangs the college tract, and *de segnor* from this comes the excellent water that here and there springs out so fine and fresh on the ranch.

"At present there are about three thousand head of cattle and twelve thousand sheep on the College ranch and that of Capt. Moore, which are far from realizing the fruits that would naturally result if the land were cultivated as it might be. Report has it, that in all probability this and adjoining portions will be sold to a company this summer for colonization purposes. It is certainly up for sale, at ten dollars per acre; and if the company now being organized come to terms with the owners, a great influx of working men and their families will add next fall a fresh impetus to the onward prospects which are to-day characteristic of the third district of Santa Barbara county."

#### SANTA BARBARA CITY.

"The town of Santa Barbara is one of the oldest in Californian — its settlement dating back to the foundation here of the old Santa Ynez Mission, over one hundred years ago. But in the long years of its sole occupancy by the Mexicans, it made slow progress; however, during the last decade there has been a large and steady influx of Americans, and in that time it has been converted from a mere Spanish town into an embryo city. The greatest attraction this place possesses is its excellent climate for invalids. The average mean temperature of the coldest months is about fifty degrees; of the warmest months, eighty degrees. Thus it will be perceived that the climate here is very equable. From the peculiar lay of the country surrounding Santa Barbara, it appears to a new-comer that there is scarcely any farming land in this vicinity. But this is a mistaken idea. La Potero Valley, extending from the city in a westerly direction, is about forty miles long, and averages two and a half miles wide. Santa Barbara receives the trade of about half of this valley. To the east of the city are the valleys of Montecito and Carpenteria. The soil of these valleys is excellently adapted to the growth of corn, barley, vegetables, and fruit. Not much wheat is raised, as the prevailing fogs cause that cereal to rust. Corn (maize) will yield here from eighty to one hundred and twenty bushels per acre; barley, from sixty to seventy bushels; vegetables grow to a prodigious size. I was recently shown a beet raised near the city that weighed seventy-five pounds; a radish, twenty-four pounds; a watermelon, forty pounds; and a cucumber four feet in length — but these are samples of the largest growths. In the way of fruit, the list is headed by almonds, walnuts and olives; yet nearly all varieties of fruit are raised here.

"The city of Santa Barbara has a population nearly of six thousand. Fine brick and frame buildings are rapidly taking the place of the old Spanish adobes. There are four good hotels. The Arlington is an up town structure, built some after the style of the Litton Springs Hotel, and is the finest in Santa Barbara. It is now being finished prepara-

tory to opening. All the church denominations have good buildings. There are two large college buildings, two fine public school-houses, a good theatre, with the best interior arrangement of any in the State, outside of San Francisco. The Odd-Fellows have a \$16,000 building. The court-house is a three-story brick, with stone trimmings, supported in front by four large granite pillars, and capped with a broad dome. Indeed, nearly all the new buildings are built three stories high, of brick. The city is provided with good water-works, gas, street cars, and a town clock. The papers published here are the *Press* (evening—daily and weekly); *News* (morning—daily and weekly), and the *Index* (weekly).

## SAN BERNARDINO COUNTY.

Professor D. C. Pearson, special correspondent of Wentworth's "Resources of California," in the April number of that periodical, writes as follows:

"San Bernardino Valley is about thirty or thirty-five miles long N. E. and S. W., by say fifteen to eighteen miles wide, somewhat in the shape of an egg. It is the best watered valley in the State. The principal streams running through this valley are Santa Ana River, Lytle Creek, Mill Creek, and Warm Creek. The latter is formed in the valley, and empties into Santa Ana River. Santa Ana River is one of the few streams in Southern California which finds its way to the ocean at all seasons of the year. Besides these streams there are nearly thirty streams coming down the cañons from the mountains, but which sink as soon as the cañons open up to the valley. When these are piped and the water brought out upon the plains below, almost the entire valley can be irrigated. Piping will be necessary, as evaporation is very great here. The San Gabriel range of mountains and the San Bernardino range encircle this beautiful valley on the north-west, north, and north-east. Prominent in the first is Cucomongo Mountain, and in the latter is old Mount San Bernardino, rising majestically from the extreme upper end of the valley; while to the south-east, about thirty miles distant, is Mount San Jacinto, in the San Gorgonia range. Lytle Creek comes from Cajon pass, which separates the San Gabriel mountains from the San Bernardino, and the San Gorgonia pass separates the latter from the San Gorgonia mountains. Cucomongo Peak, Mount San Bernardino and Mount San Jacinto are objects of much interest, especially the last two, the summits of which are covered with snow nearly all the year. The ranges on the south, south-east, and south-west are low, yet of sufficient height to give prominence to the distinct features of the valley.

"The Cajon and San Gorgonia passes are the best in the county, giving two distinct outlets to the valley, one on the north-east and the other on the south-east, while the great opening or entrance to the valley is from Los Angeles, on the south-west. An abundant supply of artesian water, at an average depth of about one hundred feet, is found in nearly all parts of this valley, especially in the immediate bottom of the basin, where the town of San Bernardino is located, a little east of the

centre of the valley. Most of the soil of this valley is very rich, being a sandy loam,—that in the centre and around the town is of the adobe character, while toward the rim of the valley it is gravelly and excellent for fruits—especially grapes.

“The best orange belt in the State is in this valley, at Old San Bernardino,—the orange being fully equal to the San Gabriel Mission orange, and superior in this, that here there is no mildew on the tree nor specks on the orange.

“Much more land than is now under cultivation can be irrigated, settled upon, and made to yield large crops. There are several opportunities for colonies to settle here. A tract of good land consisting of 1,000 to 2,000 acres, about seven miles above the town—nearly east—can be had at reasonable rates, covered with water by a ditch from the Santa Ana River, and will form an excellent location for a large number of families. All information needed can be had by addressing Judge A. D. Boren, of San Bernardino. Mr. P. A. Raynor offers 800 acres of good land for \$15 per acre. There are other locations, but it is better for parties looking for sites for colonies or homes to come and see for themselves. There are twenty-three school districts in the county, employing twenty-seven teachers. Three new districts were formed last year. Average teachers' salary, \$77.

#### CLIMATE.

“The centre of this valley is about seventy-five miles from the ocean—just far enough to have the sea-breezes modified by the mountains surrounding the valley; and the peculiar location is such as to give it a very uniform climate, and it is indeed an excellent sanitarium. A flake of snow is rarely seen in winter, and although the thermometer sometimes reaches 100 degrees in summer, it is never uncomfortably hot. Almost perpetual summer reigns forever here, and we have seen the tomato vine in blossom all winter in certain localities, and the lemon and orange blossom on the same tree with the ripe fruit in midwinter; in short, San Bernardino Valley has an excellent climate.

#### SAN BERNARDINO CITY.

“This is an American town, which is an exception in Southern California, having been settled by the Mormons. The town is one mile square; is regularly laid out in perfect squares, the streets crossing each other at right angles, and are well shaded; and withal it is not an unpleasant town, although very poorly built, there being few good business houses in the place. The population of this place is about three thousand five hundred. The number of school census children is three hundred and fifty. The public school-house is a creditable affair, containing four well-organized departments, with about two hundred and fifty pupils. The teachers' salaries are \$100, \$80, \$75, and \$65. Besides there is one private school. A very fine court-house has just been completed at a cost of \$60,000. Here are two large hotels and the

usual number of other places of business, including one bank—the Bank of San Bernardino; and three newspapers—the daily and weekly *Times*, the daily and weekly *Argus*, and the weekly *Guardian*. There are three lumber yards in town, supplied by five saw-mills in the mountains.”

Professor Pearson writes as follows concerning the colony and town in San Bernardino County called

#### RIVERSIDE.

“It is the second largest place in the valley, twelve miles a little south of west from San Bernardino. It lies in Santa Ana Valley, this being nearly cut off from San Bernardino valley by a chain of buttes. It is sometimes known as Riverside Valley. It is about twenty miles long by four to five wide, and is one beautiful, level plain, sloping from the hills on the south-west to the river, which runs through the entire length, along the north-west side.

“The Riverside colony was formed four years ago, and settled on the upper portion of this plain, one of the prettiest and richest spots in California. This was a noble class of people, who at once established a good school, and erected a Congregational church, the settlers being New England people. The M. E. church has recently erected a neat brick edifice. . . .

“The original town-site was laid off in blocks—those in the centre, of two and a half acres, farther out, of five acres, and then ten and twenty acres. This colony had 8,000 acres of this choice land. Below it, the New England colony had 10,000 acres, and below the latter, the Santa Ana colony had 7,000 acres—making 25,000 acres. In July, 1875, a consolidation was effected, and these large interests all united. . . .

“An avenue, fifteen miles long, running from the town of Riverside down through this entire tract, has been laid out, 132 feet wide, and five rows of trees are to be planted therein, the entire length. There are cross streets every half mile, and the tract is laid out in ten-acre blocks on the avenue, and then twenty, forty, sixty, etc., acre blocks back. We know of nothing in the State, or in the world, to equal this enterprise; and, if carried out, it will form the loveliest village, or city of town farms, in the world. It must be remembered that this is the home of the orange, lemon, lime, fig, etc., as well as all kinds of fruits, vegetables, and other products of our State. About the finest specimens of the growth of trees, fruits, and products we have found in the State, we saw here. The growth of trees exceeded anything we ever saw, except in San Diego.

“There is sufficient good land in this valley for 2,000 families of five persons each, and then it will not be as densely populated, by more than one-half, as are the plains of Lombardy, Italy; and the cost of irrigating two-thirds less. . . .

“The mornings and evenings are more beautiful than in Italy. The days are no warmer, and the nights are always cool. . . .

“Three separate canals, or irrigating ditches, are in process of con-

struction, for the purpose of irrigating all the land in the Santa Ana Valley. . . .

"Six miles of this grand avenue will be planted with trees this spring. Lands are held at \$40 per acre on the avenue, and decreasing in price back. The terms of payment are, one-third cash; one, two, and three years for balance. Interest, ten per cent. per annum.

"We know of few, if any, spots in California where the immigrant can do better than here."

We cannot resist the temptation to give the reader an opportunity to peruse a portion of a letter written by a citizen of Riverside, and which appeared in the *Los Angeles Herald* soon after it was written.

The writer says:

"It is because of so much being done that I have delayed my letter — plowing, planting, pruning, and preparing from morning to night. Men, formerly both in professions and trades, may be seen here behind the plow; young men, graduates from our best institutions, cannot resist the temptation to buy lands in Riverside, laying aside college laurels for the orange blossom — one may see such, fresh from their books, in the rough garb of the farmer. In the east, our young men flock from the farm to the city; here they come from the tiresome city to the beautiful country. Does not this speak louder than words in favor of our attractions? Bundles upon bundles of our deciduous fruit-trees pass from nursery to farm more or less every day. Riverside is fast increasing her orchards and gardens. Soon the time for transplanting the orange and lemon will be here — then we shall be working in earnest. Other fruit-trees and vines are but preliminaries to the citrous family. This is what some came here for — to raise our own oranges, lemons, and limes; to regain our health in this delightful out-of-door occupation; to enjoy this health-giving climate. Suppose we do become a little enthusiastic in the effort; we all know of much more enthusiasm from much less an occasion. If invalids grow jubilant over the prospect of returning health, or being able to spend what few days they have to live in such a beautiful climate, ought they to be denied the pleasure of expressing their joy? Because some few have tried to make California ridiculous by absurd tales of exaggeration, we should not deny her right to speak for herself; and can she speak louder and more emphatic than by showing results?

"Do your Los Angeles people know anything about the Temescal warm springs? It is indeed a delightful place of resort. In company with a few friends, a day or two since, I visited the spring, which, with its surroundings, must make the place one of the best frequented in California. I was surprised at the natural beauty of the place. A little art, skilfully applied about the grounds, would make the house, which is very nicely kept by Mrs. Newman, more attractive.

"What a fine winter we have had. Our rain has come to us very timely, and California has cause to be thankful for this Centennial year of our great republic, because of the excellent crop prospects.

Yours, G. W. GARCELON.

"RIVERSIDE, March 4th, 1876."



## TIMBER WEALTH.

One of the most important resources of San Bernardino County is its timber acreage. A belt of sixty miles, from the Cajon pass to White-water, is an immense forest. All the most valuable manufacturing timbers are to be found in this belt. Now, with such immense water-wealth and immense timber resources, the day cannot be far distant when this town will be the largest manufacturing seat south of San Francisco. Besides wood and water in abundance, the county is incalculably rich in minerals. Gold, silver, lead, tin, and coal exist in immense deposits. But one great want we have—capital. Still, with the prospect of moderately corporate legislation, we will soon be abundantly supplied with that indispensable element of development.

## CALIFORNIA'S MOUNTAIN LANDS.

An intelligent writer, who has given the subject considerable thought and attention, and has had opportunities for observation, offers some suggestions on this subject, which we adopt:

Considerable has been written, but very little is yet known, as to the value of the hill lands of California. As with the swamps and overflowed lands, the hills were carefully avoided by seekers after homes, under the impression that the returns would not compensate for the labor of cultivating them. Men preferred going back into the interior, away from market, where they could have smooth sailing, rather than use the side-hill plow for cultivating, and the sled in place of a wheeled vehicle for removing the crops. The scarcity of water has been one of the greatest drawbacks to the settling up of the hills in small farms. While it is true that there is generally plenty of water for stock, consisting generally of small streams flowing down some large gulch, whose source is a beautiful spring, it is not generally the case that these water supplies are distributed evenly on every 160 acres; and, as a result, the stock raiser who could get possession of the quarter-section containing the water-course could, without fear of competition, inclose and hold, under the State "possessory title" for unsurveyed lands, a large tract of adjoining land, much of which would be available for agricultural purposes, could water be obtained. This law seems to have been passed directly in the interest of land-grabbers, as under it they could enclose a thousand acres or more with a string of brush, called a fence, and keep off actual settlers and tillers.

The railroad companies have done much to break up these large cattle ranges in the hills within the limits of the grants to them of alternate sections. They had the lands surveyed, and in many instances sold them to settlers, thus cutting up the large ranges, and placing the even sections within the reach of pre-emptors and homestead claimants. This has been noticeable in the range of hills lying between the Santa Clara and San Joaquin valleys, and wherever a team of horses can walk, green fields of wheat are to be seen in lieu of large droves of cattle or sheep. People coming here from the Western prairies are

mute with surprise to see the steep hill-sides and the tops of the high peaks cultivated in grains and other crops. The mode of farming in these hills is somewhat novel. In many places a side-hill plow, consisting of a movable mould-board and double-sided share is used. The plowman drives along the hill-side, commencing at the bottom and turning the furrow always down hill. At the end of the furrow the team is turned, the mould-board reversed, and the plow still throws the dirt downward. The soil being generally lighter than in the valley, a less quantity of seed is required to the acre. In some of these places the ground is so steep that a team cannot turn round without danger of falling. The grain is sown and harrowed in, and though the yield is seldom more than twenty bushels to the acre, the farmer can depend upon that amount through wet and dry seasons, as it is a rare thing that the crops are affected by drought. A Kirby reaper, which has but one wheel and a stiff knife, is used, the teams being driven along the side-hill as in plowing. These reapers are used often where it is too steep for the driver to keep his seat, and he is compelled to walk behind. Small sleds with grain-racks upon them are used for stacking the grain. These drawbacks, of course, make the labor of farming almost double what it would be on level land, and yet there is a large number of farms in the hills east of San Jose, as far down as Gilroy and around Livermore Valley, whose owners make a comfortable living.

The range for stock in the hills and mountains adjacent, where the land is too rough and precipitous to cultivate, is always abundant in summer, and is free to all. By this means the farmers are enabled to raise quite a number of cattle, pasturing them in the mountains in summer and turning them into the stubble-fields in winter, which, together with the straw, is sufficient to keep them until spring. The hills on the east of the Santa Clara Valley are generally barren of timber, except in the gulches and canyons, where scrub oak abounds. Further back in the mountains, near the line of San Joaquin County, there is considerable pine, but it is not accessible. It is but a few years since these lands were first surveyed, and now there is scarcely a vacant quarter-section to be found. They are valued at from four to twenty dollars an acre. The sections belonging to the railroad company are nearly all bought up, the price being six dollars an acre for unimproved lands. Good fences, made of redwood pickets, inclose most of the land now farmed. Good school facilities are generally to be obtained. On the other side of the Santa Clara Valley are the Santa Cruz mountains, which embrace soil and timber of a far different character, being covered with redwood, pine, and oak. They are more precipitous, and there are very few farming tracts to be found. But there are many of the lumbermen who have pleasant little homes on the hillsides, or on some spot of level ground, and almost invariably the comforts and luxuries of fruit, vines, and garden spots surround the rude cottages.

It is only of late years that the full value of the highland soil has been determined for grapes and fruit. Vines planted on the hill-side produce a far sweeter grape, and more highly flavored fruits of all

kinds are also produced. The peaches which grow far up the hill-sides — even where snow falls in winter — are far superior to those raised on the lowlands. One of the first vineyards of raisin grapes planted on this coast was that of B. V. Bugbey, near Folsom; and it is a noted fact, that all the land in that region is of a mineral character, the vineyard being in the very heart of one of the first mining-camps in California. There are small spots in the foot-hill soils which seem to be peculiarly adapted to the grape, and hence the success of Mr. Bugbey in his experiments of raisin-making. This vineyard is situated in the hills at the very base of the Sierras, and within sight of the snow-covered heights. The Fiher Zagos variety is the one that has been most successful in this locality, and Mr. Bugbey is of the opinion that it is the best raisin grape that can be raised in California.

The entire range of mountains from Shasta to Santa Barbara, wherever it is not too rugged for cultivation, is adapted specially to the growth of grapes suitable for wine-making. The red, volcanic character of the soil seems to produce the very best conditions in the grape for the making of choice wines. In these altitudes the climate is entirely free from extremes of heat and cold in summer, which so often damage or ruin the grape crop in the low lands. It is very seldom that the few vineyards scattered along the hill-sides are visited by mildew, to which the choice foreign varieties seem to be especially susceptible. Wines made in the hills have a peculiar delicate flavor which cannot be found anywhere else. If California ever assumes any prominence in the production of sparkling wines, which no doubt she will, she must thank the foot-hills for it. Mr. Bugbey has already proved that champagne of an excellent quality can be made from the grapes in his vineyard; and although he spent a great deal of money experimenting before he finally succeeded, he has now overcome the obstacles and proved that it can be done.

From experiments already tried, it is safe to assert that the uplands of this State may be turned to good account by planting nut-bearing trees. The chestnut, the introduction of which into this State has been tried during the past few years, would be a valuable crop, but there are certain conditions of soil and climate necessary to its successful growth which are not found in the low lands. Wherever the tree has been planted in the valleys, it has proved of little account, seeming to die out and become less vigorous as it grows older. In the Sierra Nevada district, El Dorado County, and also in Placer County, those trees which have been planted have grown and produced a fair yield, and there is no question as to the proposition that the hills are the most suitable for the cultivation of this nut, while almost every kind can be propagated there.

As yet the attention of strangers has not been sufficiently called to the value of these lands for homes. The greatest drawback, as has been mentioned, is the unequal supply of water, and while there is plenty for all, it is generally in the shape of small streams running down deep canyons. But in many places, even on the steep mountain sides, water has been found sufficient for household use and the wants

of the farm, and whenever wells can be obtained by digging, there can a home be made, for the soil of the hills is less subject to drought than the low lands. There is a constant seepage from the land above during summer, and it is very seldom that any class of vegetation will suffer for lack of moisture. The trouble has been with the majority of emigrants that they formed a too exalted idea of what they would be able to accomplish here. To those who come here with a full understanding of the country, and a determination to act just as they would if emigrating to Kansas or some other agricultural State, there are many opportunities to acquire a good home and make a comfortable living in the foot-hills.

#### VENTURA COUNTY.

The following letter and the answers to the questions it contains are taken from the *Ventura Free Press*, of recent date.

TOMPKINSVILLE, MOUND Co., Ky., February 1st, 1876.

EDITOR FREE PRESS. — There are several families of us in this town and county, who are now selling out and winding up to go to some portion of California during the coming summer. A brief sketch of Ventura County; found in a number of the *Free Press*, has induced us to think favorably of it as a location for our colony. Please answer us the following questions:

1. What is the number of inhabitants in the county?
2. How many live at the county-seat, and how far is it from the shore?
3. Is the town site elevated and dry, or low and marshy?
4. What per cent. of the people in the county are American?
5. What diseases are most prevalent?
6. What is the price of improved land, and what of unimproved, one mile from the county-seat?
7. Describe the kind and quantity of water.
8. Could capital be invested in goods, or mills, or real estate, with the greatest propriety and profit, in your judgment?

We await your answer with much solicitude.

Respectfully, etc.,

To which we reply:

1. About 6,000, now, and constantly increasing.
2. Over 2,000. The town limits reach to the shore of the Pacific Ocean.
3. The town site is partly on a piece of table land near the beach, but high above the ocean level, and the remainder on the rise of the foot-hills. The main business street is on the hill-side. No part of the site is marshy.
4. About two-thirds of the inhabitants are Americans, as contradistinguished from the Spaniards. The former includes naturalized citizens.

5. There are absolutely no miasmatic diseases. Typhoid and pneumonia, we are informed by a physician, are perhaps the most prevalent, the first arising from carelessness as to sewerage, vaults, etc., and the second from the universal habit of wearing no more clothing in the evening than during the day.

6. As the town is built on a strip of land only about a mile wide, between the ocean and the hills, there is little farm land to be procured, and that is held at a high figure. Just outside of that limit, the large valleys open, where land can be bought at all prices, from \$6 to \$100, according to location and improvements. Parties wishing to test the soil, can hire land at \$2 to \$3 per acre, with the privilege of buying.

7. The town is supplied with water by a company who bring it in pipes from the San Buenaventura River, which forms the western boundary of the town, and is large enough to supply the city of New York. The water is exceedingly pure. Wells of a depth of twenty-five feet also furnish water, but the quality is not equal to that of the river.

8. As this county has just begun to be settled up, there is abundant opportunity to make money by establishing stores, mills, etc. For the latter, there is sufficient water-power to run all the mills in the State. We think all old Californians will agree that the one *certainly* profitable investment in this State, is land with a clear title. No farm land was ever yet known to deteriorate in price.

In conclusion, we strongly advise our Kentucky friends to "come and see us." Once here, they will be sure to stay.

The space to which we have limited ourselves, in the preparation of this work, forbids our going into detail in regard to the characteristics of all the counties of the State; nor is such detail necessary to those who are seeking for accurate general information. If the inquirer wants full particulars and details, nothing short of a personal inspection of the country can satisfy him. Our purpose is, within a brief space and at trifling cost, to give the inquirer an accurate idea of the general characteristics of California, its trade, commerce, soil, productions, resources, climate, so that he may come to an intelligent conclusion as to whether it is a desirable country in which to seek a home, where his industry will meet certain and speedy reward. With this view, we have given some details of different counties in various parts of the State, as indicative of the whole.

## CHAPTER IV.

## COMMERCE AND TRADE.

THE city of San Francisco is the great commercial emporium of California and of the Pacific Coast. It is situated on the western shore of San Francisco Bay, which is entered from the ocean by the strait known as the Golden Gate. The foreign commerce of California, and the greater portion of its commerce with the Atlantic States, passes through the Golden Gate, and is conducted by San Francisco. Such portion of the commerce with the Atlantic States as does not go by sea, passes over the great trans-continental railway, whose western terminus is San Francisco; though, to be technically correct, the rail terminates on the eastern shore of the Bay, at Oakland, opposite San Francisco, spacious steamer ferries regularly plying between the two points, taking the place of the rail. The time between the two points, by steamer, is from fifteen to twenty minutes.

In no other part of the world is commerce so active, in proportion to population, as in California. In no other city of the world, of twice the population, is commerce so active as in San Francisco. We produce and export more than any other country of the world, population considered; and, keeping the same fact in view, we exceed any other country in the amount of our imports.

Let us look at a few figures. We present below the statistics of our "Wheat Fleet" for 1875. Let it be noted that the vessels enumerated in this table were sent abroad laden with wheat, exclusively of California production, and that their cargoes represent only a single item of our exports.

## THE WHEAT FLEET OF 1875.

## JANUARY.

Cleared.	Vessels.	Destination.	Bushels. Cargo.	Value.
4.	Legion of Honor...	Queenstown.....	36,970	\$57,350
4.	Z. Ring .....	" .....	41,099	66,500
5.	Arcturus.....	Cork.....	33,433	51,750
5.	Royal Alfred... ..	Liverpool.....	36,785	57,186
6.	Centurion .....	Plymouth.....	25,487	42,000
7.	Richard Wright... ..	Liverpool .....	39,234	62,775
7.	Battle-Axe .....	Cork .....	19,882	30,750
8.	Rhoderic Dhu.....	Liverpool.....	51,088	80,500
8.	Culzean.....	" .....	48,689	73,600
9.	Loch Cree.....	" .....	25,827	42,615
11.	Matterhorn.....	" .....	28,552	43,000
12.	Geo. H. Oulton.....	Cork.....	35,364	58,352

JANUARY.

Cleared.	Vessels.	Destination.	Bushels. Cargo.	Value.
13.	Hereford.....	Queenstown.....	40,288	\$64,460
14.	British King.....	Liverpool.....	27,350	41,185
14.	Republic.....	" .....	40,364	60,600
18.	North Star.....	" .....	42,879	70,000
18.	Leonora.....	" .....	44,387	68,194
18.	Sauvic.....	Queenstown.....	23,932	30,800
19.	Chas. Balls.....	Cork .....	49,343	78,950
22.	Mermerus.....	Liverpool.....	54,220	87,430
22.	Thirlmere.....	" .....	55,796	92,000
23.	St. Adresse.....	" .....	19,820	29,500
25.	Monkchester.....	London.....	19,987	30,000
27.	Western Shore.....	Liverpool.....	38,021	61,527
28.	St. John Smith.....	" .....	69,251	111,001
30.	Weathersfield.....	" .....	32,263	51,621
	Small Shipments.....	.....	55	87

FEBRUARY.

1.	Idomene.....	Liverpool.....	46,781	\$74,850
2.	Hindustan.....	Queenstown.....	39,794	63,671
2.	Garrick Castle.....	Liverpool.....	27,477	45,447
5.	Duncraig.....	" .....	22,812	36,380
5.	Borrowdale.....	" .....	8,499	13,600
8.	Jaques Cœur.....	Queenstown.....	16,213	25,000
9.	Oakworth.....	Liverpool.....	38,048	60,205
9.	Kate Davenport.....	Cork .....	36,982	57,829
12.	S. S. Thomas.....	" .....	46,665	73,000
15.	Ellen Goudy.....	Queenstown.....	31,089	50,505
15.	Montgomery Castle.....	Liverpool.....	28,408	45,096
16.	Josefa.....	Cork .....	25,676	39,643
17.	Briely Hall.....	London.....	6,298	9,850
19.	Doune Castle.....	Queenstown.....	27,698	45,000
19.	Langdale.....	Cork.....	39,513	62,235
19.	Cartvale.....	Liverpool.....	25,977	40,000
20.	Cape Race.....	" .....	25,214	39,000
22.	Cathcart.....	" .....	42,952	68,660
25.	Ben Rydding.....	" .....	38,103	60,488
25.	McCallum More.....	" .....	53,772	86,000
25.	Varuna.....	" .....	39,081	62,042
26.	Columbo.....	" .....	39,082	62,520
26.	Mairi Ban.....	" .....	42,632	66,081
	Other Shipments.....	.....	272	430

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## MARCH.

Cleared.	Vessels.	Destination.	Bushels. Cargo.	Value.
1.	Eskdale.....	Liverpool.....	39,195	\$62,700
3.	Star of Bengal.....	" .....	53,647	83,000
5.	Radiant.....	" .....	53,098	82,470
5.	John Kerr.....	" .....	54,924	80,960
6.	Cordillera.....	Cork.....	26,351	41,608
8.	Prince Oscar.....	Liverpool.....	40,860	64,500
8.	Wasdale.....	Cork.....	40,164	64,800
10.	Respigadero.....	Queenstown.....	54,976	87,900
12.	France et Plata.....	" .....	17,669	28,710
15.	Cape Clear.....	Cork.....	26,218	41,951
16.	Seaforth.....	Liverpool.....	34,613	57,200
16.	St. Lawrence.....	Cork.....	29,356	50,000
16.	Ranee.....	Liverpool.....	36,262	59,993
17.	Hoogly.....	Queenstown.....	33,996	64,290
18.	Kirkwood.....	Liverpool.....	38,654	61,897
19.	Loch Doon.....	" .....	26,757	44,320
19.	China.....	" .....	36,467	62,490
22.	Semiramis.....	" .....	33,039	50,700
23.	Van Dieman.....	Cork.....	23,517	56,968
25.	Britannia.....	Queenstown.....	25,391	42,200
29.	Leicester.....	" .....	36,604	61,352
31.	Lochee.....	Cork.....	54,724	93,072

## APRIL.

3.	Sov'n of the Seas...	Liverpool.....	21,259	\$51,000
6.	Monmouthshire.....	" .....	35,396	58,409
6.	Vancouver.....	" .....	33,271	55,000
8.	Cormorant.....	Cork.....	33,792	56,000
10.	David Crockett.....	Liverpool.....	43,276	80,000
12.	J. A. Thompson.....	Queenstown.....	39,709	64,527
14.	City of Madrid.....	" .....	37,623	65,840
17.	Cultivator.....	Liverpool.....	40,844	70,430
20.	Merom.....	" .....	36,549	56,500
29.	Baltic.....	" .....	68,848	109,000

## MAY.

1.	Sparton.....	Liverpool.....	38,741	\$65,000
4.	Patterdale.....	" .....	37,530	67,000
5.	Merwanjee Framje.	Queenstown.....	33,846	61,000
14.	Altata.....	Tahiti.....	38	66
24.	Leading Wind.....	Liverpool.....	14,904	24,000
29.	Loch Dee.....	" .....	23,597	42,125
31.	Staffordshire.....	" .....	37,326	64,320



JUNE.

Cleared.	Vessels.	Destination.	Bushels. Cargo.	Value.
14.	The Douglass.....	Liverpool.....	38,116	\$65,300
19.	Chrysomene.....	".....	45,004	81,000
21.	Rutlandshire.....	".....	32,569	55,000
28.	City of Brussels.....	".....	30,711	51,500
29.	Lord Macauley.....	".....	10,474	18,000

JULY.

2.	Buckinghamshire...	Liverpool.....	43,779.46	\$74,425 08
2.	Moss Glen.....	London.....	14,673.77	24,211 72
6.	Zephyros.....	Acajutla.....	72.00	181 72
14.	Fleetford.....	Liverpool.....	33,975.68	60,880 00
16.	Sterling.....	".....	55,799.14	98,000 00
21.	Ellen Monroe.....	Cork.....	41,048.16	72,240 00
21.	Orpheus.....	Liverpool.....	33,752.50	57,400 00
24.	City of Bombay....	".....	22,791.90	46,540 00
28.	N. St. Michel.....	".....	13,816.85	26,260 00
30.	Woosung.....	".....	21,299.46	43,200 00

AUGUST.

3.	Ambrose.....	Liverpool.....	22,948.96	\$39,587 00
4.	Alaska.....	".....	18,978.39	40,000 00
5.	Cashmere.....	".....	35,836.01	72,000 00
5.	Montmorency.....	Falmouth.....	22,125.46	47,569 00
5.	Alcatraz.....	Cork.....	26,182.70	57,600 00
5.	Bayard.....	".....	41,807.50	92,000 00
7.	Sarah Bell.....	".....	27,457.95	57,661 70
11.	Great Western.....	Liverpool.....	39,204.03	91,518 91
12.	Nearchus.....	".....	42,827.09	98,000 00
12.	Hertfordshire.....	Queenstown.....	26,213.22	57,700 00
12.	Khandeish.....	Liverpool.....	29,720.27	56,018 00
13.	Juno.....	".....	47,740.81	105,029 78
16.	Belgic.....	Japan.....	165.00	403 26
17.	Hadden Hall.....	Queenstown.....	43,852.66	96,500 00
19.	Yosemite.....	Cork.....	25,766.13	57,130 17
20.	Nereus.....	Queenstown.....	33,896.92	74,600 00
20.	Royal Edward.....	".....	43,613.42	92,700 00
21.	Nautilus.....	Tahiti.....	12.95	28 50
23.	Ger. Paget.....	".....	35,895.35	71,277 00
24.	Louisiana.....	Liverpool.....	12,923.89	85,000 00
24.	Harvest Queen.....	Cork.....	39,198.16	95,509 12
25.	Duchs. of Argyle..	Liverpool.....	53,738.74	120,900 00
26.	Trowbridge.....	London.....	39,697.11	96,689 15
31.	Oriental.....	Liverpool.....	50,977.81	117,643 88
31.	Belfast.....	".....	58,449.83	131,500 00
31.	Aminta.....	London.....	22,662.34	50,989 00
31.	M. L. Stone.....	Liverpool.....	28,067.66	63,151 00

## SEPTEMBER.

Cleared.	Vessels.	Destination.	Bushels. Cargo.	Value.
1.	Baron Blantyre.....	Liverpool.....	45,199.68	\$96,919 00
1.	China .....	Japan.....	13.49	35 07
4.	Columbus .....	Liverpool.....	57,059.52	111,027 46
7.	C. H. Marshall.....	" .....	44,395.25	102,133 24
8.	Castleroy.....	" .....	53,012.72	114,500 00
8.	Nidaros.....	Mexico.....	1.12	2 25
9.	Neptune.....	Queenstown.....	40,320.90	90,722 05
10.	Importer.....	" .....	41,451.07	90,156 07
11.	Arizona.....	Liverpool.....	37,041.69	79,000 00
11.	Montana.....	Mexico.....	6.36	14 90
13.	Cyphrenes.....	Honolulu.....	13.40	28 81
14.	Clara Bell.....	" .....	21.08	44 80
14.	Andromeda.....	Liverpool.....	53,579.49	107,000 00
16.	America.....	" .....	61,500.84	123,000 00
18.	Ladoga.....	Cork.....	24,324.70	51,081 67
18.	Janet Cowan.....	Liverpool.....	38,446.86	84,600 00
18.	Olthona.....	" .....	43,982.74	88,000 00
21.	Carrie Reed.....	" .....	42,658.64	85,317 28
22.	Elizabeth.....	Cork.....	36,665.64	77,000 00
24.	Candahar.....	Liverpool.....	43,655.82	87,311 64
27.	Abbey Holme.....	" .....	15,683.63	32,151 44
28.	Continental.....	Cork.....	51,571.24	103,000 00
29.	Quixote.....	Liverpool.....	37,012.07	74,024 14
	Ocean King.....	" .....	60,521.68	125,000 00

## OCTOBER.

2.	United States.....	Liverpool.....	38,370.26	\$77,000 00
2.	Candidate.....	" .....	21,763.87	43,527 70
4.	Highland Light.....	" .....	40,364.85	84,834 00
4.	Hedwig.....	Cork.....	26,102.09	54,850 00
5.	Airlie.....	Liverpool.....	42,574.04	88,123 80
6.	Edith.....	Cork.....	34,324.55	70,365 33
7.	Glory of the Sea....	Liverpool.....	41,586.48	87,400 00
9.	Condoren.....	Cork.....	35,366.44	71,000 00
12.	Two Brothers.....	Liverpool.....	37,879.23	77,903 80
13.	Angerona.....	" .....	40,261.06	85,000 00
13.	North America.....	Cork.....	49,636.23	102,995 18
18.	Bremen.....	Liverpool.....	45,231.53	97,989 18
19.	Wildwood.....	Cork.....	30,929.70	61,859 40
19.	Cairnmore.....	Liverpool.....	26,843.26	55,459 50
20.	W. R. Grace.....	" .....	57,504.79	115,977 26
22.	Ericsson.....	" .....	24,562.89	49,710 14
22.	Talisman.....	" .....	38,607.18	79,144 72
26.	R. Dixon.....	" .....	39,363.30	82,000 00

OCTOBER.

Cleared.	Vessels.	Destination.	Bushels. Cargo.	Value.
27.	Charmer.....	Liverpool.....	41,700.89	\$83,401 78
28.	New York.....	".....	50,352.29	103,566 87
29.	Valparaiso.....	Cork.....	34,779.92	71,298 84
30.	Antelope.....	Cork.....	39,217.54	78,500 00

NOVEMBER.

2.	Fresno.....	Liverpool.....	40,102.04	\$86,000 00
2.	Quillota.....	Liverpool.....	24,227.44	48,454 88
3.	Remington.....	Liverpool.....	29,697.05	62,300 00
4.	Cape Sable.....	Cork.....	48,286.01	99,211 32
5.	Triumphant.....	Liverpool.....	51,265.38	105,094 13
8.	Killochan.....	Cork.....	39,035.28	80,035 28
10.	Imperial.....	Liverpool.....	38,709.78	77,500 00
13.	Bonanza.....	Honolulu.....	61.87	121 31
15.	Gilroy.....	Liverpool.....	54,412.42	111,545 46
15.	Isle of Bute.....	Cork.....	26,154.11	58,308 00
17.	Eric the Red.....	Liverpool.....	51,714.61	107,250 00
21.	St. Charles.....	Liverpool.....	34,844.95	64,000 00
22.	Greta.....	Liverpool.....	32,263.00	66,888 00
23.	British Commerce..	Liverpool.....	44,597.60	97,800 08
23.	Nautilus.....	Tahiti.....	2.00	4 00
24.	Nelson.....	Liverpool.....	22,711.84	46,500 00
27.	Loch Fergus.....	Queenstown.....	28,559.12	55,690 28
30.	King Cenric.....	Liverpool.....	48,638.28	97,276 56
30.	Hilda Maria.....	Hamburg.....	251.64	500 00

DECEMBER.

1.	Empire.....	Queenstown.....	37,736.00	\$69,158 80
2.	Borrowdale.....	Liverpool.....	39,283.02	78,566 04
6.	Star of Hope.....	Queenstown.....	40,099.67	83,026 36
8.	Wallacetown.....	Liverpool.....	54,292.65	108,600 00
10.	Granger.....	Queenstown.....	46,282.50	99,634 41
11.	City of Calcutta....	Queenstown.....	30,514.34	63,000 00
11.	Messina.....	Liverpool.....	11,132.15	22,264 00
13.	Ellen Goodspeed...	Liverpool.....	40,923.20	81,846 40
17.	Ravenstonedale.....	Liverpool.....	33,050.10	66,100 20
18.	Carrolton.....	Liverpool.....	40,011.99	80,023 98
22.	Northern Light.....	Liverpool.....	36,222.58	72,500 00
22.	Bonanza.....	Liverpool.....	40,649.27	81,298 54
23.	Three Brothers.....	Liverpool.....	88,209.73	179,371 18
23.	Ringleader.....	Liverpool.....	33,757.03	67,500 00
24.	Blythswood.....	Liverpool.....	23,826.40	47,632 80
28.	Southern Cross.....	Liverpool.....	34,295.05	70,462 03
28.	J. B. Brown.....	Liverpool.....	29,255.61	58,470 00
30.	Friedlander.....	Liverpool.....	46,905.66	93,811 32
30.	Lapwing.....	Liverpool.....	22,945.60	45,414 00

Here we have an aggregate of two hundred and fifteen ships, each of large tonnage, required to take to foreign markets a single product of our industry, for one year; and this from a State only five years old! Shall we be chided with vainglory, if we point to this fact as the evidence of the fruitfulness of our soil, the industry of our people, the activity of our commerce, and the rapid growth of our wealth?

## IMPORT TRADE AND TONNAGE.

The following table presents accurate returns of tonnage arrivals, in the port of San Francisco, for the year 1875, which are compared with those of the next preceding five years, embracing all parts of the world with which we have commercial intercourse:

Years.	Vessels.	Tons.	Years.	Vessels.	Tons.
1870.....	3,558	1,062,199	1873.....	3,647	1,293,398
1871.....	3,512	1,068,178	1874.....	4,204	1,553,514
1872.....	3,697	1,240,376	1875.....	4,350	1,590,148

It will be seen that the number of arrivals during 1875 was 146 more than for the same period of 1874, and the amount of net tonnage coming to this port was increased 36,634 tons.

The subjoined table indicates the points, in gross, from which the arrivals came:

From	1872.	1873.	1874.	1875.
	Tons.	Tons.	Tons.	Tons.
Domestic Atlantic Ports...	96,682	87,733	88,688	116,203
Domestic Pacific Ports....	636,924	646,387	770,723	858,550
Foreign Ports.....	496,154	552,091	689,430	609,370

Here we have an increase in arrivals from domestic Atlantic ports amounting to 27,515 tons, and an increase of 87,827 tons from domestic Pacific ports, and our foreign trade shows a decrease of 80,060 tons — an aggregate increase of 35,282 tons.

The amount of steam tonnage arriving at this port from foreign ports, during the year 1875, will be found in the appended table, in which the returns are compared with those for a like period since 1872. It shows an increase of 9,362 tons, as compared with a like period last year. Our steam trade with China and Japan has decreased 2,336 tons; with Panama, 6,265 tons. With Australia and Honolulu we have an increase of 829 tons.

From	1872.	1873.	1874.	1875.
	Tons.	Tons.	Tons.	Tons.
Panama.....	76,897	77,728	109,213	102,948
Victoria.....	19,924	21,300	19,215	41,072
Mexico.....	10,521	10,821	15,637	14,572
China and Japan.....	65,614	88,575	102,430	100,094
Australia and Honolulu..	20,099	16,416	29,773	26,944
Totals.....	193,055	214,844	276,268	285,630

The amount of steam tonnage departing from this port to foreign ports, during the years of 1874 and 1875, compare as follows:

To	1874.	1875.
	Tons.	Tons.
Panama.....	109,742	88,786
Victoria.....	18,314	43,017
Mexico.....	13,633	14,689
China and Japan.....	95,832	99,886
Australia and Honolulu.....	25,746	36,730
Totals.....	263,267	283,108

It shows an increase of 19,841 tons, as compared with a like period of last year. The decrease with Panama was 20,956 tons: increase with China and Japan, 4,054 tons.

The following tabular statement exhibits, with exactitude, the arrivals of all kinds from the principal supply ports, and demonstrates the general course of our maritime traffic:

From	1874.	1874.	1875.	1875.
	Vessels.	Tons.	Vessels.	Tons.
Domestic Atlantic Ports..	65	88,688	81	116,203
Great Britain.....	54	62,547	80	98,824
Australia.....	128	142,505	100	124,648
Germany.....	5	1,500	6	1,865
Hawaiian Islands.....	32	17,686	27	8,524
China.....	54	119,625	56	129,276
Manila.....	10	7,054	10	9,958
Java.....	5	1,773	2	710
France.....	14	7,028	9	5,511
Peru.....	25	24,934	6	2,305
British Columbia.....	76	51,913	81	79,017
Brazil.....	24	28,483	1	1,554
Central America.....	19	5,479	10	2,826
Totals.....	511	559,305	469	581,221

Our receipts of merchandise, via the Isthmus of Panama, for 1875 and the past five years, have been as follows:

	1871.	1872.	1873.	1874.	1875.
Tons.....	17,852	27,061	21,877	29,146	27,156

The receipts of merchandise from China and Japan, per P. M. S. S. Co.'s steamers, for 1875, were 34,903 tons, against 25,673 tons for the same time last year.

The following table shows in detail the amount of tons of freight received by the P. M. S. S. Co.'s line, via Panama and China, etc., for

From	1875. Tons.
New York.....	18,976
Europe.....	4,062
Havana.....	.....
Central America.....	3,220
South America.....	95
Mexico.....	803
Total.....	27,156
From China and Japan for New York.....	13,233
“ “ “ “ San Francisco... 10,094	21,670
Total.....	34,903

For six months, ending December 31st, 1875, 26 tons of freight were received from Australia and New Zealand, 300 tons from Honolulu, 1,721 tons from Victoria and Puget Sound.—Total tons, 2,047.

The following table shows in detail the amount of tons of freight exported by the P. M. S. S. Co.'s line, for the year ending December 31, 1875, via Panama:

To	Tons.
New York.....	12,462
Europe.....	1,447
South America.....	1,019
Central America.....	6,835
Mexico.....	1,218
Total.....	22,981

## CHINA LINE.

To	Tons.
China.....	11,145
Japan.....	4,459
Total.....	15,604

For six months ending December 31, 1875, 307 tons of freight were sent to Honolulu, 402 tons to Australia and New Zealand, 2,490 tons to Victoria and Puget Sound — total tons, 3,199.

The amount of freight money paid to sail-vessels for imports is a very important item in our commerce. The comparisons for the past three years are given in the subjoined table:

From	1873.	1874.	1875.
Domestic Atlantic Ports....	\$1,692,994	\$1,498,790	\$1,687,752
Principal Foreign Ports....	1,739,044	1,411,392	1,605,809
Other Foreign Ports.....	1,098,901	1,253,788	1,218,750
Total freights on cargoes.	\$4,530,939	\$4,163,970	\$4,512,311

The prospective arrivals, so far as we have advices, compare as follows with those of the two previous years:

From	1873.	1874.	1875.
Domestic Atlantic Ports.....	27	45	40
Foreign Ports.....	77	80	63
Total cargoes advised on way...	104	125	103

EXPORTS.

The value of our merchandise exports by sea for 1875, as compared with those of the same period last year, and for 1873, will be found in the appended tabular statement:

To	1873.	1874.	1875.
New York, etc.....	\$2,929,321	\$4,129,265	\$4,427,988
Great Britain, etc.....	21,290,778	17,041,313	17,734,648
Mexico .....	1,254,300	1,142,920	1,211,048
South America .....	480,814	380,134	498,604
Hawaiian Islands.....	432,125	453,495	562,308
China.....	1,569,067	1,808,835	2,716,702
British Columbia .....	659,092	774,815	961,588
Japan.....	715,658	705,247	632,600
Australia.....	304,127	415,221	424,647
Other Countries.....	1,524,926	1,574,003	1,373,948
Totals.....	\$31,160,208	\$28,425,248	\$30,554,081

The following table indicates with exactitude the relative loss or gain for the period under review, with countries having maritime intercourse with this city :

	Increase.	Decrease.
New York, etc.....	\$298,723	.....
Great Britain, etc.....	693,335	.....
Mexico.....	68,128	.....
South America.....	118,470	.....
Hawaiian Islands.....	108,813	.....
China.....	907,867	.....
British Columbia.....	186,773	.....
Japan.....	.....	\$ 72,647
Australia.....	19,426	.....
Other Countries.....	.....	200,055
Totals.....	\$2,401,535	\$272,702
Increase in 1875.....	.....	\$2,128,833

By separating the steam from the sailing tonnage, both of which are included in the foregoing table, the value of our shipments to New York, etc., appears as follows :

	1873.	1874.	1875.
Per Steamer via Panama...	\$1,140,677	\$2,574,426	\$2,186,153
Per Sail via Cape Horn....	1,788,644	1,554,839	2,241,835
Totals.....	\$2,929,321	\$4,129,265	\$4,427,988

#### TREASURE PRODUCT, IMPORTS, ETC.

The receipts of treasure from all sources, through Wells, Fargo & Co.'s Express, during the past twelve months, as compared with the same period in 1874, have been as follows :

	1874.	1875.
From Northern and Southern Mines	\$34,621,330	\$41,691,708
Coastwise, North and South.....	1,475,931	1,774,670
Imports, Foreign.....	5,473,482	5,223,875
Totals.....	\$41,570,743	\$48,690,253

#### TREASURE EXPORTS.

Our treasure exports during the last three years have been as follows, exclusive of shipments through United States mail :



	1873.	1874.	1875.
To New York.....	\$14,597,896	\$20,689,628	\$34,568,594
To England.....	667,110	184,755	173,147
To China.....	6,335,354	8,324,676	7,652,953
To Japan.....	2,206,157	41,360	2,070
To Panama.....	.....	.....	6,963
To other Countries.....	908,609	940,213	507,321
Totals.....	\$24,715,126	\$30,180,632	\$42,911,048

The comparative description of our exports of treasure by the above table were as follows:

	1873.	1874.	1875.
Gold Bars.....	\$2,828,683	\$3,295,857	\$995,019
Silver Bars.....	8,457,739	9,492,719	8,735,714
Gold Coin.....	9,076,173	10,849,561	24,939,587
Mexican Dollars.....	3,779,063	2,253,341	1,822,978
Gold Dust.....	77,645	82,212	44,972
Silver Coin.....	106,589	58,425	1,440,919
Trade Dollars.....	389,234	4,018,517	4,910,859
Currency.....	.....	130,000	21,000
Totals.....	\$24,715,126	\$30,180,632	\$42,911,048

## COMBINED EXPORTS.

The combined exports, treasure, and merchandise, exclusive of merchandise by Overland Railroad, during the past twelve months, as compared with the same time in 1873 and 1874, were as follows:

	1873.	1874.	1875.
Treasure Exports.....	\$24,715,126	\$30,180,632	\$42,911,048
Merchandise Exports.....	31,160,208	28,425,248	30,554,081
Totals.....	\$55,875,334	\$58,605,880	\$73,465,129

## RECEIPTS OF TREASURE.

The following table comprises the receipts of treasure in this city, through Wells, Fargo & Co.'s Express, during 1875:

## INDUSTRIES OF CALIFORNIA.

## FROM THE NORTHERN AND SOUTHERN MINES.

1875.	Silver Bullion.	Gold Bars, etc.	Coin.	Totals.
January .....	\$973,166	\$445,904	\$971,741	\$2,390,811
February .....	1,518,589	519,086	911,631	2,949,306
March .....	2,467,843	501,004	835,564	3,804,411
April .....	1,801,893	573,311	1,210,686	3,585,890
May .....	1,798,868	774,949	1,560,291	4,134,108
June .....	1,305,982	713,334	1,134,066	3,153,382
July .....	1,323,529	653,635	1,228,664	3,205,828
August .....	2,033,299	597,593	1,078,644	3,709,536
September....	1,767,539	592,449	2,158,658	4,518,646
October .....	2,325,807	558,544	1,303,024	4,187,375
November....	1,655,296	384,425	1,163,911	3,204,632
December .....	1,270,204	547,854	1,029,725	2,847,783
Totals .....	\$20,242,015	\$6,863,088	\$14,586,605	\$41,691,708
1874, totals...	18,269,054	7,092,924	9,259,352	34,621,330
1873, " ...	11,749,320	8,290,258	6,636,143	26,675,721
1872, " ...	6,386,704	14,843,835	6,769,641	28,000,270
1871, " ...	14,609,809	13,872,648	7,125,928	35,608,385
1870, " ...	14,152,984	17,762,131	6,487,037	38,402,152

## FROM THE NORTHERN COAST.

1875.	Silver Bullion.	Gold Bars, etc.	Coin.	Totals.
January .....	.....	\$184,998	\$37,023	\$222,021
February .....	.....	45,027	243,394	288,421
March .....	.....	108,681	159,371	268,052
April .....	.....	136,782	65,004	201,786
May .....	.....	96,176	87,156	183,322
June .....	.....	44,428	37,065	81,493
July .....	.....	119,353	34,321	153,674
August .....	.....	85,764	57,698	143,462
September....	.....	98,873	79,828	178,701
October .....	.....	204,855	74,777	279,632
November .....	.....	230,516	72,653	303,169
December....	\$750	99,614	45,049	145,413
Totals .....	\$750	\$1,455,067	\$993,339	\$2,449,156
1874, totals...	300	1,548,430	657,482	2,206,212
1873, " ...	4,200	1,441,438	878,377	2,324,015
1872, " ...	.....	2,305,414	661,889	2,967,303
1871, " ...	9,785	2,552,668	708,096	3,270,549
1870, " ...	.....	3,380,566	532,901	3,913,467

FROM THE SOUTHERN COAST.

1875.	Silver Bullion.	Gold Bars, etc.	Coin.	Totals.
January.....	\$1,200	\$16,410	\$39,854	\$57,464
February.....	.....	3,515	20,251	23,766
March.....	.....	10,895	24,952	35,847
April.....	1,685	9,930	21,839	33,454
May.....	2,300	8,705	43,458	54,463
June.....	5,000	11,324	48,655	64,979
July.....	3,550	10,296	30,394	44,240
August.....	477	17,434	38,416	56,327
September....	1,200	17,747	50,766	69,713
October.....	13,211	17,764	32,811	63,786
November.....	13,000	10,278	53,047	76,325
December.....	19,237	15,109	142,675	177,021
Totals.....	\$60,860	\$149,407	\$547,118	\$757,385
1874, totals...	9,547	208,445	383,465	601,457
1873, " ...	3,688	180,537	570,013	754,238
1872, " ...	3,884	274,249	564,477	842,610
1871, " ...	5,750	347,627	551,413	904,790
1870, " ...	.....	399,888	844,548	1,244,436

CURRENCY MOVEMENT.

The annexed table exhibits the interior and coastwise receipts (Wells, Fargo & Co.), imports, foreign, and exports for the years 1873, 1874, and 1875:

	1873.	1874.	1875.
Interior receipts.....	\$28,755,679	\$36,097,261	\$43,466,378
Imports, Foreign.....	5,539,147	5,473,482	5,223,875
Totals .....	\$34,294,826	\$41,570,743	\$48,690,253
Exports .....	24,715,126	30,180,632	42,911,048
Currency movement (increase).....	\$9,579,700	\$11,390,111	\$5,779,205

MOVEMENT OF COIN IN THE INTERIOR.

The following has been the circulation of coin, through Wells, Fargo & Co.'s Express, during 1875, as compared with the same period in 1874:

	1874.		1875.	
	To Interior.	From Interior and Coastwise.	To Interior.	From Interior and Coastwise.
January.....	\$1,394,487.	\$714,862	\$1,802,652	\$1,048,618
February.....	1,108,611	714,944	1,249,485	1,175,276
March.....	963,314	575,643	3,180,038	1,019,887
April.....	1,312,070	661,032	1,611,904	1,297,529
May.....	1,573,629	837,327	2,297,097	1,690,905
June.....	1,552,281	922,986	1,697,166	1,219,786
July.....	1,917,597	857,834	2,393,840	1,293,379
August.....	2,001,436	934,119	2,552,520	1,174,758
September.....	2,055,615	980,914	3,071,205	2,289,252
October.....	2,294,193	1,010,046	2,300,546	1,410,612
November.....	1,950,220	1,005,496	2,284,189	1,289,611
December.....	1,813,910	1,085,096	2,269,130	1,217,449
Totals.....	\$19,937,363	\$10,300,299	\$26,709,802	\$16,127,062

## MINT STATISTICS.

The coinage at the Branch Mint in this city for 1875 compares with that in 1872, 1873, and 1874 as follows:

	1872.	1873.	1874.	1875.
January.....	\$840,750	\$900,000	\$279,000	\$2,355,000
February.....	1,210,000	1,219,400	1,994,000	1,681,000
March.....	1,127,750	1,140,000	3,958,000	2,482,000
April.....	1,420,000	1,282,000	1,752,000	3,458,000
May.....	2,020,000	2,772,000	367,000	2,794,000
June.....	666,000	652,000	2,393,000	1,172,000
July.....	2,245,000	3,082,000	2,309,000	2,508,000
August.....	730,000	2,131,000	4,320,000	4,510,000
September.....	1,264,500	2,264,500	2,570,000	2,648,000
October.....	1,895,000	2,658,000	3,204,000	3,118,000
November.....	1,525,000	254,500	96,000	2,623,000
December.....	1,436,600	3,720,000	4,087,000	2,720,000
Totals.....	\$16,380,600	\$22,075,400	\$27,329,000	\$32,069,000

The description of coinage for 1872, 1873, 1874, and 1875 was as follows:

	1872.	1873.	1874.	1875.
Double Eagles...	\$15,600,000	\$20,812,000	\$24,375,000	\$24,600,000
Eagles.....	173,000	120,000	50,000	.....
Half Eagles.....	202,000	155,000	35,000	45,000
Quarter Eagles..	25,000	67,500	.....	29,000

	1872.	1873.	1874.	1875.
Half Dollars....	\$290,000	\$116,500	\$197,000	\$1,600,000
Quarter Dollars..	26,250	39,000	98,000	170,000
Dimes.....	19,000	45,500	24,000	907,000
Half Dimes.....	36,350	16,200	.....	.....
Silver Dollars....	9,000	700	.....	.....
Trade Dollars....	.....	703,000	2,550,000	4,487,000
20 Cent pieces....	.....	.....	.....	231,000
Totals.....	\$16,380,600	\$22,075,400	\$27,329,000	\$32,069,000

RECEIPTS OF CUSTOMS.

The following is a statement of the amounts paid at the custom-house for duties on imports during 1872, 1873, 1874, and 1875 :

	1872.	1873.	1874.	1875.
January.....	\$497,010	\$544,625	\$565,929	\$526,644
February.....	742,931	580,404	563,142	611,325
March.....	759,641	815,731	643,091	714,628
April.....	722,640	517,167	619,356	727,277
May.....	703,849	593,480	534,490	723,313
June.....	480,839	726,642	732,223	669,965
July.....	764,931	771,548	821,504	845,695
August.....	974,792	897,369	832,877	685,916
September....	721,723	716,211	672,403	654,763
October.....	717,246	712,184	792,220	702,434
November....	571,354	548,059	622,558	717,919
December.....	527,523	452,038	498,389	551,758
Totals.....	\$8,184,479	\$7,875,458	\$7,898,182	\$8,131,637

Receipts and disbursements at the office of the Assistant United States Treasurer at San Francisco for the six months ending December 31st, 1874, 1875 :

RECEIPTS.	1874.	1875.
Customs.....	\$4,347,151.87	\$4,257,684.35
Internal Revenue Tax.....	1,333,687.43	1,530,242.89
Internal Revenue Stamps.....	92,589.35	121,029.52
Sales of Land.....	323,342.42	294,391.57
Patent Fees.....	5,333.00	4,605.90
Disbursing Officers.....	9,139,736.47	11,301,452.04
Post-office Department.....	214,259.33	144,134.23
Transfers.....	3,500,000.00	5,135,005.00
Various Sources.....	475,837.89	595,118.89
Totals.....	\$19,431,937.76	\$23,383,664.39

DISBURSEMENTS.	1874.	1875.
Treasury Drafts Paid.....	\$5,440,628.81	\$5,209,230.88
Redemption Public Debt Paid...	4,544.75	9,623.25
Post-office Depart. Drafts Paid...	193,155.53	168,254.52
Disbursing Officers' Checks Paid.	8,422,434.61	12,357,844.41
Transfer Orders.....	3,000,000.00	10,884,988.59
Totals.....	\$17,060,763.70	\$28,629,941.65

The following statement shows the collection in the first internal revenue district of California for the six months ending December 1st, 1874, 1875:

FROM	1874.	1875.
Distilled Spirits.....	\$638,361	\$667,981
Fermented Liquors.....	129,805	145,905
Cigars and Tobacco.....	268,169	392,623
Banks.....	137,300	177,729
Special Taxes.....	28,600	24,560
Other Sources.....	33,400	4,364
Totals.....	\$1,235,635	\$1,413,162
Increase in 1875.....	177,527	

The amount of dutiable goods weighed by custom-house weighers compares as follows:

	1874.	1875.
	Pounds.	Pounds.
Coal.....	467,713,128	598,222,332
Merchandise.....	166,554,254	193,454,741
Salt.....	9,769,961	11,787,353
Totals.....	644,037,343	803,464,426
Increase in 1875.....	159,427,083	

#### REAL ESTATE.

From the *San Francisco Real Estate Circular* we compile the following statistics. The transactions for the twelve months of 1875, as compared with those for the same period of 1874, have been as follows:

MONTHS.	Sales.	Amount.
January.....	500	\$3,724,840
February.....	414	4,506,538
March.....	520	4,264,397
April.....	428	3,726,545
May.....	382	4,078,465
June.....	371	3,038,293
July.....	344	1,958,382
August.....	376	3,244,792
September.....	264	1,459,917
October.....	315	1,645,614
November.....	259	1,582,001
December.....	335	2,659,590
Totals for 1875.....	4,508	\$35,889,374
Totals for 1874.....	3,854	23,893,903
Increase in 1875.....	654	\$11,995,471

The number of mortgages and releases effected during the past two years will be found in the following table:

MONTH.	MORTGAGES.		RELEASES.	
	No.	Amount.	No.	Amount.
January.....	255	\$1,433,280	179	\$1,261,575
February.....	244	1,346,788	192	991,815
March.....	294	1,667,413	224	1,476,301
April.....	297	1,618,811	187	681,985
May.....	283	1,544,206	141	537,947
June.....	296	1,371,980	263	1,021,696
July.....	265	1,288,766	152	687,310
August.....	291	1,617,762	167	661,130
September.....	151	756,161	109	395,273
October.....	185	1,979,489	122	479,407
November.....	192	1,216,082	107	685,112
December.....	235	1,051,530	51	860,726
Totals for 1875...	2,988	\$16,892,268	1,894	\$9,740,277
Totals for 1874...	2,616	16,872,704	2,029	11,201,251
Increase in 1875...	372	\$19,564	.....	.....
Decrease in 1875...	.....	.....	135	\$1,460,974

EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE SHOWN BY THE MONTH.

We produce the two following tables, which are of special interest, as showing the amount of domestic and foreign merchandise exported from San Francisco for the years designated.

The first table is as follows :

A COMPARATIVE TABLE, SHOWING THE CHIEF ARTICLES OF DOMESTIC MERCHANDISE EXPORTED TO ALL COUNTRIES, FROM THE CUSTOMS DISTRICT OF SAN FRANCISCO, FOR THE YEARS 1874 AND 1875, BY THE MONTH FOR EACH YEAR.

	1874.	1875.
January.....	\$3,570,461	\$3,199,687
February.....	3,044,949	2,945,901
March.....	1,444,624	2,233,687
April.....	2,126,947	2,186,900
May.....	3,307,362	1,381,598
June.....	1,524,996	1,708,991
July.....	1,784,763	1,764,926
August.....	2,098,213	3,077,323
September.....	2,733,811	2,828,634
October.....	2,556,560	3,930,321
November.....	2,765,947	2,925,515
December.....	3,353,287	3,104,941
Totals.....	\$30,311,920	\$31,288,424

The next table is the following :

EXPORTS OF FOREIGN COMMODITIES BY THE MONTH TO ALL COUNTRIES DURING 1875.

MONTHS.	Subject to Duty.	Free of Duty.	Totals.
January.....	\$47,840	\$136,268	\$184,108
February.....	36,468	122,416	158,884
March.....	27,573	74,931	102,504
April.....	59,907	194,605	254,512
May.....	42,889	96,687	139,226
June.....	34,407	88,457	122,864
July.....	49,538	225,208	274,746
August.....	35,868	247,596	283,464
September.....	44,152	232,896	277,048
October.....	30,010	167,748	197,758
November.....	29,176	276,914	306,090
December.....	28,742	198,642	227,384
Totals.....	\$466,270	\$2,062,318	\$3,528,588
Total Exports of Foreign Commodities.....			\$3,528,588
Total Exports of Domestic Commodities.....			31,288,424
Total Exports of Domestic Commodities via Panama to Atlantic Ports of U. S.....			1,948,625
Total Exports during 1875.....			\$36,765,637



The reader will note that these figures do not include our treasure exports. If to the domestic and foreign merchandise exported we add the treasure exports, the aggregate will show as follows:

	1875.
Total Exports, Foreign Commodities .....	\$3,528,588
Total Exports, Domestic Commodities.....	31,288,424
Total Exports, Domestic Commodities, via Panama to Atlantic Ports of U. S.....	1,948,625
	<hr/>
Total Merchandise Exports.....	\$36,765,637
Add Treasure Exports.....	42,911,048
	<hr/>
Total Exports.....	\$79,676,685

This exhibit of our exports is fully justified by the following showing of the

PRODUCTIVE INDUSTRY OF CALIFORNIA.

	1875.
Wheat, 20,000,000 centals.....	\$30,000,000
Wool, 44,000,000 pounds.....	8,000,000
Wine, 10,000,000 gallons.....	3,000,000
Fruit Crop.....	2,000,000
Barley, Oats, Hay, &c.....	5,000,000
Dairy Products.....	5,000,000
Lumber .....	5,000,000
Coal.....	1,250,000
Quicksilver.....	2,000,000
Copper, &c.....	250,000
Gold and Silver.....	25,000,000
Manufactures (labor added) .....	41,000,000
	<hr/>
Total.....	\$127,500,000

The manufactures in this table are far below the real product, as will be seen hereafter.

In the above table a good many things, the product of our industry, are omitted which ought, in justice, to be added. Among the articles omitted, we mention especially hides, tallow, the produce of our fisheries, poultry, potatoes, beans, and garden vegetables. The value of hides alone exported in 1875, to say nothing of those required by our own extensive tanneries, was \$573,000. If all the omissions were supplied, we are confident that the value of our productive industry would reach fully \$130,000,000—indeed, would most likely considerably exceed that sum.

THE LUMBER TRADE.

The lumber trade of San Francisco and the coast has grown into extraordinary magnitude. It is one of our grandest industries. It furnishes profitable employment to thousands of hardy, industrious men.

Handsome fortunes have been made, with great celerity, by many men engaged in the manufacture of lumber. The rate at which forest trees are consumed, to supply the lumber demand, is so rapid, that fears have been expressed that the supply would, in a comparatively few years, be exhausted. Possibly it may be in some localities most convenient to water transportation. What then? Lumber mills must be gradually moved back to forests more remote, and the rail will have to be used to bring the lumber to our seaports. But any one who has made the trip overland, by the great trans-continental railroad, and has observed the vast forests of timber in the mountains, and has extended his travels up the coast to Puget Sound, will be a little slow to believe that there is any immediate danger of an exhaustion of the timber supply. And besides, it is a peculiarity of our forests, particularly those of redwood, that they reproduce themselves; and the volunteer trees grow with a rapidity that, in a few years, brings them up to a size sufficient for lumber trees. We have already in these pages alluded to the rapidity of the growth of trees in this climate. This peculiarity is exercising a marked influence upon our land-owners, very many of whom, from year to year, plant considerable forests of trees, particularly of the Eucalyptus, or Australian Gum. This beautiful evergreen does not belong to the pine family: it has large leaves; the wood is of the hard variety; it makes excellent fuel, and may be converted into lumber for many useful purposes. It grows at the rate of two inches in diameter per year, and reaches an extraordinary height, with a straight trunk. We have seen them, at eight years' growth, sixteen inches in diameter several feet above the ground, and from eighty to ninety feet high. It is a good paying business to plant land in trees, which, when they have attained a sufficient size to answer the purposes of fuel and lumber, return a remunerative profit to the owner. Those who have planted forests speak confidently of a profit of fully ten per centum per annum, counting from the beginning. It is a cheap and a profitable way of using land, particularly those rugged hill-sides that cannot be cultivated with the plow to advantage and with remunerative profit. This source of timber supply for fuel and other purposes will be felt in many localities along the coast to a considerable extent in the course of a few years.

We produce the following summary view of our lumber trade:

The production of lumber during the year 1875 shows a marked increase over the returns for the previous year. The timber regions of our northern coast hold an almost inexhaustible supply, and the study of the annexed tabulated statement will show the great variety of our lumber products. In addition to the receipts at this port, the direct shipments to foreign and coastwise ports from the mills must be included in order to arrive at the whole product for the year. The coastwise deliveries of pine and redwood amounted to 31,000,000 feet, and the shipments abroad of the same, from the coast and Puget Sound, aggregate 25,000,000 feet more, which, added to the 306,325,000 feet enumerated below, will give a total product of 362,000,000 feet during the past year. The above figures do not include the large export trade

from the Burrard Inlet mills, V. I., the agency for sale of which is in this city.

LUMBER EXPORTS BY SEA FOR 1874 AND 1875.

To	1874.		1875.	
	Feet.	Value.	Feet.	Value.
Tahiti.....	1,413,263	\$32,611	1,312,375	\$23,091
Mexico.....	1,431,500	25,222	1,298,241	25,362
Panama.....	698,651	16,273	287,689	7,182
Central America...	774,034	19,773	527,641	16,012
Russian Asia.....	139,139	3,339	105,582	2,561
China.....	253,998	4,497	1,136,813	22,331
Callao.....	750,464	15,562	636,288	13,252
Navigator's Island..	196,619	4,282	766,797	18,397
Honolulu.....	652,505	9,117	745,668	11,064
Chili.....	1,358,000	24,408	300,000	6,600
Japan.....	184,253	3,852	20,000	378
Australia.....	780,000	9,400	1,022,211	18,865
Marquesas Island...	.....	.....	43,300	1,226
Victoria.....	223,873	5,143	3,321	217
Fiji Islands.....	120,000	1,950	137,000	2,350
Peru.....	.....	.....	742,487	14,753
England.....	.....	.....	110,659	2,429
Ecuador.....	60,500	1,527	.....	.....
Calcutta.....	.....	.....	664,470	13,289
Friendly Islands....	.....	.....	151,647	3,300
New York.....	.....	.....	5,000	100
New Zealand.....	.....	.....	7,000	153
Totals.....	9,036,799	\$176,956	10,024,189	\$202,912

ANNUAL STATEMENT OF RECEIPTS OF LUMBER AT THE PORT OF SAN FRANCISCO, FROM JANUARY 1ST TO DECEMBER 31ST, 1875, INCLUSIVE.

1875.	Puget Sound and Oregon Pine.		Pine Fencing	Pine Pickets.	Spruce, Rough.	Spruce, Dressed	Cedar, Rough.	Hard Wood.	Redw'd. Rough.
	Rough.	Dressed.							
January.ft	8,082,544	904,835	550,353	5,855	872,591	84,534	676,705	61,965	2,911,993
February..	9,782,414	1,073,503	872,587	7,864	894,739	57,205	523,207	15,000	3,098,152
March.....	8,519,444	1,301,480	728,255	23,692	593,390	36,565	342,561	.....	3,328,906
April.....	11,553,991	2,039,310	1,519,982	52,904	1,379,303	111,628	1,076,043	40,575	6,039,495
May.....	11,683,475	1,732,150	1,339,675	34,790	1,126,559	59,975	364,544	.....	5,808,203
June.....	13,557,216	2,271,820	1,287,779	14,886	1,145,408	48,964	444,031	.....	5,763,340
July.....	11,244,028	1,656,479	804,500	5,356	1,172,848	106,594	720,293	.....	6,287,193
August.....	13,431,073	2,396,050	910,320	19,155	1,238,805	107,030	645,157	.....	5,090,132
September	11,174,034	1,902,112	1,580,138	14,716	1,323,464	238,555	966,593	.....	6,515,824
October....	11,244,225	1,677,800	1,074,541	59,091	302,872	16,560	243,440	.....	4,483,468
November	12,671,938	1,449,024	1,183,836	75,620	693,676	12,506	972,551	36,500	4,191,966
December.	7,885,290	1,339,762	926,534	29,000	556,998	73,801	755,285	.....	3,276,435
Totals.ft	130,829,672	19,744,325	12,778,500	342,929	11,400,653	953,917	7,730,400	154,040	56,795,106

1875.	Redwood.		Redw'd ½ inch Dressed.	Redw'd ½ inch Siding.	Redw'd ½ inch Battens.	Pickets Rough.	Pickets Dressed	Railr'd Ties.	Telegr'h Poles.
	Clear.	Dressed.							
January.ft	341,166	3,168,414	19,225	59,978	30,431	90,960	20,460	1168,714	5,576
February..	273,757	3,159,907	36,046	60,345	25,951	55,759	36,410	659,900	66,606
March.....	315,848	2,233,142	37,747	48,893	33,936	94,558	163,369	5,096	.....
April.....	682,322	4,671,483	103,663	130,091	72,127	172,110	191,902	851,683	61,320
May.....	824,336	5,152,832	26,543	235,050	53,650	138,876	26,288	.....	38,800
June.....	570,730	4,238,703	1,020	141,468	39,951	26,650	12,434	116,236	31,286
July.....	851,839	4,108,481	49,294	84,713	44,256	85,180	18,142	87,674	256,359
August.....	614,233	4,147,283	82,696	157,473	77,626	57,475	17,337	14,624	60,000
September	608,900	4,822,287	50,087	38,109	47,547	134,950	21,464	21,024	108,813
October.....	417,256	3,268,209	9,557	130,801	43,649	120,110	19,180	12,528	59,655
November	681,276	3,670,990	35,277	125,853	34,724	115,922	6,317	355,052	.....
December.	382,615	3,100,250	28,037	132,285	75,222	67,456	70,807	106,680	.....
Totals.ft	6,574,278	45,741,981	479,192	1,345,059	579,060	1,160,006	604,110	3399,211	688,415

## RECAPITULATION.

Pine— Rough, ft.....	130,829,672	
“ Dressed, ft.....	19,744,325	
“ Fencing, ft.....	12,778,500	
“ Pickets.....	342,929	
		163,695,426
Spruce — Rough, ft.....		11,400,653
“ Dressed, ft.....	953,917	
		12,354,570
Cedar — Rough, ft.....		7,730,400
Hard Wood, ft.....		154,040
Redwood — Rough, ft.....	56,795,106	
“ Rough Clear, ft.....	6,574,278	
“ Dressed, ft.....	45,741,981	
		109,111,365
Redwood — Dressed, ½-inch, ft.....	479,192	
“ Siding, ½-inch, ft.....	1,345,059	
“ Battens, ½-inch, ft.....	579,060	
		B. M. 1,201,655
Pickets — Rough, ft.....	1,160,006	
“ Dressed, ft.....	604,110	
		1,764,116
Railroad Ties, ft.....	3,399,211	
Telegraph Poles, ft.....	688,415	
		4,087,626
Sugar Pine — Rough, ft.....		6,225,000
Total, ft.....		306,324,198
Total feet same time in 1874.....		253,250,564
“ “ 1873.....		203,329,441

SUNDRIES.

Shingles.....	104,930,500
Laths.....	56,006,000
Ship-Knees.....	2,096
Piles, lineal feet.....	593,287
Spars, lineal feet.....	3,543
Spars, pieces.....	152
Poles, pieces.....	200
Bowsprits, pieces.....	5
Railroad Ties, Rift, pieces.....	405,447
Redwood Posts.....	598,905
Broom Handles, pieces.....	577,354
Spanish Cedar Logs, pieces.....	6,779
“ “ “ feet.....	42,000
Primevera Logs, pieces.....	1,684
Ebony Logs, pieces.....	146
Rosewood Logs, pieces.....	9

THE COAL TRADE.

It will be seen from the annexed table that the importation of coal from foreign countries, from the American Atlantic ports, and from our Pacific Coast mines, employs a considerable tonnage, and is a commercial industry of large and increasing importance.

Imports and receipts of coal for the last two years contrast as follows :

	1874.	1875.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Foreign.				
Australian.....	139,109	136,869	.....	2,240
English.....	37,826	57,849	20,023	.....
Vancouver.....	51,017	61,072	10,055	.....
Eastern.				
Anthracite.....	14,263	18,810	4,547	.....
Cumberland.....	15,475	10,328	.....	5,147
Domestic.				
Mt. Diablo.....	206,255	142,808	.....	63,447
Coos Bay.....	44,857	32,869	.....	11,988
Bellingham Bay.....	13,685	10,445	.....	3,240
Seattle.....	9,027	67,106	58,079	.....
Rocky Mountain.....	433	53	.....	380
Totals.....	531,947	538,209	92,704	86,442

Our monthly receipts from Mount Diablo mines for a period of years are as follows:

Months.	1871.	1872.	1873.	1874.	1875.
January .....	9,331	14,671	13,907	15,145	14,181
February .....	8,832	13,627	10,447	13,589	14,344
March .....	10,508	16,020	12,178	14,258	12,355
April.....	9,157	13,062	11,525	15,048	13,732
May.....	11,457	14,778	14,714	17,287	10,903
June.....	11,177	13,789	16,606	17,866	10,185
July ... ..	10,653	13,821	14,378	17,790	11,618
August.....	12,631	15,981	17,040	19,261	12,038
September .....	13,872	15,033	16,355	20,922	10,356
October.....	11,831	17,938	15,758	18,016	11,347
November.....	12,393	14,592	15,280	18,414	10,528
December.....	11,643	13,910	16,753	18,659	11,221
Totals.....	133,485	177,232	174,941	206,255	142,808

The above tables show the increase of imports for the past sixteen years, and tell better than any mere words could, the progress of the coal trade of this port. Imports and receipts from domestic sources have, as may be seen, been considerably ahead of those for 1874, but no larger than needed by the increase in the consumption of domestic, the increasing consumption of steam vessels, and that by mills, mines, and factories. Still, the tone of the market has been weak for the greater part of the year, and closes in the same condition, and with prices considerably lower for foreign than at the beginning of 1875. Heavy imports during the first half of the year and the increasing production of Pacific Coast coal is sufficient to account for this. It is, in fact, only now that the value of the coal deposits of the Pacific Coast is beginning to be realized.

The *Commercial Herald* comments on the above figures as follows. We give most of the paragraphs as showing to inquirers the course of our local market:

The sources of supply have been the same as heretofore, yet marked variations in quantity are noticeable. We will make a brief running summary thereof: Anthracite, 4,500 more, and Australian, 2,000 less; Bellingham Bay, 3,000 tons less; Cumberland, 5,000 tons less; Coos Bay, 12,000 tons less; English and Scotch, 20,000 tons less; Mt. Diablo (California), 64,450 tons less; Rocky Mountain, 380, less; Seattle, a gain of 58,000 tons; Vancouver Island, 10,000 tons gain. In making this brief exhibit, it should be stated that the Central Pacific Railroad handled much of their own coal, bringing it from the Lincoln mine, California, and Rocky Mountain, from Wyoming Territory. They also use more or less Mt. Diablo; and of all this consumed by the railroad, we take no account in our statistics. The Pacific Mail Company have a contract with the Wellington (V. I.) coal-mine for a large

monthly supply, and only what is landed here enters into our statistics. The same company are now seeking to make a like contract with the Seattle Mine, Washington Territory. The Coos Bay Company have been much interrupted the past six months in getting their coal to market, by reason of loss of one of their best steam-colliers, adverse winds, stormy weather, and bad luck generally. The great falling off in the Mt. Diablo product is remarkable, and at this writing we have no cause to assign for it. The Seattle mines, Washington Territory, show a large increase in their product, as do also the Wellington and Nanaimo mines of Vancouver Island. These three last named bituminous enter very largely into local use for household purposes. There have been times during the year when Lehigh run short of supply by reason of the non-arrival of ships, causing very high prices to rule, and necessitating the bringing of a few carloads across the continent by rail; but all that is now remedied and overcome by reason of fresh arrivals by sea — the Centennial having some 500 tons, and the ship Golden Fleece 1,750 tons Lehigh. These, with other lesser invoices recently at hand, have caused prices to drop from \$25 to \$15 per ton; in fact, we doubt whether these cargo parcels could be placed better than \$12. So, also, in regard to Cumberland, by reason of the non-arrival of the ship Itasca, 253 days out from Baltimore, supplies threatened to give out; but dealers in the trade purchased from outsiders 1,000 tons or more, and now that the ship has safely arrived in port, and no more to arrive in some four months, prices of Cumberland in casks have been fixed to dealers at \$22, and in bulk at \$18. The supply of Sydney has been very constant all the year, and during the last quarter thereof, cargo sales of steam were made as low as \$8 50 @ 8 75. At this writing, Wallsend may be quoted at \$9 25 @ 9 50, ex-ship. The importation of Australian Steam Coals during the year has not been profitable, and the same remarks are no doubt applicable to both Scotch and English Steam. We quote: Bellingham Bay at \$8 50; Coos Bay, \$10; California, Mt. Diablo Steam, \$6 25 @ 8 25 for fine and coarse respectively; English and Scotch Steam, \$9 @ 10; Nanaimo, \$9 50 @ 10; Seattle, \$9 50 @ 10; Anthracite, \$12 @ 15; Lehigh, \$15 @ 16. (See Table on page 90.)

#### THE TEA TRADE.

The ending of the warfare between the Pacific Mail Steamship Company and the railroad companies, some months since, caused all teas from China and Japan, designed for the Atlantic States (as well as some cargoes for Europe), to pursue their natural route, over the trans-continental railroad, reaching New York in the average time of thirty days from Japan.

ANNUAL RECEIPTS OF COAL AT SAN FRANCISCO.

YEARS.	Mount Diablo.	Coos Bay.	Bellingham Bay.	Vancouver Island.	Chile.	Australia.	English.	Cumberland.	Anthracite.	Queen Charlotte Island.	Sitka.	Seattle.	Rocky Mountain.	Saghalien.	Fuca Straits.	Japan.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1860	.....	3,145	5,490	6,655	1,900	7,850	6,640	5,970	39,985	.....	.....	.....	.....	.....	.....	.....	77,635
1861	6,620	4,630	10,055	6,475	12,495	23,370	23,565	2,975	26,060	.....	.....	.....	.....	.....	.....	.....	116,245
1862	23,400	2,815	10,050	8,870	5,110	12,590	16,055	4,970	36,685	.....	.....	.....	.....	.....	.....	.....	120,545
1863	43,200	1,185	7,750	5,745	1,790	16,890	14,660	5,670	38,660	.....	.....	.....	.....	.....	.....	.....	135,550
1864	50,700	1,200	11,845	12,785	2,323	21,160	18,330	7,275	41,680	.....	.....	.....	.....	.....	.....	.....	167,298
1865	60,530	1,503	14,446	18,181	1,410	17,610	9,655	4,230	22,585	.....	.....	.....	.....	.....	.....	.....	150,147
1866	84,020	2,120	11,380	10,852	1,480	53,700	7,400	9,524	12,124	.....	.....	.....	.....	.....	.....	.....	192,601
1867	109,490	5,415	8,899	14,829	14,949	26,619	7,302	12,177	48,518	.....	.....	.....	.....	218	509	.....	248,925
1868	132,537	10,524	13,866	23,348	8,511	31,590	29,561	2,292	29,592	.....	.....	.....	.....	204	.....	.....	282,025
1869	148,722	14,824	20,552	14,880	1,114	75,115	17,386	11,536	24,844	.....	.....	.....	.....	.....	.....	.....	328,973
1870	129,761	20,567	14,355	12,640	7,350	83,982	31,196	9,322	21,320	.....	.....	.....	.....	.....	.....	.....	320,493
1871	133,485	28,690	20,284	15,621	4,161	38,942	54,191	6,060	7,231	565	18	4,918	1,025	.....	.....	.....	315,194
1872	177,232	32,562	4,100	26,008	3,682	115,332	29,190	10,051	19,618	.....	.....	14,830	1,862	.....	.....	.....	434,467
1873	171,741	38,066	21,211	31,435	400	96,435	52,616	8,857	18,295	.....	.....	13,572	1,904	.....	.....	.....	454,582
1874	206,255	44,857	13,685	51,017	.....	139,109	37,826	15,475	14,263	.....	.....	9,027	433	.....	.....	.....	531,947
1875	142,808	32,869	10,445	61,072	.....	136,869	57,849	10,328	18,810	.....	.....	67,106	53	.....	.....	.....	538,209



The following table will show the reader the extent and value of the tea trade of San Francisco with China and Japan :

IMPORTS OF TEA FROM CHINA DURING SIXTEEN YEARS, COMMENCING JANUARY 1, 1860, AND ENDING DECEMBER 31, 1875.

YEAR	FROM CHINA.									
	Free.		15c. per pound.		20c. per pound.		25c. per pound.		Totals.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1860	965,643	\$265,292				\$423,734			965,643	\$265,292
1861	1,134,832	285,772	98,549	\$22,131		439,435			1,233,381	307,908
1862					1,430,163	209,334			1,430,163	423,734
1863					1,822,585				1,822,585	439,435
1864					947,259		441,149	\$155,486	1,388,408	364,820
1865							700,760	178,333	700,760	178,333
1866							1,042,499	291,389	1,042,499	291,389
1867							1,334,660	445,686	1,334,660	445,686
1868							876,282	241,492	876,282	241,492
1869							725,430	201,264	725,430	201,264
1870							981,919	313,969	981,919	313,969
1871			8,215,439	3,633,221					8,215,439	3,633,221
1872	4,230,243	1,947,760	1,479,652	564,896					5,709,895	2,512,660
1873	4,104,972	1,529,130							4,104,972	1,529,130
1874	2,828,570	1,096,480							2,828,570	1,096,480
1875	1,881,651	518,926							1,881,651	518,926
Totals	15,145,811	5,643,364	9,793,640	4,220,248	4,200,007	1,072,503	6,102,699	1,827,619	35,242,157	12,763,734

YEAR	FROM JAPAN.									
	Free.		15c. per pound.		20c. per pound.		25c. per pound.		Totals.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1860	179,287	\$35,474							179,287	\$35,474
1861	82,183	17,081	42,052	\$7,986					124,235	25,067
1862					204,015	\$46,305			204,015	46,305
1863					382,633	105,678			382,633	105,678
1864					386,034	107,618	78,762	\$19,927	464,796	127,545
1865							923,456	236,737	923,456	236,737
1866							1,293,650	435,188	1,293,650	435,188
1867							552,070	188,560	552,070	188,560
1868							1,277,862	447,686	1,277,862	447,686
1869							1,283,023	440,106	1,283,023	440,106
1870							2,137,144	746,043	2,137,144	746,043
1871			7,710,389	3,136,827					7,710,389	3,136,827
1872	5,396,531	2,205,577	1,485,097	562,930					6,881,628	2,786,507
1873	8,431,804	3,276,557							8,431,804	3,276,557
1874	10,386,331	4,066,758							10,386,331	4,066,758
1875	17,990,578	6,491,368							17,990,578	6,491,368
Totals	42,466,714	16,092,815	9,237,538	3,707,743	972,682	259,601	7,545,967	2,514,247	60,222,901	22,574,406

## INDUSTRIES OF CALIFORNIA.

## RECAPITULATION.

YEAR.	CHINA.		JAPAN.		TOTALS.	
	Pounds.	Value.	Pounds.	Value.	Pounds.	Value.
1860	965,543	\$265,292	179,287	\$35,474	1,144,830	\$300,766
1861	1,233,381	307,903	124,235	25,067	1,357,616	332,970
1862	1,430,163	423,734	204,015	46,305	1,634,178	470,039
1863	1,822,585	439,435	382,633	105,678	2,205,218	545,113
1864	1,388,408	364,820	464,796	127,545	1,853,204	492,365
1865	700,760	178,333	923,456	236,737	1,624,216	415,070
1866	1,042,499	291,389	1,293,650	435,188	2,336,149	726,577
1867	1,334,660	445,686	552,070	188,569	1,886,730	634,246
1868	876,282	241,492	1,277,862	447,686	2,154,144	689,178
1869	725,430	201,264	1,283,023	440,106	2,008,453	641,370
1870	981,919	313,969	2,137,144	746,043	3,119,063	1,060,012
1871	8,215,439	3,633,221	7,710,389	3,136,827	15,925,828	6,770,048
1872	5,709,895	2,512,660	6,881,628	2,768,507	12,591,523	5,281,167
1873	4,104,972	1,529,130	8,431,804	3,276,557	12,536,776	4,805,687
1874	2,828,570	1,096,480	10,386,331	4,066,758	13,214,901	5,163,238
1875	1,881,651	518,926	17,990,578	6,491,368	19,872,229	7,010,294
Totals.	35,242,157	12,763,734	60,222,901	22,574,406	95,465,058	35,338,140

Our monthly imports of tea for 1875 were as follows:

	CHINA.		JAPAN.	
	Pounds.	Value.	Pounds.	Value.
January.....	14,148	\$8,729	449,822	\$153,817
February.....	535,727	166,564	1,830,491	715,043
March.....	325,653	87,180	738,852	276,268
April.....	147,292	37,828	348,898	100,597
May.....	234,822	50,228	96,453	28,977
June.....	17,781	3,200	1,602,915	642,186
July.....	117,654	23,281	1,346,873	497,691
August.....	154,707	45,688	1,728,443	599,371
September....	107,487	37,322	4,452,301	1,554,680
October.....	133,196	31,451	3,696,461	1,345,431
November....	44,285	12,888	518,383	161,006
December.....	48,899	14,567	1,180,686	416,301
Totals.....	1,881,651	\$518,926	17,990,578	\$6,491,368

Total importations; 19,872,229 lbs., valued at \$7,010,294.

Our monthly shipments overland compare as follows:

	1874.	1875.
	Pounds.	Pounds.
January.....	2,053,012	427,459
February... ..	758,685	849,363
March.....	416,471	485,397
April.....	451,675	658,845
May.....	418,903	128,614
June.....	1,153,024	723,603
July.....	1,410,598	2,462,364
August.....	1,528,803	1,794,487
September.....	1,218,617	3,190,786
October.....	1,304,419	3,601,063
November.....	624,919	477,451
December.....	440,030	1,336,992
Totals.....	11,779,156	18,136,424
Increase in 1875.....	6,357,268	

BANKS AND OTHER DIVIDEND-PAYING INSTITUTIONS.

The banking capital of California, in the year 1875, reached the sum of \$154,000,000; being an increase over that of the preceding year of about \$14,000,000.

The aggregate deposits in the various banking institutions of the State, during the year 1875, amounted to \$108,000,000.

The incorporation dividends disbursed in 1875 were \$28,000,000.

Referring to the temporary suspension of the Bank of California on the 26th of August, which caused a panic in local financial circles in the last days of that month, and embarrassed local finances for a time; and referring also to the calamitous fire in Virginia City soon after, which consumed so large a portion of that city, and was so damaging to the great mining interests on the Comstock Lode, the *Commercial Herald* remarks as follows:

“The fires of financial tribulation that surrounded our local money market for several months, in the latter part of last year, have been effectively extinguished, and there is now a plentiful sufficiency of means for all present or prospective needs. As the crops of every kind give promise of unprecedented yield, very large amounts will be required to harvest and market them, while the extension of business in all departments will contribute to create an unusual demand. These several requirements have been foreseen, and will be provided for in due season. At the commencement of 1875, the banking capital of this State was \$140,000,000 gold, but since then it has been materially augmented, and is now not less than \$154,000,000. The incorporated

and private banks of San Francisco, exclusive of the savings and loans societies, have an aggregate deposit of \$30,000,000, and like institutions in the interior have about \$6,000,000 more; add to these the \$72,000,000 in the various savings-banks of the State, and we find a grand total deposit of \$108,000,000. The joint capital stock of the banks do not vary much from \$40,000,000, while their surplus assets may be reasonably estimated at \$60,000,000, making a grand total banking capital of \$154,000,000. An exhibit like this, immediately following on the heel of calamities that deranged all the currents of business, cannot fail to convince even the most sceptical of the inherent wealth and financial power of California. And it is all the more astonishing, in view of the fact that in the midst of our troubles, we were shipping large amounts of gold and silver, having sent abroad nearly \$13,000,000 in excess of all treasure exports of 1874. Not a single commercial failure of note occurred; not an interest nor industry was seriously damaged, and the copious reports to be found in our columns of this issue, show that gratifying progress has been made in all departments. Our commercial banks are discounting freely at 1 @ 1½ per cent. per month, and the loan societies furnish accommodation for 9 @ 12 per cent. per year."

The Hong Kong and Shanghai Banking Corporation, through its agent, W. H. Harries, has opened an office on California Street, San Francisco, within the past year. "This bank was organized under royal charter in 1840, with a paid up capital of \$5,000,000, and its stockholders are held responsible for double that amount and the whole of the note issue. The principal office is at Hong Kong, with branches at Shanghai, Yokohama, Manila, and other oriental ports. Through its agency additional facilities will be extended to our commercial public. No deposits are received, the business in this city being confined to advances on merchandise, bullion, etc. M. M. Tompkins, formerly in charge of the bullion department of the Bank of California, has been associated with Mr. Harries."

It is confidently believed, by intelligent business men, that no other city in the country could have so quickly recovered from calamities of proportionate magnitude, with so little damage to business and business men. In a few days, all branches of business were as firmly re-established, and moved on as evenly, as if no disturbance had occurred. This is attributable to the soundness of our currency, composed exclusively of gold and silver, instead of depreciated paper, and to the solidity of our business men.

DIVIDENDS PAID BY LOCAL INCORPORATIONS FOR THE YEAR ENDING  
DECEMBER 31, 1875.

NAME.	JAN.	FEB.	MARCH.	APRIL.	TOTALS.
Bank of San Francisco.....	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
First National Gold Bank.....	15,000	15,000	15,000	15,000	60,000
Merchants' Exchange Bank.....	20,000	20,000	50,000	50,000	140,000
National Gold Bank and Trust Company.....	12,500	12,500	12,500	12,500	50,000
Pioneer Land and Loan Association.....	1,160	1,160	1,160	1,160	4,640
San Francisco Gaslight Company.....	50,000	50,000	50,000	50,000	200,000
Spring Valley Water Company.....	60,000	60,000	60,000	60,000	240,000
Black Diamond Coal Company.....			25,000	25,000	50,000
Commercial Insurance Company.....	4,000	4,000	4,000	4,000	16,000
Home Mutual Insurance Company.....					
State Investment Insurance Company.....	8,000	4,000	4,000	4,000	15,000
North Beach and Mission Railroad Company.....	5,000	5,000	5,000	5,000	20,000
Sutter Street Railroad Company.....				2,500	2,500
The Real Estate Associates.....	3,774	3,774	10,000	10,000	27,548
California Powder Company.....	10,000	10,000	10,000	10,000	40,000
Giant Powder Company.....	9,000	9,000	9,000	9,000	36,000
Consolidated Virginia Mining Company.....	1,080,000	1,080,000	1,080,000	1,080,000	4,320,000
Eureka Consolidated Mining Company.....	25,000	25,000	25,000	25,000	100,000
Northern Belle Mining Company.....					
Redington Quicksilver Mining Company.....	37,800	37,800	37,800	37,800	151,200
Totals.....	1,338,234	1,339,234	1,400,460	1,402,960	
	MAY.	JUNE.	JULY.	AUG.	
Bank of San Francisco.....	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000
First National Gold Bank.....	20,000	20,000	20,000	20,000	80,000
Merchants' Exchange Bank.....	50,000	50,000	50,000	50,000	200,000
National Gold Bank and Trust Company.....	12,500	12,500	12,500	12,500	50,000
Pioneer Land and Loan Association.....	1,160	1,160	1,160	1,160	4,640
San Francisco Gaslight Company.....	75,000	75,000	75,000	75,000	300,000
Spring Valley Water Company.....	60,000	60,000	60,000	60,000	240,000
Black Diamond Coal Company.....	25,000	25,000			50,000
Commercial Insurance Company.....	4,000	4,000	4,000	4,000	16,000
Home Mutual Insurance Company.....	3,000	3,000	3,000	3,000	12,000
State Investment Insurance Company.....	4,000	4,000	4,000	4,000	16,000
North Beach and Mission Railroad Company.....	5,000	5,000	5,000	5,000	20,000
Sutter Street Railroad Company.....	2,500	2,500	2,500	2,500	10,000
The Real Estate Associates.....	10,000	10,000	12,500	12,500	45,000
California Powder Company.....	10,000	10,000	10,000	10,000	40,000
Giant Powder Company.....	9,000	9,000	9,000	9,000	36,000
Consolidated Virginia Mining Company.....	1,080,000	1,080,000	1,080,000	1,080,000	4,320,000
Eureka Consolidated Mining Company.....	50,000	50,000	100,000	50,000	250,000
Northern Belle Mining Company.....		50,000	50,000	50,000	150,000
Redington Quicksilver Mining Company.....	37,800	37,800	37,800	37,800	151,200
Totals.....	1,460,960	1,510,960	1,538,460	1,488,460	
	SEPT.	OCT.	NOV.	DEC.	
Bank of San Francisco.....	\$2,270	\$2,270	\$2,270	\$2,270	\$9,080
First National Gold Bank.....	20,000	20,000	20,000	20,000	80,000
Merchants' Exchange Bank.....	50,000	50,000	50,000	50,000	200,000
National Gold Bank and Trust Company.....					
Pioneer Land and Loan Association.....	1,160	1,160	1,160	1,160	4,640
San Francisco Gaslight Company.....	75,000	75,000	75,000	75,000	300,000
Spring Valley Water Company.....	50,000	60,000	60,000	60,000	230,000
Black Diamond Coal Company.....			25,000	25,000	50,000
Commercial Insurance Company.....	4,000	4,000			8,000
Home Mutual Insurance Company.....	3,000	3,000			6,000
State Investment Insurance Company.....	4,000	4,000	4,000		12,000
North Beach and Mission Railroad Company.....		5,000	5,000	5,000	15,000
Sutter Street Railroad Company.....	2,500	2,500	2,500	2,500	10,000
The Real Estate Associates.....	12,500	12,500			25,000
California Powder Company.....	10,000	10,000	10,000	10,000	40,000
Giant Powder Company.....	9,000	9,000	9,000	9,000	36,000
Consolidated Virginia Mining Company.....	1,080,000	1,080,000	1,080,000	1,080,000	4,320,000
Eureka Consolidated Mining Company.....					
Northern Belle Mining Company.....	50,000	50,000	50,000	50,000	200,000
Redington Quicksilver Mining Company.....	37,800	37,800	37,800	37,800	151,200
Totals.....	1,421,230	1,426,230	1,431,730	1,427,730	17,186,648

The above table shows, in addition to other items, the amount of dividends disbursed as the result of *one year's* business by the local institutions of San Francisco therein named. The following table shows, in addition to other items, the amount of dividends disbursed as the result of *six months'* business, by still another class of local institutions of San Francisco therein named:

ITEMS FROM SEMI-ANNUAL REPORTS OF THE SAN FRANCISCO SAVINGS-BANKS FOR THE TERM ENDING DECEMBER 31, 1875.

Name of Savings-Bank Incorporation.	Date of Organization.	Number of Depositors.	Amount of Deposits.	Loans and Investments.	Gross Earnings.	Expenses and Federal Tax.	Capital & Reserve.	Cash on Hand.	Amount of Dividend.
Savings and Loan Society.....	July 23, 1857	10,940	11,644,097	11,511,796	\$654,097	\$40,551	\$400,000	\$480,804	\$547,952
Hibernia Savings and Loan Society...	April 12, 1859	17,151	12,900,369	13,285,362	624,470	41,468	989,581	498,065	513,577
French Savings and Loan Society.....	Jan. 20, 1860.	6,850	5,637,385	5,943,758	305,904	20,145	211,732	404,661	281,285
San Francisco Savings Union.....	June 18, 1862	6,512	6,905,224	6,775,337	356,059	32,526	236,717	167,747	323,533
Odd-Fellows' Savings-Bank.....	Oct. 13, 1866..	7,985	7,121,900	6,740,506	355,404	34,959	31,548	514,211	301,836
Farmers' and Mechanics' Bank of Sav.	June 30, 1867	655	507,466	524,291	27,070	7,384	75,054	77,915	19,686
German Savings and Loan Society.....	Mar. 9, 1868..	6,660	6,069,560	6,173,292	294,118	27,238	145,000	220,004	253,777
Pioneer Land and Loan Association...	July 1, 1868..	3,662	1,045,976	1,148,713	64,114	7,990	100,000	53,515	56,083
Masonic Savings and Loan Bank.....	Nov. 4, 1869..	4,136	1,499,676	1,361,677	82,088	11,970	181,829	145,005	70,118
Humboldt Savings and Loan Society..	Nov. 24, 1869	1,904	966,591	923,649	49,462	11,840	101,113	72,594	35,490
Security Savings-Bank.....	Mar. 2, 1871..	995	1,516,798	1,521,759	86,970	9,822	150,000	59,087	68,149
California Savings and Loan Society..	July 1, 1873..	911	304,241	361,132	23,387	4,103	63,000	14,072	19,284
Dime Savings-Bank.....	July 18, 1873	2,307	76,643	70,749	13,177	4,797	13,025	18,929	8,000
Western Savings and Trust Company.	May 15, 1873.	461	141,682	386,139	20,246	8,017	263,354	18,897	9,268
Totals.....	.....	71,129	56,297,608	56,728,160	2,956,566	\$262,810	2,961,953	2,745,506	2,508,038
Term ending June 30, 1875.....	.....	67,054	59,026,101	60,533,731	2,887,417	234,199	2,672,921	1,480,150	2,440,338
Term ending December 31, 1874.....	.....	60,658	55,021,177	56,113,000	2,557,154	222,487	2,384,804	1,529,211	2,232,567
Term ending June 30, 1874.....	.....	55,711	50,843,159	50,527,270	2,369,926	195,543	2,473,145	2,688,916	2,048,391
Term ending December 31, 1873.....	.....	51,807	46,745,044	46,857,239	2,266,224	184,520	2,091,055	1,905,591	1,949,610
Term ending June 30, 1873.....	.....	49,305	43,731,223	43,137,027	2,233,890	187,478	1,826,967	1,880,133	1,911,694

The above table relates to incorporated institutions local to the city of San Francisco.

The following table, among other things, shows the amount of dividends disbursed, as the result of *six months'* business, by the savings-banks of cities in California other than San Francisco.

It is proper to observe here that there are, in the interior towns, banking institutions other than savings not included in this table; of course, the dividends of such institutions are not given.

There are, also, other incorporated institutions in various towns of the interior, such as water and gas companies, woollen mills, and other manufacturing establishments, the amount of whose dividends we have not been able to ascertain.

ITEMS FROM SEMI-ANNUAL REPORTS OF THE INTERIOR SAVINGS-BANKS OF CALIFORNIA FOR TERM ENDING DECEMBER 31, 1875.

Name of Savings-Bank Incorporation.	Date of Organization.	Number of Depositors.	Amount of Deposits.	Loans and Investments.	Gross Earnings.	Expenses and Federal Tax.	Capital & Reserve.	Cash on Hand.	Amount of Dividend.
Capital Savings-Bank, Sacramento.....	Feb. 8, 1869..	6,400	\$3,355,749	\$3,586,021	\$212,264	\$25,880	\$685,417	\$153,113	\$169,796
Dime Savings-Bank, Sacramento.....	July 1, 1873..	1,200	60,000	48,000	5,000	1,600	17,000	12,000	1,500
Odd-Fellows' B'k of Sav., Sacramento	May 11, 1870.	1,548	792,662	868,493	47,972	5,663	117,841	42,010	38,377
Sacramento Savings-Bank, Sacramento	Mar. 12, 1867	4,040	3,112,156	3,085,732	163,594	15,776	152,563	273,192	140,070
Oakland Bank of Savings, Oakland...	Sept. 1, 1867..	1,607	904,494	1,122,670	76,944	13,244	390,041	69,493	62,425
Union Savings-Bank, Oakland.....	July 1, 1869..	1,900	1,012,284	1,438,567	81,449	7,928	510,041	11,654	69,487
Commercial and Sav. Bank, San Jose	May 13, 1874.	887	649,550	905,078	63,052	9,999	318,790	92,978	38,523
San Jose Savings-Bank, San Jose.....	Jan. 15, 1868.	1,967	1,035,528	1,212,502	97,890	9,676	325,000	74,232	70,931
Stockton Sav. and Loan Soc., Stockton	Aug. 12, 1867	1,571	1,014,870	1,218,889	87,639	8,283	431,890	197,515	49,195
Marysville Savings-Bank, Marysville.	April 8, 1869.	1,285	1,114,094	1,075,828	72,300	6,390	21,441	48,426	63,683
Vallejo Sav. and Com. Bank, Vallejo.	May 1, 1870...	443	234,714	430,326	64,548	8,952	447,633	16,965	43,042
Napa Valley Sav. & Loan Soc., Napa	Sept. 15, 1871	411	344,859	330,032	16,000	668	7,015	14,828	15,307
Los Angeles County B'k, Los Angeles	July 9, 1874..	250	95,000	370,000	32,000	8,000	286,000	19,000	20,000
Totals.....		23,509	13,723,960	15,692,138	1,020,652	\$123,059	3,710,761	1,025,406	\$822,346
Totals June 30, 1875.....		24,442	13,858,483	15,665,656	935,993	115,676	3,120,294	883,285	707,518
Totals December 31, 1874.....		22,639	13,967,709	14,884,055	807,384	105,778	2,577,165	1,344,957	677,177
Totals June 30, 1874.....		22,199	12,089,895	12,929,196	798,194	84,691	2,234,898	1,147,579	622,758
Totals December 31, 1873.....		22,139	10,862,563	11,939,639	760,649	84,206	2,233,351	1,058,155	566,655
Totals June 30, 1873.....		20,354	9,745,922	10,617,513	686,940	76,882	1,944,339	927,991	533,176
Totals December 31, 1872.....		18,441	8,956,391	10,010,853	642,991	80,455	1,870,212	790,495	469,898

## MINING SHARE MARKET.

From authentic sources, we compile the following facts in reference to the mining share market for 1875.

In reviewing the mining share market for the year 1875, it will first be observed that the year began with a most remarkable activity, or rather the very sharp and heavy market which began in December, 1874, culminated in the following month of January, when the great "bonanza" stocks, Consolidated Virginia and California, respectively, reached their highest price, bringing \$700 and \$790 per share, and, of course, the general list was correspondingly in the ascendant. A moderately active market ruled for several months prior to the great calamity of the temporary suspension of the Bank of California, and under this influence the San Francisco Stock and Exchange Board and the Pacific Stock and Exchange Board stood adjourned during the entire month of September, and in consequence of this cloud upon our financial horizon, money could not be so readily obtained for speculative purposes, giving the aggregate sales for the year, of the San Francisco Board only, at \$220,222,890 against \$260,471,915 in 1874. There were 180 stocks dealt in during the year 1875, in the aggregate recorded transactions representing 8,287,177 shares, and the largest representative in this list is California, of which 537,033 shares changed hands; the next highest being Ophir, of which 490,318 shares were sold; Mexican being next in order, with a total sale of 344,213 shares. The monthly number of shares sold during 1875 stands as follows:

	Shares.		Shares.
January .....	1,056,952	July.....	944,355
February.....	674,152	August.....	730,249
March.....	632,899	September.....	.....
April.....	587,456	October.....	607,931
May.....	851,030	November.....	675,221
June.....	592,231	December..	934,701
Total.....			<u>8,287,177</u>

At the close of the year a very great improvement took place in several prominent claims, notably Con. Virginia and California, and which will undoubtedly turn out a vast amount of bullion during the current year, and this will have the effect to stimulate operations in every direction,—mostly on California Street, we fear,—though our metalliferous developments are certainly yet in their infancy, and will, with the light that appears to be dawning upon certain inventive geniuses, like the true, careful and methodical cultivation of our grain lands, produce marvellous metallic crops. Two principal causes have operated the past year to encourage our people to free investments in mining shares. First were the large profits realized by those who had at the opportune moment bought largely of "bonanza" and other sterling stocks; and next the immense and profitable production made throughout the year by the Consolidated Virginia mine, seconded by



the remunerative results attending many other mines, both in California and Nevada. In fact, the general improvement of this industry, inspiring confidence in the future of the mines, has of late induced many to put their money into this class of stocks who before declined to have anything to do with them because of the dubious and unstable basis on which they rested. Real estate in the city, while it forms a good investment for large sums placed where they will insure steady and certain returns, does not suit those of a more adventurous turn of mind, or that large class who are willing to take some chances for the sake of speedy returns and large profits; and thus it is that the ranks of the army of stock speculators is kept full, new recruits taking the place of the retiring and disabled, a number in itself by no means insignificantly small.

From a carefully compiled record of the sales in the San Francisco Stock and Exchange Board, we extract the following interesting figures for the years 1872, 1873, 1874, and 1875:

MONTH.	1872.	1873.	1874.	1875.
January .....	\$17,778,915	\$9,185,207	\$28,513,745	\$42,563,475
February .....	24,774,331	9,540,637	16,365,620	19,435,535
March .....	17,629,387	12,931,969	17,080,245	15,737,640
April .....	36,359,646	9,993,134	16,783,510	14,657,505
May .....	19,781,286	15,593,352	12,213,035	19,949,615
June .....	8,230,816	11,296,249	14,627,405	12,641,485
July .....	11,321,650	9,163,145	12,145,000	20,110,715
August .....	12,685,499	7,164,635	11,927,385	18,463,680
September .....	12,373,093	9,429,660	22,394,895	.....
October .....	10,067,376	12,125,970	30,769,910	16,936,220
November .....	9,621,745	12,674,685	26,969,020	17,845,830
December .....	8,569,446	27,296,425	50,682,145	21,881,190
Totals.....	\$189,931,190	\$146,395,068	\$260,471,915	\$220,222,800

The following mining stock quotations for January 12 may prove of interest to some readers. The prices are in dollars and eighths of a dollar:

	Bid.	Asked.		Bid.	Asked.
Alpha.....	\$26	\$26½	Crown Point.....	25	26
Andes.....	4½	4¾	California.....	82¾	83
American Flat.....	2	2½	Challenge.....	5½	6
Belmont .....	1½	2	Dayton .....	6½	6½
Best & Belcher.....	68	69	Exchequer .....	16	16½
Belcher.....	35½	35¾	Eureka Con.....	15½	15¾
Baltimore Con.....	3	3½	Empire Mill .....	5	5½
Bullion.....	54	55	Eclipse .....	6½	7
Chollar.....	107	107½	Florida.....	2½	2¾
Con. Virginia ...	456	458	Gould & Curry .....	21½	21¾
Caledonia.....	39	40	Golden Chariot.....	1	1½
Confidence.....	23	23½	Gila.....	2½	3

	Bid.	Asked.		Bid.	Asked.
Globe .....	\$2	\$2½	New York.....	\$2½	\$2¾
Gold H. Quartz.....	2½	3	Northern Belle.....	29	30
Glasgow .....	...	...	Ophir.....	61½	61¾
Hale & Norcross.....	59	60	Overman.....	80	80½
Imperial.....	9¼	9¾	Occidental.....	4	4½
Illinois Central.....	...	...	Orig. Gold Hill.....	2½	3
Julia.....	16¼	16¾	Prospect... ..	4	4½
Justice.....	32	33	Poorman .....	75c.	85c.
Jefferson.....	7	7½	Raymond & Ely....	19½	19¾
Kentuck.....	14	14½	Rye Patch.....	1	1½
Knickerbocker.....	4½	5	Rock Island.....	4	4½
Kossuth.....	3½	3¾	Savage.....	22	23
Lady Bryan.....	5½	6	Sierra Nevada.....	28½	28¾
Leopard .....	16	17	Seg. Belcher.....	108	109
Lady Washington...	2½	2¾	Silver Hill.....	10½	11
Meadow Valley.....	2	2½	Succor .....	1½	2
Mexican.....	21¼	21¾	Union Con.....	11¼	11¾
Mansfield.....	90c.	1	Utah.....	17	17½
Morning Star.....	4½	5	Woodville.....	3¼	3¾
Midas .....	8½	8¾	Yellow Jacket.....	115	115½

## WHALING FLEET.

The following is a list of the whalers arrived up to December 12th last, which was the latest arrival when the annual statement of our commerce for 1875 was completed, on the 12th of January, 1876 :

Arrived.	Name of Vessel.	Oil.	Bone.	Ivory.
		bbls.	lbs.	lbs.
October 24.....	Onward .....	1,650	18,000	2,000
October 27.....	Helen Mar.....	1,600	10,000	3,000
October 27.....	Camilla .....	2,100	22,000	.....
October 30.....	Acors Barnes.....	1,600	14,000	4,000
November 2.....	Florence.....	1,200	10,000	3,000
November 7.....	Rainbow.....	960	17,000	3,000
November 7.....	Mount Wollaston...	575	4,000	.....
November 8 .....	Illinois.....	2,180	24,000	5,000
November 11. ....	St. George.....	1,900	14,000	5,000
November 11.....	Java.....	1,500	14,000	.....
December 12.....	Northern Light.....	1,000	10,000	400
Totals, 11 vessels with.....		16,265	157,000	25,400
Totals, 1874, 12 vessels, with.....		10,568	86,300	7,600
Totals, 1873, 16 vessels, with.....		11,818	133,812	12,142

Our product of American fisheries received in the customs district of San Francisco compare as follows :

	1874.	Value.	1875.	Value.
Sperm Oil, galls.....	35,834	\$38,917	37,335	\$42,914
Whale Oil, galls.....	298,763	134,362	432,233	215,855
Whalebone, lbs.....	268,851	207,218	168,218	169,711
Walrus Teeth, lbs.....	65,729	29,910	48,732	27,489
Fur Skins, no.....	18,916	92,445	3,750	20,658
		\$502,852		\$477,627
Decrease in 1875.....				25,225

WHALEBONE.—San Francisco is but a place of transfer for Pacific supplies, not only from Hawaiian whalers, but that of our own fleet. The entire receipts at this port find a market at the East, and go forward at once upon arrival, overland, the price being governed entirely by New York and Liverpool.

PASSENGER MOVEMENT.

The following table shows the passenger movement by sea and overland for the year 1875 :

1875.	BY SEA.		OVERLAND.	
	Arrived.	Departed.	Arrived.	Departed.
January .....	1,102	765	2,638	1,038
February.....	2,412	586	2,977	1,248
March.....	2,567	571	6,031	1,985
April .....	4,994	892	8,206	2,443
May.....	2,545	790	12,716	3,704
June.....	3,669	697	7,058	3,059
July.....	6,129	1,246	5,709	2,843
August.....	2,819	1,280	4,621	3,239
September.....	2,165	1,587	5,735	3,117
October .....	2,173	1,592	7,348	3,164
November .....	1,466	1,438	7,128	2,677
December.....	1,786	1,147	4,605	1,324
Totals.....	33,827	12,592	74,772	29,835

RECAPITULATION.

1875.	Arrived.	Departed.	Gain.
By Rail.....	74,772	29,835	44,937
By Sea.....	33,827	12,592	21,235
Totals.....	108,599	42,427	66,172

## ARRIVALS AND DEPARTURES BY BOTH ROUTES.

Year.	Arrived.	Departed.	Gain.
1875.....	108,599	42,427 <sup>1</sup>	66,172
1874.....	82,749	15,068	67,681
1873.....	70,162	35,415	34,747
1872.....	51,691	32,950	18,741
1871.....	42,010	31,728	10,282
1870.....	52,402	37,323	15,079

The net gain of arrivals over departures for the past six years is shown to be 212,702.

## TONNAGE BY RAIL.

The tonnage movement of the Central Pacific Railroad in 1875 was 1,905,731,063 pounds.

The tonnage movement of the Southern Pacific Railroad for the fiscal year ending June 30, 1875, was 451,854,741 pounds.

The coinage of the San Francisco Mint for 1875 was \$32,069,000. Coinage of Mint from 1854 to December 31, 1875, \$409,398,000.

## STEAM AND CLIPPER FLEETS.

We present the following facts in reference to the Steam and Clipper Fleets, which have carried on the foreign and Eastern commerce of San Francisco by sea for the year 1875. In this connection the Pacific Mail Company's fleet of steamships holds the first rank. Several new and magnificent vessels were added during the past year, and now the Company has one of the greatest steam fleets in the world, viz.:

The City of Peking, the City of Tokio, the City of San Francisco, all built at the yards of John Roach, the great American ship-builder, have, on their appearance in our harbor, excited general admiration. And several other magnificent vessels are being built by the same builder for the Australian and Chinese trade. The great vessels of the Company have most of them cost in the neighborhood of \$700,000. The following is a list of the steamers, together with the trade in which they are engaged:

The Alaska, 4012 tons; launched in March, 1868, at Greenpoint, Long Island; now in the China trade.

The Arizona, 2793 tons; launched at Greenpoint, Long Island, June, 1865; now in the Panama trade.

The Costa Rica, 1457 tons; launched November, 1863, at Wilmington, Delaware; now in the Panama trade.

The Colima, 2906 tons; iron; launched April, 1873, at Chester, Pennsylvania; now in the Australian line.

The City of Peking, 5080 tons; iron; launched March, 1874, at Chester, Pennsylvania; strengthened November, 1875; now in the China trade.

The City of Tokio, 5080 tons; iron; launched at Chester, Pennsylvania, May, 1874; now in the China trade.

The City of Panama, 1490 tons; iron; launched in September, 1873, at Chester, Pennsylvania; engaged at present in the Panama trade.

The City of San Francisco, 1490 tons; iron; launched at Chester, Pennsylvania, in 1875; she recently sailed in the new line to Australia.

The Salvador, 1066 tons; built at Wilmington, Delaware, for the Mexican and Central American trade; launched in 1862; now engaged in the Victoria and Puget Sound trade.

The Constitution, 3575 tons; built at New York in 1861; now running in the Panama line.

The China, 3836 tons; built at New York in 1867; now in the China line.

The Vasco de Gama, 2912 tons; built at Renfrew, Scotland, in 1873; in Australia trade (chartered).

The Vancouver, 2923 tons; built at Renfrew, Scotland, in 1873; in the China line.

The Dakota, 2135 tons; built at Greenpoint, Long Island, and launched July, 1865; was once condemned and ordered out of service; was subsequently rebuilt; now sailing to Victoria and Puget Sound ports.

The Great Republic, 3882 tons; built at New York; launched in November, 1866; has been in active service since; now in the China trade.

The Granada, 2572 tons; iron; built at Wilmington, Delaware; launched in October, 1873; engaged in the Panama trade.

The Montana, 2677 tons; built at New York; launched in April, 1865; running in the Panama line.

The City of New York, 3500 tons; built at Chester, Pennsylvania, November, 1875, for the Australian trade.

The City of Sydney, 3000 tons; built at Chester, Pennsylvania, November, 1875, for the Australian trade.

The Acapulco, 2572 tons; the Honduras, 2100 tons; and the Winchester, 730 tons; all engaged in the New York trade, and plying between Aspinwall and New York.

The Costa Rica, 1467 tons; built at Wilmington, December, 1868, and engaged in the Central American trade.

The whole makes up a grand total of 22 vessels, with an aggregate tonnage of 75,510 tons. In addition to these the Mail Company has had chartered for the last year the vessels of the Occidental and Oriental Line, whose tonnage, etc., is as follows:

The Belgic, 2651 tons; iron; built at Belfast, Ireland, in 1873; in China trade.

The Gaelic, 2688 tons; iron; built at Belfast, Ireland, in 1873; in China trade.

The Oceanic, 3737 tons; iron; built in 1870, at Belfast, Ireland; in China trade.

THE GOODALL, NELSON, AND PERKINS LINE, engaged in the coast trade, is the next in importance. This company lost two of its

steamers during the last year, namely, the Ventura, wrecked on the southern coast, about twenty miles south of Monterey, and the Pacific, lost on the northern coast, near Cape Flattery. Otherwise the Company has been fortunate, and is doing a grand service in our commercial industry. Its freight and passenger business must be very large, though we are not informed of the precise amount of either for the past year.

The following is a list of the steamers with their registered tonnage belonging to this Company:

		Tonnage.
Mohongo.....	Side-wheel, Iron.....	1331
Orizaba.....	“ Wooden.....	1244
Senator.....	“ “.....	1012
Nebraska.....	“ “.....	2144
Ancon.....	“ “.....	1540
Los Angeles...	Propeller, “.....	493
Kolorama.....	“ “.....	470
San Luis.....	“ “.....	320
Santa Cruz....	“ “.....	295
Gipsy.....	“ “.....	165
Monterey.....	“ “.....	192
Fideliter.....	“ Iron.....	175
Donald.....	“ Wooden.....	133
Salinas.....	“ “.....	150
Constantine....	“ Iron.....	492

They also own three or four sailing vessels used in the coasting trade. As before stated, this company does nearly the whole freighting (excepting lumber) for the southern coast counties. Their steamers stop at the following ports and landing points, commencing nearest home and going south: Half Moon Bay, Pigeon Point, Santa Cruz, Soquel, Aptos, Salinas River, Pajaro Landing, Moss Landing, Monterey, San Simeon, Cayucos, San Luis Obispo, Point Sal, Gaviota, More's Landing, Santa Barbara, Carpenteria, San Buenaventura, Hueneme, Santa Monica, San Pedro, Anaheim and San Diego; and also north at Point Arena, Steward's Point, Cuffey's Cove, Salmon Creek, Mendocino and other places.

THE OREGON STEAMSHIP COMPANY'S STEAMERS ply to Portland. They are the Ajax, 1354 tons; built at New York in 1864; now running in Portland.

The Oriflamme, 1082 tons, built at Brooklyn, New York, in 1864; now in Portland line.

The John L. Stephens, 1836 tons; built at New York in 1852; now in Portland line.

THE COLORADO NAVIGATION COMPANY'S STEAMERS, which are the pioneers in what in future will be an immense trade, are two in number:

The Newbern, 943 tons; built at Brooklyn, New York, in 1852; in La Paz and Colorado River line.

The Montana, 1004 tons; built at Bath, Maine, in 1856; running to La Paz and Colorado River.

THE NORTH PACIFIC TRANSPORTATION STEAMSHIP COMPANY. The Idaho, 1077 tons; built at Bath, Maine, in 1866; in the Portland line.

The following steamers, plying up and down the coast, are owned by different owners, and have already done good work in developing the trade of the section to which they ply:

The Pearl, 48 tons; built at Moro Bay, California, in 1874; running to Moro Bay.

The Olympia, 492 tons; built at New York in 1869; laid up in San Antonio Creek.

The Pelican, 650 tons; built at Hull, England, in 1868; running to Humboldt Bay.

The Coquille, 246 tons; was built at San Francisco in 1871, and is now in the Humboldt Bay trade.

The Empire, 500 tons; built at San Francisco in 1873; in the Coos Bay trade.

The California, 874 tons; built in New York in 1848; now running from Victoria to Sitka, Alaska Territory.

The William Tabor, 974 tons; built at Baltimore in 1857; now laid up in San Antonio Creek.

The Humboldt, 139 tons; built at San Francisco in 1875; runs to Humboldt Bay.

The Mary Taylor, 48 tons; originally a schooner; built at Utsalady, Washington Territory, in 1869; runs to Point Arena.

The Fideliter, 175 tons; iron; built on the Clyde, Scotland, in 1860; at present laid up in San Antonio Creek.

The Wilson G. Hunt, — tons; built at New York in 1847; now laid up in San Antonio Creek.

The Gipsy, 164 tons; built in San Francisco in 1871; in southern coast freight trade.

The total aggregate steam fleet of this port is therefore fifty vessels, and of 105,430 tons. We include in this the vessels which ply between New York and Aspinwall, because, although never visiting this city, they are really engaged in its trade.

The vessels of the South America Steamship Line do not belong to this port, but as they connect with the Pacific Mail Company's steamers at Panama, and possess a high importance in view of our future trade with South America, we here give them: they are the Itata, 2000 tons; the Lontue, 2000 tons; the Rimac, 2000 tons; the Copiapi, 2000 tons; the Loa, 2000 tons; the Lamar, 800 tons; the Limbri, 700 tons; the Bio-Bio, 700 tons; the Maipu, 700 tons; the Paquete de Maule, 500 tons; and the Huanay, 500 tons.

Of about equal importance to this line of steamships in developing our trade is the line of Clipper Ships. The name of this line is Sutton's Dispatch Line, consisting of eight of the finest vessels afloat, having an aggregate tonnage of 16,000 tons. They carry 150,000 tons of freight a year, and do two-thirds of the carrying trade between New York and San Francisco. The total cost of these vessels has been \$750,000: they are the Three Brothers, the Young America, the Valparaiso, the Black Hawk, the Canada, the Ladoga, the Edith, and

Columbia. Of these, the Three Brothers is one of the finest vessels afloat, and on one of her voyages carried 4481 tons of California wheat to Liverpool. They are all American built. They usually make the voyage from New York to San Francisco, loaded with Eastern goods — with iron, hardware, nails, kerosene, coal, naval stores, red and white lead, hardwood lumber, candles, tin-plate, whiskey, and other staple goods, and return in the season to Liverpool with California wheat, borax, and salmon. Some few return to New York with salmon, borax, syrup, lead, hides, wool, iron, and copper ore and other productions of the coast.

The Express Line of packets, of which C. L. Taylor & Co. are the agents, run between this city and Boston, and is the only line running to that city. It consists of twelve vessels, with an aggregate tonnage of 18,000.

Wm. T. Coleman & Co. are the agents of another fast line of clip-pers between San Francisco and Philadelphia, which has been started, and which will make quite an important addition to our trade with the East. It consists of three vessels, the Centennial, the Matthew Davis, and the Edward May. These are all first-class vessels, of quick despatch. They have an aggregate tonnage of 4000 tons.

Besides these there are a great multitude of other vessels, of every nationality, that ply between this city and Liverpool and various French and German ports, etc., which come here loaded with coal and general merchandise, or in ballast, and which return to Great Britain with cargoes of wheat, flour, salmon, borax, etc.

#### SUMMARY OF EXPORTS AND IMPORTS.

The following summary will give some idea as to how the mercantile marine, of which we have given an account above, was employed during the past year :

The value of domestic merchandise exported to all countries, from the customs district of San Francisco, in 1875, was \$31,288,424. The value of foreign commodities exported was \$3,528,588. Exports of domestic commodities via Panama to Atlantic ports of United States, \$1,948,625. Total exports in 1875, \$36,765,637.

#### IMPORTS.

Imports into San Francisco in 1875.....	\$33,047,197
Imports in cars via New York, without appraisement, Act July 14, 1875.....	2,661,585
Grand total imports.....	<u>\$35,708,782</u>



CHAPTER V.

MISCELLANEOUS FACTS AND OBSERVATIONS.

MANUFACTORIES OF SAN FRANCISCO.

THE following is a summary of the manufactures of San Francisco for 1875. We regret that no satisfactory statistics can be had of the amount and value of manufactures in other towns or cities of the State:

Manufactories.	No. of Estab.	Value of Material Used.	Capital Invested.	Value of Products.	Value of Exports.
Iron.....	77	\$1,676,180	\$4,382,600	\$5,506,780	\$214,100
Lead.....	4	1,350,000	1,050,000	3,245,000	800,000
Gold and Silver....	33	55,000	487,000	968,500	.....
Brass.....	7	150,000	250,000	520,000	15,000
Tinware.....	60	250,000	145,000	503,000	70,000
Lumber.....	164	3,317,181	4,079,181	7,958,000	170,000
Leather.....	97	2,524,440	3,082,000	6,115,000	310,000
Fabrics.....	7	605,800	1,313,500	2,192,000	.....
Dry Goods.....	171	1,580,000	1,511,000	4,300,000	31,590
Liquors.....	68	730,780	1,440,000	5,131,000	22,000
Groceries, etc.....	75	9,002,150	6,293,000	12,978,000	2,342,150
Animal Products...	30	1,018,000	510,000	1,580,800	77,500
Miscellaneous.....	273	4,244,350	6,790,500	11,688,850	296,400
Totals.....	1066	\$27,012,881	\$31,333,781	\$63,596,930	\$4,369,250

WEALTH AND POPULATION OF CALIFORNIA.

The State Surveyor-General prepared the following table of the values of real estate and personal property, population, etc., in the different counties, for the year ending July 31st, 1875. The statistics are acknowledged to be imperfect, but they are the best that can be had at this time:

COUNTIES.	ASSESSED VALUE OF PROPERTY.				Estimated total Population.
	1875.	Real Estate.	Inprovem'ts	Per. Property.	
Alameda.....	\$26,865,492	\$5,292,700	\$2,764,589	\$34,922,781	33,340
Alpine.....	213,932	20,000	265,072	599,004	780
Amador.....	973,798	770,960	818,418	2,563,176	10,500
Butte.....	5,916,283	1,358,172	2,795,381	10,069,836	20,000
Calaveras.....	447,062	452,835	813,411	1,713,308	7,500
Colusa.....	6,720,282	580,964	2,939,937	10,211,183	18,000
Contra Costa.....	4,714,203	776,640	1,853,785	7,344,628	10,300
Del Norte.....	202,830	183,135	299,780	685,745	3,000
El Dorado.....	753,558	550,146	1,104,989	2,398,693	10,000
Fresno.....	4,172,370	702,427	2,534,278	7,409,075	8,000
Humboldt.....	1,881,043	861,350	2,132,247	4,874,640	13,000

COUNTIES.	ASSESSED VALUE OF PROPERTY.				Estimated total Population.
	1875.	Real Estate.	Improvem'ts	Per. Property.	
Inyo.....	\$412,805	\$338,965	\$765,650	\$1,517,420	3,500
Kern.....	2,121,057	328,507	2,580,336	5,029,900	7,000
Lake.....	1,018,531	465,011	644,794	2,128,336	4,000
Lassen.....	296,406	186,091	704,132	1,186,629	.....
Los Angeles.....	7,748,044	2,577,705	4,693,864	15,019,613	26,700
Marin.....	5,047,507	1,039,640	1,539,100	7,626,247	.....
Mariposa.....	532,695	316,070	573,075	1,421,840	5,000
Mendocino.....	2,337,743	1,022,903	2,828,503	6,189,149	10,000
Merced.....	3,882,134	497,065	1,824,168	6,203,367	6,400
Mono.....	76,912	104,275	425,635	606,822	600
Monterey.....	6,484,805	1,512,750	2,700,683	10,698,238	11,000
Napa.....	4,895,914	1,377,200	1,533,850	7,806,964	14,500
Nevada.....	3,587,160	1,658,972	2,623,112	7,869,144	22,500
Placer.....	2,183,946	599,373	1,884,440	4,671,759	13,000
Plumas.....	708,097	550,126	600,063	1,858,286	4,800
Sacramento.....	8,150,200	5,150,835	6,214,565	19,515,600	36,000
San Benito.....	3,558,545	462,610	1,115,458	5,136,613	6,000
San Bernardino.....	1,236,033	151,455	823,297	2,210,785	11,000
San Diego.....	1,662,684	324,370	1,076,552	3,063,606	12,000
San Francisco.....	126,350,255	42,558,165	148,657,785	317,566,205	250,000
San Joaquin.....	12,043,174	2,749,621	5,903,501	20,696,296	25,000
San Luis Obispo.....	3,131,464	503,637	1,687,683	5,322,784	9,000
San Mateo.....	4,646,650	808,185	843,120	6,297,955	11,450
Santa Barbara.....	3,868,735	809,976	1,899,564	6,578,275	12,500
Santa Clara.....	19,332,633	4,869,344	7,778,790	31,980,767	31,000
Santa Cruz.....	4,127,535	1,287,059	2,052,782	7,467,376	13,000
Shasta.....	582,616	333,384	964,822	1,880,822	6,550
Sierra.....	297,587	131,290	667,526	1,096,403	5,000
Siskiyou.....	786,505	571,560	161,165	1,519,230	6,000
Solano.....	5,711,798	1,697,757	2,334,530	9,744,085	20,000
Sonoma.....	7,792,729	2,714,036	4,504,942	15,011,707	.....
Stanislaus.....	4,868,893	700,105	1,978,001	7,546,999	8,200
Sutter.....	2,820,431	511,317	1,160,372	4,492,120	7,300
Tehama.....	1,408,939	906,961	1,429,498	3,745,398	5,500
Trinity.....	258,901	166,947	514,441	940,289	3,300
Tulare.....	2,163,991	823,161	2,066,531	5,053,683	11,000
Tuolumne.....	388,157	412,598	573,036	1,373,791	7,500
Yolo.....	5,791,751	1,075,798	2,458,744	9,326,293	12,860
Yuba.....	2,030,125	1,320,455	1,562,790	4,913,370	11,000
Totals.....	\$317,204,940	\$95,154,608	\$242,676,687	\$655,036,235	784,580

## MANUFACTURING PRODUCT OF THE STATE.

The Federal census of 1870 put down the population of California at 560,247. According to the above table, the population, on the 31st of July, 1875, was 784,580, an increase of 224,333, or near fifty per cent. in about five years. The immigration, from the 31st of July to the end of the year, would bring the increase within a small fraction of fifty per cent., counting from the time the Federal census was taken, in 1870, to the close of the year 1875.

The Federal census of 1870 assigned to the State of California 3,984

manufacturing establishments, which employed 25,392 persons and \$40,000,000 capital, paying wages to the amount of \$13,000,000, expending \$35,000,000 for raw material, and turning out products worth \$66,000,000 annually.

In the table of San Francisco manufactures, it is stated that, in the year 1875, that city alone employed in manufactures 24,408 persons, and \$31,333,781 capital, paying wages to the amount of \$11,251,913, expending \$27,012,881 for raw material, and turning out products to the value of \$63,596,930. The statistics of the Federal census show that, in 1870, a little more than one-half the manufacturing industry of California was in San Francisco. The above figures, therefore, clearly prove the extraordinary progress that has been made in the manufacturing industry of the chief commercial city of the State, within a period of five years. And now, supposing the relative amount and value of manufactured products, as between San Francisco and other parts of the State, to hold good, that is, to be maintained on the basis of 1870, we can draw an intelligent inference as to the progress of manufactures in the State in the last five years. That this relative amount and value have been substantially maintained, the known progress of the cities and towns of the interior, and the growth of the industries of the State generally, and the increase of population, virtually establish and prove.

These figures also prove how far short of the actual state of the case is the statement, made by a respectable San Francisco journal, that the value of the manufactures of the State, for 1875, may be set down (value of labor added) at \$41,000,000. This erroneous statement, or estimate, may be found in a former page of this work, in a tabulated estimate of the "Productive Industry of California." The other items in that estimate are believed to be substantially correct—hence we published it, calling attention to this error.

It may be stated as a fact, however—one that should invite the attention of enterprising men; one that does not admit of doubt or conjecture—that the manufactures of the State fall far short of its necessities and demands. This is true of many departments of this industry; hence an inviting field is open to the enterprising, who desire a home in this charming climate. In a State so young, and of so much wealth, where there has not been time to adjust the harmonies between home industries and home demands, it is not surprising that the products of domestic manufacture should be unequal to the public wants. And right here, in the existence of this fact, lies the opportunity for the enterprising and the sagacious. See and seize thy opportunity, is a good motto for any man to adopt, particularly for the young and the middle-aged. It is because California is so full of opportunities—as compared with other and older communities, where methods are so tardy and the proportions of all things so carefully adjusted—that it is a good country in which to make money rapidly and get rich. But observe, prudence, energy, sagacity, the faculty of adaptation to circumstances, are as available capital here as anywhere else in the world. Moral and intellectual force are a grand possession, and with the

sagacity to see how and where to apply them, are, with good health, virtually certain of success.

#### MERCANTILE PURSUITS.

From what has been said it would seem to follow that it is not necessary to spend much time on the subject mentioned at the head of this section. Where money is produced in such abundance; where commerce is so active; where imports and exports in proportion to population are so large; where the comforts, and even the luxuries, of life are so plentiful, an educated and refined people will live in a corresponding style. Hence retail—as well as wholesale—trade in all departments, including what is generally understood by the comprehensive term merchandise, is fairly active in the interior towns. This branch of business grows and will continue to grow as population increases, and as our resources are developed. Opportunities for new establishments occur, of course, as these conditions are developed.

#### THE PROFESSIONS, EDUCATION, AND RELIGION.

Litigation, aside from crime, grows out of commerce and trade. Where there is much commerce; where trade and barter, buying and selling, and hence contracts, are active, there will be lawsuits. And the more contracts, and the more trade and barter and commerce there are, the more civil litigation will there be. So long as men make contracts; so long as they buy and sell; so long as wind and tide prevail; so long as human nature—civilized human nature more especially—is what it is, so long will men differ as to what are their rights and wrongs, and the interposition of courts of justice, hence lawyers are a necessary consequence. California, therefore, is a pretty good place for good lawyers, because all kinds of business are very active; but it is a poor place for poor, or rather inferior lawyers, because our litigation is generally of a kind that demands legal learning and talent. There is a vast amount of litigation growing out of the mining industries, and this branch of law has come to be a study in itself. The legislation and the litigation in reference to this great interest have been so considerable, complicated, and conflicting; the questions at issue are frequently so nice and difficult of discrimination and adjustment, that rare ability and learning are demanded. The uncertainty of land titles has also been a fruitful source of litigation, and will, most likely, continue to be so for years to come. The legal profession, however, is generally full; that is, the number is quite equal to the demand. Still, an able lawyer, who devotes himself to his profession, can generally succeed anywhere where there is business.

Notwithstanding California is, without any doubt or question, one of the healthiest regions of the earth, still, poor humanity is subject to its ailments here as elsewhere, and physicians are a necessity. The law protects the medical profession from quackery; and we believe that, as a rule, our physicians and surgeons are equal in ability and learning to

those of any other part of the United States. There is no scarcity, either, of the supply.

The educational system of California has received much attention and care from our public authority; our public schools and higher institutions of learning are liberally endowed, and generally efficient; the profession of teaching is held in high repute; and teachers command good salaries. We are justified in saying that the system of public schools established by the laws of California, is in no respect inferior to the best in any other State of the Union.

The Christian religion commands the general respect and reverence of the people of California. Quite as large a proportion of the people are church-going and communicants of churches as in other communities of the United States. As a rule, business is suspended on the Christian Sunday, business houses are closed, and the people are quiet and orderly out of respect for the day. As a consequence, the clergy are held in high esteem, and are liberally supported. They are generally a well-educated and able body of men, whose deportment is consistent with their profession.

CLIMATE OF CALIFORNIA.

The following table shows the mean temperature of January and July in various portions of California, and other States and countries, taken from reliable sources:

PLACE.	JAN.	JULY.	DIFFER- ENCE.	LATITUDE.
	deg.	deg.	deg.	deg. min.
San Francisco .....	49	57	8	37 48
Monterey .....	52	58	6	36 36
Santa Barbara .....	54	71	17	34 24
Los Angeles .....	52	75	23	34 04
Jurupa.....	54	73	19	34 02
San Diego.....	51	72	21	32 41
San Luis Rey.....	52	70	18	33 15
Sacramento.....	45	73	28	38 34
Stockton.....	49	72	23	37 56
Humboldt Bay.....	40	58	18	40 44
Sonoma.....	45	66	21	38 18
St. Helena.....	42	77	35	38 30
Vallejo.....	48	67	19	38 05
Antioch.....	43	70	27	38 03'
Millerton.....	47	90	43	37 00
Fort Jones.....	34	71	37	41 40
Fort Reading.....	44	82	38	40 28
Fort Yuma.....	56	92	36	32 43
Cincinnati.....	30	74	44	39 06
New York.....	31	77	42	40 37
New Orleans.....	55	82	27	29 57

PLACE.	JAN.	JULY.	DIFFER ENCE.	LATITUDE.	
	deg.	deg.	deg.	deg.	min.
Naples.....	46	76	30	40	52
Jerusalem.....	47	77	30	31	47
Honolulu.....	71	78	7	21	16
Mexico.....	52	65	13	19	26
Funchal.....	60	70	10	32	38
London.....	37	62	25	51	29
Dijon.....	33	70	37	47	25
Bordeaux.....	41	73	32	44	50
Mentone.....	40	73	33	43	41
Marseilles.....	43	75	32	43	17
Genoa.....	46	77	31	44	24
Algiers.....	52	75	23	36	47

It will be observed that, by the above table, the January of San Francisco is 18° warmer than New York, 19° warmer than Cincinnati, 12° warmer than London, and 3° warmer than Naples; while the July of San Francisco is 20° cooler than New York, 17° cooler than Cincinnati, 5° cooler than London, and 19° cooler than Naples.

January and July being the typical months, we can, from them, with data like the above, form an accurate idea of the general temperature of any given place. It will be seen, therefore, that California generally, and San Francisco in particular, are remarkable for the mildness and equability of their climates. In not a single place named in California, in the above table, does the mercury descend to the freezing-point, 32° Fahrenheit; the lowest being Fort Jones, 34°; while in Cincinnati and New York the mercury stands at 30° and 31° respectively.

#### PRINCIPAL TOWNS AND CITIES OF CALIFORNIA.

The Federal census of 1870 furnishes the latest authentic date upon which to ascertain the population and business of the principal towns and cities of the State, excepting San Francisco; but the progress of the State generally, the increase of population, and the great strides made in our industries have been such, within the last half decade, that the last Federal census is quite inadequate data for our present purpose.

The present population of San Francisco is estimated, by those whose pursuits make it their duty or business to give attention to the subject, at fully 250,000; and some put the figures considerably higher. Certain it is that its population and business are increasing with wonderful rapidity. It is, in proportion to its size, the busiest seaport in the world. And of this city we need say no more in this connection, for the reason that we have necessarily said so much in the preceding pages of this compilation.

For convenience, we classify the cities and towns of the State, accord-

ing to their location, into Bay Cities, upon or near San Francisco Bay; Coast Cities, along the shore of the Pacific; Valley Cities, on the rivers and in the important valleys; and Mining Cities, in the interior, among the Sierra Nevada Mountains.

## BAY CITIES.

Oakland, Alameda County, situated on the eastern shore of San Francisco Bay, is probably, next to San Francisco, the most populous city in the State; though Sacramento is in this respect its close competitor. In 1870 it had a population of 10,500. Its present population is estimated by some as high as 25,000; it doubtless exceeds 22,000. Its extraordinary growth is attributable, not so much to its increase or amount of business, as to the fact that it is, virtually, a suburb of San Francisco; and its progress, consequently, is accelerated by the rapid growth of the great city. In fact, its trade, manufactures, and commerce, although considerable, do not bear a just proportion to its population. The reason is that real estate being cheaper here than in San Francisco, and the location, site, and surroundings of the place being exceedingly inviting, a very large number of persons who do business in the former city have chosen Oakland as a place of residence, and have their dwellings and families here. Oakland, indeed, is a city of fine residences, many of them with spacious and highly ornamented grounds and costly edifices, giving evidence of great wealth and cultivated taste. The relative position of Oakland to the great commercial metropolis favors these conditions. The tracks of the Central Pacific and other railroads end here; but because of the lack of harbor facilities it is not the terminus. The mud flats, extending a mile and a half from the Bay shore before deep water is reached, have made it necessary for the railroad companies to construct a wharf, on piles, over this impediment, and at the end of this wharf the rail ends. From this point three large and commodious steam ferry-boats ply for the transportation of passengers and freight, two and a half miles across the Bay to San Francisco, the real terminus of the railroads. During every business day of the week, from ten to fifteen thousand passengers pass over the local trains and cross the Bay, to and from San Francisco, for business purposes, and the numbers are rapidly increasing. Oakland derives its name from the beautiful natural forest of a peculiar species of evergreen oak-trees, which, as if planted for ornament by the hand of man, formerly covered its site. These trees, where it is practicable, are carefully preserved, in door-yards and along sidewalks. With their wide-spreading tops they are highly ornamental. Oakland has one advantage which excites the admiration of every beholder; it is one of the most beautiful towns in the world.

Within the last two years the manufactures of Oakland have considerably increased, and its business and business prospects have considerably improved. It has a good many handsome business houses, all occupied, along Broadway, the principal business street, and the number of buildings for business purposes is being rapidly augmented.

This is due to the extraordinary growth of population, but in no small measure also to newly-inspired business hopes. Congress has already appropriated two hundred thousand dollars for the improvement of Oakland harbor, along the channel of San Antonio Creek; and the work, when completed, will give a sufficient depth of water to enable ships of heavy tonnage to moor at our wharves, right at the water front of the city. The harbor is spacious enough for an immense commercial fleet. This work done, as it will be in the near future, the Long Wharf will be abandoned by the railroads, and Oakland will rise to the dignity of a commercial city.

Oakland is noted, also, for its excellent public schools and its spacious school-houses. At Berkley, four miles north of the city, is situated the State University; and between the two places stands the State Deaf and Dumb and Blind Asylum.

San José, the bay city next in size, is in Santa Clara County, eight miles south of the head of San Francisco Bay. It has a fine situation, in the midst of a beautiful valley, and is one of the pleasantest cities in the State. Hundreds of people from San Francisco and other cities go on excursions to San José nearly every week of the summer. It is connected with Santa Clara by a horse railroad, running three miles between rows of trees. San José is situated in the midst of one of the most beautiful and productive valleys on the continent. The fame of Santa Clara Valley is wide-spread. Artesian wells are numerous, of great value, and afford sufficient water for all the purposes of irrigation. Two railroads connect San José with the outside world, and the State Normal School is located here. The public edifices, especially the Court-House, which cost \$200,000, are a credit to the spirit and enterprise of the people; and the business houses are all excellent structures. The following epitome of this charming city will give an idea of its present condition, its future prospects, and the spirit and character of its people:

"It is lighted by gas; has public water-works; a police force; a Board of Trade; a volunteer fire department of nearly 300 men, with good engine-houses, two steam fire-engines, two hand-engines, and a hook and ladder equipment; a regular municipal organization; three lines of horse-cars, one of which has been constructed during the past year; two daily papers, one of which publishes a weekly edition; two weekly papers; a woollen mill that cost \$150,000; four foundries and machine shops; two planing and moulding mills; a furniture factory; four breweries and two distilleries; three flour mills; seven carriage factories; two fruit-drying and preserving establishments; a canning factory; two glove factories; two soap factories; a broom factory; one willow-ware shop; a coffee and spice factory; a starch factory; three candy factories; a tannery; a box factory; a pottery; four brick-yards; petroleum gas-works; coal gas-works; four cigar factories; stores without number; excellent and pretentious hotels; churches; markets; schools; four banks, with a combined capital of nearly two and a half million dollars, and everything else characteristic of a civilized and progressive city."



The population, which in 1870 was 9,000, is now estimated at 15,000, and is increasing regularly.

Vallejo, Solano County, on an excellent harbor, three miles long by half a mile wide. Does a very heavy business, shipping the grain of three counties—Napa, Solano, and Yolo. It erected the first grain elevator in California. Vessels load at its wharves, directly, for the Atlantic States, Europe, and China.

Opposite the city, on Mare Island, is the United States Navy-Yard, projected to be one of the grandest and most complete in the world. Vallejo is the present terminus of the California Pacific Railroad. The climate is fine. Population in 1870, 5,500.

Petaluma, Sonoma County, 48 miles north-west of San Francisco. About a mile above the head of navigation on the Petaluma Creek. Finely located, in the midst of a rich grain country; has several fine churches and schools, factories, mills, and a shipyard; has several large store-houses for grain, one a hundred and fifty feet square and twenty-seven feet high. Population in 1870, 5,000.

Benicia, Solano County. On the north shore and near the east end of the Strait of Carquinez, at the head of ship navigation. It was once the capital of the State. The United States Arsenal and Barracks are here; also cement works, flour mill, and factories.

Benicia is chiefly noted for the number and excellence of its private schools, among which is one of the best young ladies' seminaries in the State. Steamers from San Francisco, Stockton, Sacramento, and Suisun touch here daily.

Napa, Napa County. On Napa Creek, at the head of navigation; one of the liveliest places in the State, surrounded by a fine agricultural region; fine climate; all kinds of fruit abound. The famous Napa Soda Springs are a few miles east of the city. Population in 1870, 4,000.

Among the smaller towns and villages around the Bay are: Alameda, Alviso, Brooklyn, Martinez, Redwood City, Santa Clara, San Leandro, San Mateo, San Rafael, Sonoma, Suisun.

All these Bay towns and cities are improving and growing, with a constant increase of population and business, as the resources of the State are developed, and its population is augmented.

#### COAST CITIES AND TOWNS.

Los Angeles, in the county of the same name, is situated on the western bank of Los Angeles River, where that stream breaks through the range of low hills, twenty odd miles north of the Bay of San Pedro, and is consequently that far from water navigation. It was founded about 1780, under Spanish missionary auspices, and was a place of considerable importance before the American conquest. Los Angeles and its vicinity are famous for the excellence and variety of their fruits, the culture of the vine, and the fine bouquet and flavor of their wines. It is from this point that the great majority of the oranges, limes, and lemons consumed on this coast come. The culture of these and other fruits is a great industry, and a source of immense profit.

The system of irrigation is admirable. There are about three thousand acres right in and around the town in vineyard, garden, and orchard, presenting one of the most beautiful views of intermingled green and gold that the imagination of poet ever conceived. Here are the vine, the orange, the lemon, the lime, the citron, the pear, the plum, the apple, the peach, the apricot, the olive, the fig, and the walnut trees. Wilmington, about twenty-two miles distant, on the waters of San Pedro Bay, is the shipping-point for Los Angeles, with which it is connected by rail. Recently, however, a rival to Wilmington has sprung into existence. This is Santa Monica, on the bay of that name, which is only distant from Los Angeles some twelve miles. Here is a lengthy pier, which reaches out into deep water, at which steamers and other vessels land to receive and discharge freight and passengers. Santa Monica is also connected with Los Angeles by a railroad, which has been recently completed between the two points, but which is to be extended into the interior some three hundred miles. The new town is improving with great rapidity, and bids fair, should the projected railroad be completed, to become a place of considerable importance. The population of Los Angeles in 1870 was 5,728; but it has greatly increased since, though we have not been able to get at the exact or estimated figures.

San Diego, in the county of the same name, is the oldest town in the State. It was founded, as a missionary station, in May, 1769. It has an excellent harbor, and is the proposed terminus of the Southern Pacific Railroad. The town is growing very rapidly. Population in 1870 was 3,000.

Santa Barbara, in the county of the same name, on the coast, upon a narrow plain between the beach and the base of a range of mountains. It has a very mild and even climate, particularly good for rheumatic complaints. The largest grape-vine in the world is here. It covers a trellis eighty feet long by sixty-five feet wide, and the stalk, or main trunk, is more than a foot through. In 1867 it bore six tons of grapes, and some of the clusters weighed more than five pounds each. It was planted in 1822, and is still healthy and vigorous. The largest and finest mission building in the State is here. The present population is estimated at near 6,000.

Monterey, in the county of the same name, is noted as the place where the American flag was first raised in California, by Commodore Sloat, July 7, 1846, one day before it was raised in Yerba Buena, near San Francisco.

Santa Cruz, in Santa Cruz County, is very pleasantly situated in a cove on the north side of Monterey Bay. The beauty of its situation and the fine scenery near make it a popular summer resort. Its principal manufactures are lime, leather, paper, and powder. Population in 1870 was 2,500.

Watsonville, Santa Cruz County, on the north bank of the Pajaro River; a thriving town, having several fine churches, schools, stores, and hotels. It is the centre of a rich agricultural district. Population in 1870 was 1,500.

Crescent City, Del Norte County, is a seaport, fifteen miles south of the Oregon line. The harbor is little better than an open roadstead, but has been improved by appropriations by Congress. It is the natural shipping and supply port for a considerable region lying back of it, including portions of Southern Oregon.

Eureka, Humboldt County, on Humboldt Bay, is noted for saw-mills and lumber shipping. Population in 1870, 2,500.

Anaheim, Los Angeles County, was laid out on a tract of land a mile wide by a mile and a half long, in a valley of the Santa Ana River. The land, containing 1,168 acres, was divided into fifty lots, of twenty acres each, with a little town plot in the middle, and convenient streets. This was done by a company of fifty Germans from San Francisco, who purchased the tract. The place was given in charge of a superintendent, who, in the course of two years, planted and cultivated eight acres of every lot with vines, and put willow hedges around the outer boundary of the tract, and along the principal streets inside. In December, 1859, the property was divided among the members, many of whom moved to the place, and made their homes there. Anaheim is a beautiful place, with a thrifty population, numbering 881 in 1870.

#### VALLEY CITIES.

Sacramento, the capital of California, in Sacramento County, is at the head of tide-water on the Sacramento River, at its junction with the American River. It was, until Oakland, by reason of its proximity to the great commercial metropolis, surpassed it, the largest and most populous city in the State, next to San Francisco. Sacramento owes its importance to the existence of these facts, namely: that it is at the head of tide-water, on the most important river of the State; that it has a central position in the midst of one of the finest and the largest agricultural regions of the State; that it is a great railroad centre; that it is the seat of the State government. As a business point it has always ranked next to San Francisco, ever since the gold discoveries enticed the influx of population. As a manufacturing city it holds the second rank; and since the location of their machine-shops there by the Central Pacific Railroad Company, its manufactures have become a very important industry. Sacramento, in the midst of a rich and populous agricultural region, is a great distributing point. Its rows of business houses, occupied by dry-goods dealers, grocers, hardware, and other tradesmen, are all of creditable architecture; its residences are, many of them, very fine, while nearly all are good, with ornamental and tasteful shrubbery, trees, and surroundings; the climate is generally agreeable and healthy; and the streets are in good order, largely paved with the Nicholson wooden-block.

No other city of the State can boast of finer fruits than Sacramento; for all the varied productions of the valleys and the mountains here meet, or are produced in the gardens of the city. Oranges, figs, almonds and lemons here grow in perfection, not inferior to those of Los Angeles, though not so extensively cultivated. The population is

put down at about 22,000; in 1870 it was 16,283. The State Capitol, which cost \$2,500,000, is the finest structure west of the Mississippi; and the spacious grounds which surround it are an admirable specimen of ornamental landscape gardening. The city has water-works and gas-works. The public schools are excellent, and the different religious denominations have creditable church edifices.

Marysville, Yuba County, on the north bank of the Yuba River, and on the west bank of the Feather River, at the junction of the two. It has a pleasant site, and is well built. It has several important manufactories, woollen-mills, flour-mills, foundry, machine-shop, and others. It has large farming and mining districts around it, and does a heavy business in supplying them with imported goods. Its population in 1870 was 4,738.

San Bernardino, in the county of the same name, is the only town of any considerable size in the county. It is situated in the midst of a beautiful valley, having a delightful climate, and a soil so fertile as to yield two crops of grain a year. The town is laid out like Great Salt Lake City; the streets run at right angles, and each lot or square contains from one to five acres. It was settled in 1847 by Mormons, nearly all of whom have moved to Utah. Population in 1870, 1,000.

Stockton, in San Joaquin County, is situated at the head of tide-water, on the San Joaquin River, and besides the Central Pacific Railroad and the Stockton and Copperopolis Railroad, there are four graded turnpikes leading out of this city. Other railroads are projected. The shipments from Stockton in produce, etc., is about 750 tons per month, and she sends 500 tons per month to the southern part of the great San Joaquin Valley, of which she is the great commercial centre or outlook.

Stockton is very favorably situated for commerce, the San Joaquin being navigable at all seasons for vessels of 150 to 250 tons burden, and Stockton Slough, with its two long branches, Mormon and Lindsey Sloughs, navigable right into the city, giving harbor and wharf facilities seldom possessed by towns so far in the interior. The population was 10,066 in 1870.

Red Bluff, Tehama County, on the west bank of the Sacramento River, at the head of steam navigation. It is a prosperous and growing town. It enjoys a thrifty trade, not only with its own county, but with points east of the Sierra. Population 2,800.

Visalia, Tulare County — county-seat. Has a handsome site on one of the branches of the Kaweah River. The land is level, fertile, and dotted with large oaks. The city is surrounded by gardens, orchards, vineyards, and well-cultivated fields. It has five public and private schools, churches, halls, and court-house. Visalia had an active trade, and promised to become a town of much importance, until 1872, when the railroad was built through the valley, passing seven miles to the westward, and laying the foundation of the rival town of Goshen. Population about 1,700.

Santa Rosa, the seat of justice for Sonoma County, is in the midst of a valley unsurpassed for its fertility. It is a growing and improving town, and well situated to become a manufacturing centre.

Woodland, Yolo County, has a population of about 3,500, is a place of considerable trade, surrounded by a rich country, and is an improving town.

Among the valley towns are Chico, Colusa, Gilroy, Healdsburg, Pacheco, Sonoma, Ukiah City, Vacaville, and others. Many of these merit more extended notice, did space permit.

#### MINING CITIES.

Grass Valley, pleasantly situated in the central part of Nevada County, and is the centre of the most extensive, productive, and reliable quartz gold mining in the State. It supports two daily papers, and has several halls, school-houses, and churches. It may rank among the mountain towns, as it has an elevation of 3,000 feet above the sea.

Nevada City, about five miles from Grass Valley, and in the same county, is a town of equal size, and the centre of a rich mining district. Both of these towns were noted for their richness of surface diggings in their immediate vicinity, in early mining times.

Placerville, El Dorado County, is the county-seat, and the largest town in the county. Distinguished for its handsome churches, good schools, and the enterprise, intelligence, and good habits of its people. Also noted for its abundance of trees, shrubbery, and flowers. It is lighted with gas. Population, 4,500.

Oroville, Butte County, is the centre of an important placer-mining district, and the depot for an extensive agricultural district. Population, 3,000.

Folsom, Sacramento County, on the south bank of the American River, is the centre of trade for mining districts north and east, and for large farming districts south and west. It has, also, valuable granite quarries. Most of the cobble-stones used in paving San Francisco streets came from the bed of the American River near this place. Population, 2,000.

Coloma, El Dorado County, on the south fork of the American River. Noted in the history of the State as the place where gold was first discovered, January 19, 1848. The place was then called Sutter's Mill.

Sonora, Tuolumne County, in the midst of an extensive placer-mining country, once very rich, but now nearly exhausted. The town has suffered often from very destructive fires. It is the centre of trade for the large mining country around. Population, 2,000.

Yreka, Siskiyou County, is the county-seat, and the centre of a rich farming and mining country. It is situated on a plateau 4,000 feet above the level of the sea.

Among the smaller towns, some of which were once famous for the richness of their neighboring mines, are, Auburn, Big-Oak Flat, Columbia, Downieville, Dutch Flat, Mariposa, Mokelumne Hill, Orleans Bar, Quincy, Shasta, Weaverville, Havilah, Chico, Jackson, and North San Juan.

## HIGHEST TOWN.

Truckee, on the Central Pacific Railroad, near the summit of the Sierra, is the most elevated town of any size in the State. It is near the centre of the great pine forests around Donner and Tahoe Lakes, and the numerous saw-mills along the Truckee River, near the town, supply most of the lumber used in the State of Nevada.

The population in each of the mining towns mentioned above, unless otherwise stated, is based upon data or estimates of 1870. The population of mining towns purely such, is notoriously uncertain as to permanence. Such places are sometimes populated with fabulous rapidity, when rich "diggings" are reported or discovered; and when the mines are exhausted or expectation is disappointed, the places are as suddenly abandoned. Such has been the fate of some of the mining towns mentioned above. Nevada and Grass Valley have suffered less decline than any other mining towns prominent sixteen or eighteen years ago. The former had 3,986, the latter 7,063 inhabitants, in 1870.

## CHAPTER VI.

## BIOGRAPHICAL SKETCHES OF LEADING WEALTHY BUSINESS MEN.

[The San Francisco "*News Letter*," a racy and interesting weekly periodical, has recently been publishing, under the general title of "Men We Know," a series of brief biographical sketches of the leading men of wealth and business prominence on this coast. From that journal we transfer these sketches, so far as they have appeared—the series is not yet complete—to this compilation, omitting the "*News Letter's*" portraits, and abbreviating as convenience requires. The series is introduced with sketches of the "Bonanza Princes," Flood and O'Brien, and their mining associates.]

## "MEN WE KNOW."

## JAMES C. FLOOD.

IF we were asked to select from among all the men that California events have brought to the surface, that one upon whose fortune pure chance has had the least influence, we should name the subject of this sketch. James C. Flood, was born at New York city, about 1828, and is now forty-eight years of age. His education, while not of the highest class, such as can only be obtained in the great universities, is yet sound and practical in all English branches. To this knowledge of his own language, Mr. Flood has added, by a general line of reading, a familiarity with the history and literature of the world, and a wide acquaintance with passing events. The effect of the gold discoveries of California in 1848-9, was a sort of intellectual conscription in which

the physical and mental energy of the world was drafted into the expedition to this coast. If it had been desired for any reason to select from the youths just arrived at man's estate in the spring of 1849, the finest and most energetic minds, and to set them aside into a special class, no system of examination would have procured so perfect a choice, as was made by natural selection in the struggles of the strongest to get away from home, and to find their way to California. In this uprising of youthful ambition, James C. Flood pushed out into the great ocean of adventure, and found himself in San Francisco, in 1849, a passenger on the ship *Elizabeth Ellen*. Like most young men of that period, he arrived here with no capital, save his own will and natural forces. How he struggled in the commencement, first at one thing and then at another, as chance threw honest employment in his way, to secure subsistence, and, that obtained, to lay up a little capital, it is not necessary to give in detail, for it is substantially the history of any young man of that period arriving here, possessing sufficient spirit and self-reliance to do honest work, rather than depend in any manner upon others. His mind looked for results even at that early day. Whatever employment he may have in the beginning held, he soon threw them aside in his determination to work for himself in the making of his own fortune. As early as 1854 he associated with William S. O'Brien. It was then that they began those mining enterprises that have already resulted in rendering them the first mining capitalists of this, and possibly of any, age.

The first notable enterprise engaged in by Flood & O'Brien consisted of operations in the Kentuck and other mines on the Comstock, in which they generally contrived to secure a controlling interest. This was as early as 1862. Their operations in Hale and Norcross, a few years after, were on a scale so large as to attract general attention to them as mining speculators. But the operation which finally made the name of this mining firm known throughout the world, has been compressed within the short space of a few months, in the early part of 1875. The existence of those vast bodies of ore in the Consolidated Virginia and California mines, which gave them the name of *bonanza*, thus adding a permanent word to the English language, was suspected as early as February, 1874, and were made certain by the proprietors in December of that year. The generosity with which they dealt with those who had the good fortune to be their friends, is now generally known in this community. They were not content to see their own fortune growing with colossal strides each hour, but desired all who had been kind to them in the past, to accompany them on the road to prosperity. Many of our wealthiest people of to-day, if we thought proper to name them, would confess that, to the fortunate circumstances of their good relations with Flood & O'Brien in years gone by, they alone attribute their being rich instead of poor.

The establishment of the Nevada Bank is the idea of Mr. Flood, who has resolved that his bank shall grow up in San Francisco, sound in capital and with a reputation throughout the world that shall be built upon genuine merit.

It has been remarked by thoughtful men to whom Mr. Flood has been known from youth, that all he is now, was foreshadowed in him from the first; that whatever situation he was placed in for the moment, he was always equal to, and performed his part in a grave, quiet, and thoughtful manner, marked rather by force held in reserve than by that actually employed.

W. S. O'BRIEN.

The jolliest millionaire in creation is to be found in the subject of this sketch. And the reason is simple enough. William S. O'Brien has taken the world easily from the day he entered it, a little over forty years ago. It was at New York city, and that famous metropolis has done many worse things than in giving this man to California. It is understood that Mr. O'Brien is the social member of the firm, draws his dividends, and, laughing at care, waxes daily more plump and debonair. He arrived in California on the 6th day of July, 1849, in the ship *Favalinto*, around the Horn, and passed through a probation, not of poverty,—for to a man of simple tastes and good habits in California there can be no such thing,—but of toil, self-denial, and devotion to business. His first business connection was with the late Col. William C. Hoff, one of our best known and most honored pioneers. The firm of Hoff & O'Brien continued for two years, when the subject of this sketch retired for the purpose of forming a co-partnership with Wm. J. Rosner, in the ship-chandlery line. In May, 1854, the present firm of Flood & O'Brien was established, and has never been dissolved. It is probably a co-partnership that will be only ended by the hand of the grim monster. A good share of that popularity which laid the foundation of the fame and power of the firm was due to the genial manner and cheerful speech of its junior member. Everybody liked Billy O'Brien, and everybody put entire faith in the integrity of the firm. They were known to be men of capacity and sterling worth. In the mining speculations that have gradually led up to the present position of the house, Mr. O'Brien has always been a full partner. With rather more of taste for politics than his partner, Mr. Flood, Mr. O'Brien has, as a rule, kept clear of all complications of that kind. Yet once, in 1862, he was tempted by over-zealous friends to stand for the position of Assemblyman. We are happy to say he was defeated, inasmuch as he expressed himself at the time as pleased with the result, and surely he ought to know better than anybody else whether he wanted to go or not. Mr. O'Brien has made a host of friends and relatives happy by the liberal manner in which he disburses his wealth. And what better test of the true gentleman can be found than that shown by the fact that he enjoys the happiness of others. Mr. O'Brien is — years old and a bachelor. But not one perversely set on remaining without the pale of matrimony. On the contrary, we feel at liberty to say to the fair sex of our State, damsels and widows, that he is susceptible, and that nothing in the world would be easier than drawing to terms and capturing this, one of the richest single gentlemen to-day in America.



## MR. JAMES G. FAIR.

The subject of this sketch is one of the celebrated quartette of "Bonanza Princes," holding the control of the famous Bonanza mines, the colossal wealth and vast extent of which render them one of the foremost wonders of the world. Mr. Fair was born December 3d, 1831, in Clougher, Tyrone County, Ireland. He came to this country in 1843, and resided at Geneva, Illinois, for some years, where he attended school. From there he went to Chicago, where he received a good business education. When the news from the newly discovered El Dorado set on fire all the adventurous spirits of the East, Mr. Fair caught the infection and came to California, *via* the Oregon route. He arrived on Long's Bar, Feather River, in the month of August, 1849. From that time Mr. Fair adhered to mining with a tenacity born of a genuine enthusiasm and interest in the occupation. He continued at the business with varying success, and finally found himself in Virginia City, where he was engaged in quartz mining. He became Superintendent of the Ophir mine, and the Hale and Norcross mine in 1867. It was during their connection with this latter mine that the great Bonanza firm made the first half million of their now enormous fortune. The idea then occurred to Messrs. Flood and Fair, of the then moderately successful and comparatively unknown firm, to obtain control of what was then known as the California and Sides mine, the White and Murphy, the Central (No. 1 and 2) and the tract known as the Kinney Ground. The claims were eventually secured, and to-day form the famous Consolidated Virginia and California mines. The action of the firm in regard to their efforts to obtain control of these particular claims was predicated, we believe, almost entirely upon the opinion and theories of Mr. Fair, in whose unerring judgment and remarkable knowledge of everything connected with mining matters, his *confrères* relied upon implicitly. The life of Mr. Fair, since the immense wealth of the great mines poured into his lap, has been that of any sagacious capitalist of vast means. He began speculation in real estate in this city some time in 1868 or '69, and owns nearly seventy acres in different parts of it. Now this property being of itself a colossal fortune, Mr. Fair is still a hard worker and one of the most active and industrious of men. Besides being Superintendent of the Consolidated Virginia and California mines, he is Superintendent of the Hale and Norcross, Utah and Occidental mines. Perhaps the most remarkable feature of the great mining firm is the complete absence of ostentatious show or self-assertion, that is a characteristic of these gentlemen without exception. This is peculiarly the case with Mr. Fair, and no one would suspect, in the quiet, affable, and simply-attired business man, the possessor of princely power and resources. Mr. Fair relates, with great glee, a little incident that emphasizes this peculiarity in a marked degree. It seems that the Daly Fifth Avenue troupe, that recently visited this coast, performed in Virginia City on their return trip, and, as a matter of course, visited the great mines. Mr. Fair, attired in a well-worn blue flannel underground suit, did the honors in his own hearty style, and escorted the visitors through the vast ramifi-

cations of the different levels. On reaching the daylight once more, Mr. Parkes, one of the company, extended a four-bit piece to the obliging guide, with the remark, "Here, my man, we are much obliged to you." The astonished Superintendent declined the coin. "Oh! take it," said Mr. Parkes, "and get a drink for yourself." "Thank you, I don't believe I want it," said the modest miner. "But, why not?" was the rejoinder; "what reason have you?" "Well," replied Mr. Fair, with embarrassment, "there is no particular reason, except that I have six hundred and forty thousand dollars in the bank up there on the hill that I can't for the life of me think how to invest." Mr. Parkes subsided.

The present income of Mr. Fair is understood to be about \$540,000 per month.

#### JOHN WILLIAM MACKAY.

Mr. Mackay owns three-eighths of the famous Bonanza mines, from which his income is estimated to be over eight hundred thousand dollars per month. It has been calculated, in regard to the total income of this youngest of the quartette of "Bonanza Princes," that each minute of the day and night \$25, golden dollars, drop into his pockets with mechanical and monotonous regularity. Or rather, it would be a more appropriate figure of speech to say that that amount drops into his already dropsical bank account. Mr. Mackay was born in Dublin, on the 28th of November, 1835, and therefore is but little over forty-one years of age — the youngest probably of all the world's great money kings. When quite a youth he came to this country, and was for some years engaged in the office of William H. Webb, the great shipbuilder of New York. In the latter part of 1852, he joined a party coming to the El Dorado of the West, and reached this coast late in the winter of that year, on a vessel built by his former employer. Having a natural bias towards everything connected with mining, he at once adopted that business as a profession. His first employment in mining was in Alleghany, Sierra County, where he accumulated a small "stake," and then proceeded to Virginia City. Here, in connection with Kinney Said, he began a tunnel on the "Union ground," north of the Ophir. Not long afterwards his funds gave out, and he worked for some time timbering the Mexican mine at \$4 a day. At this period of his career, Mr. Mackay was often heard to say that his greatest ambition was to accumulate \$25,000, with which he wished to make comfortable the declining years of his mother. After many changes of fortune, he became interested with J. M. Walker. This firm was enlarged by the addition of Messrs. Flood & O'Brien in 1864, and so continued until 1868, when Mr. Fair took the place of Mr. Walker. The first few hundred thousand of the now stupendous wealth controlled by this firm was made during their control of the Hale and Norcross mine, in 1865-7. The career of Mr. Mackay, since that time to the present, has been chiefly noticeable for the active part he has taken in the incessant efforts made by the four partners to obtain further acquisition of territory on that marvellous deposit of ore known as the Comstock Lode. Backed by their constantly increasing capital, their efforts have resulted in

opening to the world the wonderful "Bonanza" mines. Mr. Mackay resides at Virginia City, where, with Mr. Fair, he represents his firm at the fountain-head of their resources, and imitates the other members in the simple and unostentatious character of their department. Surrounded by every allurement that wealth can desire, and the recipient of the revenue of an empire, Mr. Mackay appears to the observer a frank, unassuming, hard-working business man, but as far removed from the proverbial niggardliness of the rich man as he is from vulgar pretence. His popularity at his place of residence was redoubled by the decision and genuine courage displayed by him on the occasion of the memorable fire in which Virginia City was destroyed. Mr. Mackay's quiet but princely liberality to his friends, especially those of his early career, is well known, and form the subject of the hundred stories familiar to our readers.

The four men who are the subject of the sketches above given, constitute the great Bonanza Firm, or the "Bonanza Princes," who make up the mining firm popularly known as Flood & O'Brien. From a gentleman whose business relations with this great firm give him a good opportunity to make up an intelligent opinion, we learn that the aggregate wealth of these four men is fully \$125,000,000, which is increasing every hour, at an astonishing rate. And all this has been achieved in a few years, by perseverance and intelligent industry in gold and silver mining.

But these four gentlemen are by no means the only millionaires on this coast whose vast fortunes are the result of intelligence, energy, and industry applied to mining. The two United States Senators who represent the State of Nevada, belong to the category of successful miners, whose fortunes run away up into the millions. We therefore produce the two following sketches, — the one, of Hon. John P. Jones; the other, of Hon. William Sharon.

#### SENATOR J. P. JONES.

Our readers well know the Hon. John P. Jones. The Eastern press have made it their business from the first to discuss his peculiar character. Two years ago the millionaire Senator from Nevada took by surprise the Federal Senate, the country at large, and even many intimate friends, by his bold stand against the further inflation of the currency. Coming from a Republican, his views might seem novel; addressed to a country ready, in its distress, to adopt any panacea that even might seem harsh. It is only very lately that both parties in the Eastern States have positively announced their adhesion to his views. He seems to have made finance his favorite study. He never makes a speech without having mastered his subject. When once aroused he is as ready to state his own views consecutively as to change his attitude into that of the running debater. Interrupters find him armed at all points. His manner is forcible and unstudied. Those who knew him as a boy in the northern part of Ohio, as an active politician in California, as a successful miner in Nevada, proclaim that they find no change in him, save what experience and study have brought.

His next effort, the press telegrams say, will address itself to finance once more. He is reported to be about to advocate the coinage of a home dollar, of such a standard as to replace the greenback advantageously to its holder, yet enough below par not to produce a monetary convulsion, — something, perhaps, like the French five-franc piece, — which would have the advantage of tendering a common want to many European countries whose silver coinage has been purposely made uniform to that of the French. We presume that his plan is more comprehensive than what we gather from the Eastern press, that the new issue will take place gradually, that subsidiary methods will be adopted to absorb the paper currency into some kind of permanent interest-bearing national obligations, that due regard will be had to the present laws on silver fractional coins; in fact, we presume everything in favor of his plan from a heartfelt anxiety for a practical solution of this difficult question, and from our knowledge of his ability to “strike it rich” when he strikes.

A high aim is his present one. The problem of the national currency is complicated. But all the aims of this man have been high. He seems to delight in handling difficult questions. Though a leader, he does not seem to lead. He sees a maze before him, and determines to cut a path through it. He does not stop to call followers, but takes his bearings, and straightway applies the axe to the underbrush. Whether operating at the stock-board, or canvassing the field of politics, planning a Santa Monica chord to the Wilmington arc, testing Panamint and Kern River minerals, or underbidding nature in the manufacture of ice, Senator Jones is much given to act on his own individual judgment, keeping his own counsel, and looking to success for his justification.

To the above we of the book add the following:

Mr. Jones has a penchant for politics, which, we opine, he has not found as remunerative pecuniarily as mining. We have heard it said that, after making an unsuccessful canvass for Lieutenant-Governor of California, some eight or nine years ago, he found his pockets quite bare of coin. But he had energy, sagacity, and industry. Abandoning the field of politics, therefore, for a time, he addressed himself to mending his fortunes. He went immediately to mining; he became superintendent of the Crown Point Mine, toward the southern or Gold Hill end of the Comstock Lode, in Nevada. He worked away at Crown Point perseveringly, digging down into the earth, until one day he “struck it rich,” in the parlance of the miners, when they find a rich vein of gold or silver-bearing quartz. Crown Point stock was selling at nominal prices in the Stock Board of San Francisco — only two or three dollars a share. Jones speedily possessed himself of all he could raise the means to purchase; and in a short time, as the great riches of the mine became known, the stock went up to over \$1,800 per share. Jones sold. The consequence was that the poor man of one week was worth \$6,000,000 or \$7,000,000 the next week. So the story runs, and we suppose it is substantially correct. Crown Point produced and divided among its shareholders a vast sum, before the slopes, on the level

then worked, were exhausted. It made some very *big* fortunes, besides giving to a still larger number hundreds and tens of thousands of dollars. They are digging away at the mine yet; and many are confident that, in the lower levels, they will, one of these days, "strike it" as rich as ever.

Mr. Jones could now indulge his penchant for politics without the drawback or fear of poverty. He canvassed Nevada for a seat in the United States Senate, and obtained it. He remained quiet in his seat for some time, until one day, a session or two ago, he electrified the country, and astonished the drowsy and partisan-blinded Senators by a speech on the financial question, which contains more hard, practical, solid sense, than had been heard in the Senate before since the end of the Civil War. The members of that body have habitually looked at this great question from a partisan standpoint. Jones rose above party into the atmosphere of patriotism, and vigorously and boldly asserted plain common sense; hence the Senatorial astonishment. The country is now, while we write, looking for another instalment of practical common sense from this vigorous thinker and patriotic Senator.

#### SENATOR SHARON.

Senator William Sharon was born in Smithfield, Jefferson County, Ohio. Young Sharon attended school in the neighborhood of his father's farm until he was seventeen years of age, when an already adventurous and enterprising spirit tempted him to leave home. Finding it impossible to curb the growing desire to embark in business on his own account, his father aided him to a partnership in a boat laden with stores of various kinds to be taken down the Mississippi to New Orleans. It was, therefore, while a mere lad that the since gigantic speculator made the first essay of that remarkable business ability that has since rendered his name the synonym for brilliant success all over the country. This boat was wrecked by a treacherous eddy at Louisville, and the cargo almost entirely ruined. Thus ended his first business enterprise. Shortly after this young Sharon returned to his home, and having learned anew the value of knowledge in his travels, entered the Athens College, and applied himself to the completion of his education. Here he remained until he reached the age of twenty-three. So great was his bias towards the law at that time, that on quitting college he entered the law office of the late Secretary of War, Edwin M. Stanton. On leaving Mr. Stanton Mr. Sharon was admitted to the practice of the law in Missouri. In 1844 he formed a partnership with Dr. John K. Sharon, and for some time carried on a wholesale merchandise business with that gentleman at Carrollton, Illinois, in which the firm was moderately successful. Mr. Sharon continued in business in Illinois until the gold fever of 1849 swept off the restless and enterprising young men of the West, as with one impulse, to the then infant empire of the Pacific coast. In August of that eventful year he arrived in Sacramento with Col. J. D. Fry, and began his career on the great slope as a general trader in that city. In the winter of 1850 he removed

to San Francisco and formed a copartnership with Dr. Beverly Miller, which firm obtained an immediate reputation as the most enterprising and successful dealers in real estate in the new city.

In this business Mr. Sharon was successful enough to make \$150,000 by 1864, when the Board of Brokers was organized, and he entered upon his career proper as a speculator. The above comparatively small fortune was swept away the same year by an unforeseen turn of the market, and the unfortunate operator looked around once more for a new start. This came at once from the management of the great Bank of California, who promptly discerned the genuine merit and ability possessed by the young financier, and offered to establish an agency of the bank at Virginia City, if Mr. Sharon would undertake its management. This tender was at once accepted, and it now seems as if this movement amounted almost to a prophetic inspiration on the part of the bank's controllers. How little did they think that in the young and comparatively untried cashier of that time was hidden the great capitalist that was one day to bear the failing fortunes of their great financial power upon his Atlas-like shoulders. During Mr. Sharon's connection with the California Bank, and especially after his relinquishment of his active participation in its affairs, he devoted his attention almost exclusively to speculations in mines and stocks. Mr. Sharon has controlled, or does control at this time, the fortunes of the following prominent mines amongst others: Imperial, Yellow Jacket, Belcher, Dayton, Chollar, Eclipse, Overman, Ophir, Caledonia, and Sierra Nevada. These and many other enterprises in which he is interested have accumulated the colossal fortune he now enjoys. Mr. Sharon's part in the construction of the Virginia and Truckee Railroad is known to every one. His income from this road, of which he is half owner and President, is averaged at \$62,000 a month. In 1874 Mr. Sharon was elected as United States Senator from Nevada. We desire to say a grave and hearty word or two regarding what we consider the real chief reason of Senator Sharon's popularity in the city and State. This does not lie in his great wealth, or any other purely adventitious reason whatever. It is because in that hour when the great bank suspended, and the shocked heart of a vast business community stopped beating in the awful anticipation of impending ruin, it was the single arm of this one man that was first lifted to stem the sweeping tide of financial disaster. It was the quiet but resolute figure of this one man that rose amid the white faces of that memorable meeting of our city's magnates, and, with half his fortune in his hand, led the way into the widening breach. It was he who assumed the control of the six million hotel with a quiet stroke of the pen; it was his strong hand that finally held the head of the grand old bank above water until the storm had passed.

We are since informed that the amount of his great fortune, used by Senator Sharon to sustain the Bank of California unimpaired, is nearly sixteen millions of dollars.

Alvinza Hayward is another successful miner, residing in San Francisco, whose wealth reaches far into the millions. He came to Califor-

nia, after the gold discoveries, with little or no capital except his talents and energies.

Loyd Tevis, also a millionaire, has acquired his vast wealth chiefly through mining.

We might extend the list of wealthy and successful miners until we should occupy all that remains of our allotted space; we, therefore, hasten to mention the names of a few other men who have acquired vast wealth in California by other pursuits than mining; and this to prove that other industries are also wonderfully remunerative.

## MILLIONNAIRE BANKERS.

MILTON S. LATHAM.

The widely-known subject of our sketch this week is one of those citizens whose life and services have conferred emphatic honor upon our community and State. Mr. Latham comes of the veritable *Mayflower* stock, his ancestors, on both sides, having been passengers in that memorable vessel. His father was a native of Virginia, and his mother of New Hampshire. They removed to Ohio when that State was yet upon the uttermost verge of the great tide of westward moving settlement, and in this State Milton S. Latham was born on the 23d of May, 1829. He received the ordinary school education in the neighborhood until old enough to enter Jefferson College. From this institution he graduated "with high honors," as the records say, in 1846. Two years after this he went South, and began his public career as Clerk of the Circuit Court of Russell County, Alabama. On the 5th of April, 1850, he arrived in San Francisco, and in the fall of that year was elected District Attorney for the judicial district comprising Sacramento and El Dorado Counties. He also formed a law partnership with Governor Bigler and James B. Haggin. The services of the young lawyer obtained so instant a recognition, and his popularity was so genuine, that the following year he received the Democratic nomination for Congress, and was elected by a handsome majority. He retired from his seat in the House of Representatives at the close of the session of 1855-6, and immediately received an evidence of the respect his record had obtained from the Administration, in the appointment as Collector of this Port. Mr. Latham relates with considerable satisfaction the fact that upon his retirement from this important post, some three years later, he received a communication from the Treasury Department stating that his accounts were found to be correct, except that he had returned \$2.47 *too much* to the Government, and which they, therefore, remitted. Mr. Latham's progress in the appreciation of his fellow-citizens was continuous and rapid, and in 1859 he was elected to the Governorship of the State by over sixty thousand votes. His conduct as Governor was such that he was promptly chosen United States Senator, by the Legislature, to fill the seat vacated by Senator David C. Broderick. In this distinguished station, Senator Latham

served with notable ability until March 4th, 1863. Having by this time filled almost every political position of honor and distinction, Mr. Latham next turned his attention to business. His eminent capacities as a banker, and his remarkable success in that pursuit, is familiar to every one. The great financial institution known as the London and San Francisco Bank, of which he is the institutor and present manager, has a reputation abroad as well as here for the magnitude of its transactions and resources. That it is one of our city's financial bulwarks in time of panic and commercial distress, was well exemplified a few months ago. Mr. Latham is a gentleman of great culture and scholarly attainments, and his two residences are considered, especially his country-seat at San Mateo, as models of all that can be accomplished in that direction by refined taste supplemented by unlimited means. In every sense of the word, Mr. Latham is a citizen whose princely hospitalities and whose eminent services are a pride and credit to the community he ornaments.

#### DARIUS OGDEN MILLS.

Mr. Mills comes from one of the oldest families of the Empire State, and was named after a well-known politician of the good old Knickerbocker school, the Hon. Darius Ogden. He received the ordinary education of the well-to-do youth of the time, and began his business career quite early in life. While yet a very young man he removed to Buffalo, New York, and there made his first essay in the business of his choice — banking. For some time he successfully conducted there a banking institution under the New York Safety Fund system. On the breaking out of the California excitement, he sold his bank interest, went to New York city, and invested his entire capital in a cargo of general merchandise, with which he started for Sacramento. He arrived in that city late in the fall of 1849, and for two years did a large business as a merchant. In the latter part of 1851 Mr. Mills was led to relinquish mercantile business for that of banking. His career for the ten years following was one of remarkable success and prosperity. In 1863 he was on the point of retiring with a handsome fortune, when the Bank of California was organized, and his friends insisted upon his acceptance of its presidency. The course and public attitude of Mr. Mills since his connection with this institution is entirely familiar to our community. His different business enterprises have been uniformly successful, and many of them are foremost evidences of the prosperity and material wealth of our State. Mr. Mills was, for instance, largely instrumental in the building of the Virginia and Truckee Railroad, of which he is half owner. This road, although but fifty-two miles in length, is said to be the most profitable corporation of the kind in the world. He was also the leading spirit in the building of the railroad from the Palisades to Eureka. The Rolling-Mill Company and Oil and Lead Works are some of the evidences of the enterprise of the public-spirited subject of our sketch. Mr. Mills is a large owner of California real estate, and very many of the handsomest business edifices in this city have been erected by him.



Mr. Mills's many charities, both public and private, show him to be one of those who know how to rightly use the favors of fortune. The San Francisco Protestant Orphan Asylum, St. Luke's Hospital, and the State University, of which last he is a regent and the treasurer, have been especially the recipients of his bounty. Mr. Mills was called from much needed rest and retirement again into active business life by the panic of last summer, and the temporary suspension of the great bank whose fortunes he formerly directed. His personal untiring efforts to restore the great institution to its former influence and *prestige* have met with the highest commendation.

## JOSEPH A. DONOHOE.

Mr. Donohoe is a native of New York city, born in 1826, where he received his early training, and at the age of fourteen entered the old and respectable dry-goods house of N. S. Donnelly & Co., as a junior clerk. His good qualities gained early recognition from his employers, and his rise was steady and rapid, until, in 1846, he was sent to St. Louis, Mo., to take charge of the branch house in that city, in which establishment Mr. Eugene Kelly was, we believe, also interested.

In 1849 Mr. Donohoe started overland by the southern route for California, but was prostrated by severe illness on the way, and after lingering almost at the point of death for several weeks at Santa Fé, was obliged to return to the settlements. Determined not to give up his point, however, he, as soon as his strength was restored, proceeded to New York, and took passage by sea for San Francisco, where he arrived by the steamer *Oregon* in July, 1850.

In 1851 Mr. Donohoe became a member of the firm of Eugene Kelly & Co., of this city, then and for years afterwards the largest dry-goods establishment on this coast, and which, under the present firm name of Murphy, Grant & Co., is well known all along the shores of the Pacific, and throughout both continents.

In 1861 Mr. Donohoe and Mr. Kelly retired from the dry-goods business, and organized the banking-house of Donohoe, Ralston & Co., of San Francisco, and Eugene Kelly & Co., of New York. The San Francisco firm at once stepped to the front rank of the banking establishments of the coast, and for years, and up to its dissolution, did by far the largest business of the kind in the State.

The firm of Donohoe, Ralston & Co. was dissolved in 1864, when Mr. Ralston organized the Bank of California, and Mr. Donohoe established the present house of Donohoe, Kelly & Co., retaining still his interest in the house of Eugene Kelly & Co. of New York.

This brief *résumé* of a career in California of a quarter of a century represents but a small portion of Mr. Donohoe's labors. He was one of the originators of the project for supplying the city with gas, and has from the inception of that most successful enterprise, held a leading part in the direction of the company. In conjunction with the late James Donahue, he laid the foundation of the Occidental Hotel, which he subsequently completed after the death of his friend, long the largest

and most complete hotel on the Pacific. In every enterprise for the advancement or improvement of the city he has taken a leading part. He early recognized the great importance of the discovery of silver on the Comstock, and in the early days of Nevada, when none of our capitalists were disposed to lend a helping hand to the struggling silver interests, the firm of Donohoe, Ralston & Co. came nobly to the rescue, and tided the miners over the depression which followed the first break in the market, and finally launched them on the full sea of prosperity. This accomplished, Mr. Donohoe retired from the field, and has since allowed others to assume the risks and realize the profits of that class of business.

Mr. Donohoe is essentially a modest man, shunning notoriety, and avoiding, wherever possible, public office of any kind. The only exception he has made to this rule was in accepting the Presidency of the Chamber of Commerce of this city—a position which he filled with great credit to himself, and perfect satisfaction to the members. But though averse to notoriety, no one in this community is better known for his large and enlightened charity, and no one more esteemed for unblemished integrity.

### RAILROAD MILLIONNAIRES.

#### LELAND STANFORD.

This gentleman is widely known in our own and other countries, as the originator of the Central Pacific Railroad; as the most efficient agent in its construction; and as President of the Company. He was born near Albany, New York, in 1824. He came to California in 1852. In 1861 he was elected Governor of the State, and when, at the close of his term, he was tendered a renomination, he declined, saying, "He would rather be President of the Central Pacific Railroad than President of the United States." The Central Pacific Company was organized in Sacramento, July 1, 1861. One year from that date Congress passed an Act granting to the corporation a loan of bonds averaging \$35,000 per mile, principal and interest to be repaid at the expiration of thirty years. In addition to this, alternate sections of unoccupied land on either side of the road were donated to the company absolutely. None of this subsidy could be obtained till fifty miles were completed and furnished with rolling-stock. As all the iron and most of the other material had to be transported from the Atlantic States along two oceans, and across a foreign country, on its way to California, but little work was done till the fall of 1863, and it was not till July 1, 1864, that the first thirty-one miles were completed. From this date commences the mighty struggles and trials of the company. The next hundred miles lay across a chain of mountains, the most difficult to pierce, grade, and subdue of any in the world. Imagine a series of lofty cones rising one above another, till in a distance of seventy miles an elevation is reached of 7,042 feet above the starting point, and that the proposition was to build a railroad up and across

those mountain peaks, and down the other side into the valley, 3,000 feet below.

Many engineers examined the proposed road, and declared it impossible of construction, and Governor Stanford himself once having climbed to the top of one of the snow-capped Sierras, exclaimed, with a sigh, "Is it possible a railroad can be built here?" But it was built, and in chief measure through the extraordinary energies of this able man. There were three other men in Sacramento who had an abiding faith in the sagacity of Governor Stanford, and who were his able coadjutors in this great enterprise from its inception. The names of these men deserve mention, for, acting with their great leader, the four have conferred a benefit upon their country that engraves their names upon the pages of its history. These three men are, Charles Crocker, C. P. Huntington, and Mark Hopkins. They have reaped a rich reward as the fruit of their indomitable will and far-reaching sagacity. They are the railroad millionnaires of the coast.

The Central Pacific Company is still engaged in the construction of railroads in this State, and is pushing forward the Southern Pacific with great energy. It is known that the four men whom we have named above control the Central Pacific Railroad Company; and it is also known that such control results from the fact that they own a majority of the stock. It is the general belief, well founded no doubt, that they are virtually the owners of the Central Pacific; but this is only a part of their railroad property in this State; they control, and therefore must own, several other important lines besides. The wealth of these men, therefore, in the aggregate, reaches away up into the tens of millions, each one being worth multiplied millions. And all this has been made since 1861, in railroad enterprises.

It may of justice be said of Governor Stanford and his associates in the great enterprise of constructing the Central Pacific Railroad, that, if they are wealthy, they *created* the wealth which they own.

James Lick made his millions by real estate operations.

#### COMMERCIAL MILLIONNAIRES.

We might, did space permit, make out a lengthy list of men who had made their millions and hundreds of thousands in commercial pursuits, alone, in California. We have space merely to mention the names of a few only: among them are William T. Coleman, credited with about \$4,000,000; I. Friedlander, whose wealth is believed to be from \$4,000,000 to \$5,000,000.

Brittan, Holbrook & Co., Wholesale Stoves and Metals.

H. S. Crocker & Co., Wholesale Stationers.

B. and J. S. Doe, Sash and Door Manufacturers.

B. P. Flint & Co., Wool Commission House.

A. B. Grogan, Commission House.

J. B. Haggin, Real Estate Dealer.

M. Heller & Bros., Wholesale Dry Goods.

A. P. Hotaling & Co., Wholesale Liquors.  
 Huntington, Hopkins & Co., Hardware Dealers.  
 Geo. C. Johnston & Co., Iron and Steel.  
 J. C. Johnson & Co., Hardware and Leather.  
 Kinte & Co., Commission House.  
 Main & Winchester, Harness and Saddlery.  
 Miller & Lux, Wholesale Butchers.  
 Murphy, Grant & Co., Dry Goods.  
 Neustadter Bros., Wholesale Furnishing House.  
 Pope & Talbot, Lumber Dealers.  
 Redington & Co., Wholesale Drugs.  
 Michael Reese, Real Estate.  
 L. and M. Sachs & Co., Wholesale Dry Goods.  
 B. L. Solomon & Son, Importers of Upholstery.  
 Stone & Hayden, Leather and Harness.

#### WEALTHY AGRICULTURISTS.

We can spare space for only a few names whose owners have made large fortunes in the various branches of agriculture, horticulture, live stock raising, wool-growing, etc.

John Bidwell, of Butte County, owns 22,000 acres of land, about one-half of which he cultivates; the rest is devoted to grazing. Bixley and Flint, of Monterey County, are men of vast wealth, which they have made by wool-growing. Miller and Lux own large bodies of lands in different counties, and are probably the most extensive agriculturists in the State. Their wealth is immense. Bryant, of Santa Clara, is one of the great wool-growers, of great wealth. William Weeks, of Alameda, a farmer, has accumulated a fortune of several hundred thousand dollars, by agriculture; Charles McLaughlin, also of Alameda, owns 60,000 acres of land; Irvine, Flint & Co., of Los Angeles County, own 77,000 acres; John Boggs, of Colusa, has acquired great wealth by agriculture and stock raising; Mr. Green puts in 40,000 acres of wheat; J. S. Cone, of Tehama, is a very wealthy farmer.

We might extend this list until it occupied many pages; but our object is accomplished when we produce a variety of instances, in different parts of the State, where men have acquired wealth by strictly agricultural pursuits, or by industries of a kindred sort.

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#### HOW TO GET RICH IN CALIFORNIA:

A DEFINITE ANSWER TO THE QUESTION ATTEMPTED — PRACTICAL SUGGESTIONS AND CONCLUDING OBSERVATIONS.

We intimated, in the early pages of this compilation, that California, with all its extraordinary resources, affords no exception to the general

law, that the acquisition of wealth, money-getting, is necessarily the result of industry intelligently applied. But we repeat here, what we said there, that such are the existing conditions that the opportunities for money-making are, in this State, and generally on this coast, much more abundant than in other and older communities. What some of those conditions are, we have endeavored to point out in the foregoing pages. Still, there are many legitimate methods which an enterprising and sagacious spirit may discover, as the result of personal inspection and observation, which a want of space not only compels us to omit, but which it would be difficult to enumerate and adequately describe. Such a description, if carried out in detail, would not only be tedious, but it is scarcely possible for any one man, without extraordinary painstaking and protracted study, to take in and elucidate the whole field of thought and enterprise; it is impossible to do it within the limits of a compilation like this. It is sufficient to say in general terms that, in old communities, where society has been at work for many decades to construct its own conveniences, supply its own wants and meet its own commercial necessities, things are finished, and there remains little to be done except to keep up repairs and carry on current business; while in the new community of California, although much has been done within comparatively few years, much more remains to be done before the necessities of society are supplied or its demands satisfied. It will take an immeasurable amount of industry and a long period of time, to *finish* California, in the sense that many older communities may be said to be finished. Hence there are here different conditions from those in older communities; and hence also more opportunities for enterprise, sagacity, and industry. So much for the general view of the subject.

But there exist, besides, special reasons why California and the Pacific coast afford more opportunities for enterprising men and money-making, than older communities in the United States, or elsewhere. There is more wealth *created* in California, so to speak, year by year, by a given amount of industry, than is produced in any other part of the world by twice the amount of industry. We use the word *create* advisedly, because our rich men, as a rule, have not acquired their wealth by the process of absorption on the one hand and exhaustion on the other. On the contrary, as a rule, all who have been diligent, sober, and prudent, in our great industries, have made money, some more, others less, as the world goes in all cases.

These peculiar advantages and opportunities it has been the purpose of the preceding pages to point out. We have described the industries in which money may be made, in which many have acquired great wealth, still a greater number handsome fortunes, and a greater number still pecuniary independence; while a vast number have created for themselves comfortable homes. Our mission necessarily ends here. We cannot create capacity nor impart energy and force; though where these exist, either in a quiescent or restless condition, our descriptions may arouse the dormant energies into action, and indicate the sphere in which strong spirits may be profitably employed. Let any man, who

feels the energies within him, and who desires to essay his fortunes in California, read our brief account of her industries and resources; then let him select a pursuit in harmony with his tastes and capacities; and let him then be resolute, energetic, prudent, sober, persevering, and industrious; or, if he would rather survey the field for himself before he determines what line of business to pursue, let him do so; and when his purpose is fixed, let him observe the conditions suggested, and he has a right to expect success and will generally command it. It may be said that these qualities will generally win almost anywhere. True, but we repeat that opportunities are more numerous here, and rewards, as a rule, more speedy. Work, energy, definite purpose, are the prerequisites. But let no one come in a haphazard, indefinite, listless way, just to see "what may turn up." There are too many such characters everywhere. Let no one come hoping to find some easy place, where, with little or no exertion or care, he may make money. The listless are thriftless everywhere. There is already a superabundant supply of mere ornamental young men, who want to fill ornamental positions. They, of course, complain that California is a hard place in which to make a living.

It remains that we give some information as to the cost of living and the wages of labor.

The prices of provisions, etc., given below, are subject to variations, of course; but we aim to give the average, taking one season with another. The prices are retail.

Bacon, per lb.....	16 to 18 cts.
Lard, per lb.....	16 to 18 "
Butter, fresh, per lb.....	30 to 35 "
Pickled butter, in winter, per lb.....	30 to 50 "
Fresh beef, per lb.....	10 to 20 "
Mutton, per lb.....	10 to 12½ "
Pork, per lb.....	15 to — "
Corned beef, per lb.....	08 to — "
Chickens, each.....	75 to 1.00 "
Ducks, per brace.....	\$1.50 to 1.75 "
Eggs, per doz., fresh.....	30 to 40 "
" in winter.....	50 to 65 "
Veal.....	10 to 12½ "
Turkeys, per lb.....	25 to — "
Fresh fish, per lb.....	10 to 15 "
Rabbits, per pair.....	37 to 50 "
Flour, per 100 lbs., best family.....	\$3.00 to 3.25 "
Potatoes, per 100 lbs.....	\$1.90 to 2.25 "
Cheese, per lb.....	18 to 20 "
Corn meal, table use, per lb.....	03 to 05 "
Honey, per lb.....	15 to 20 "
Onions, per lb.....	06 to 08 "
Cabbages, each.....	10 to — "
Sweet potatoes, per lb.....	05 to 08 "
Beets, per doz.....	20 to 25 "
Fresh peas, per gal.....	20 to 25 "

The above are San Francisco prices. In the interior prices are considerably more moderate.

## WAGES.

Farm hands get from \$30 to \$40 per month, and found. A reliable correspondent, writing of wages, from Stockton, recently, makes the following statements, which afford a fair criterion on the subject:

The wages of journeymen carpenters range from \$3 to \$4 50 per day; journeymen blacksmiths about the same; machinists, \$4 to \$5; brick masons and plasterers, \$4 to \$5; harness makers, \$3 to \$3 50; tinmen, \$3 to \$4; common laborers, \$2 to \$2 50; and stevedores employed on the wharves during the season when extensive shipments of wheat are made, receive fifty cents per hour. House servants are in great demand, and they can readily obtain situations, the wages paid varying from \$20 to \$30 per month.

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THE END.

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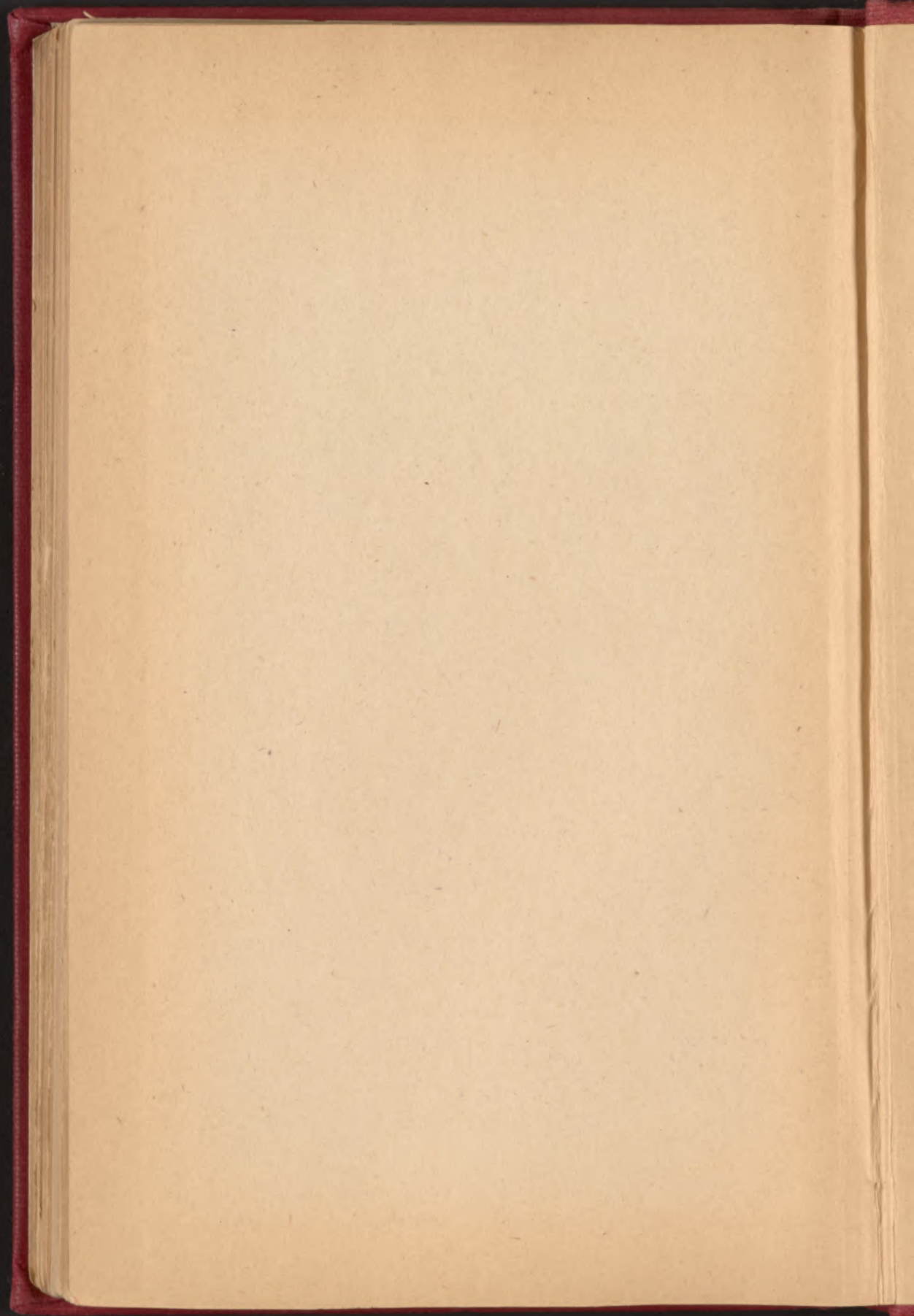
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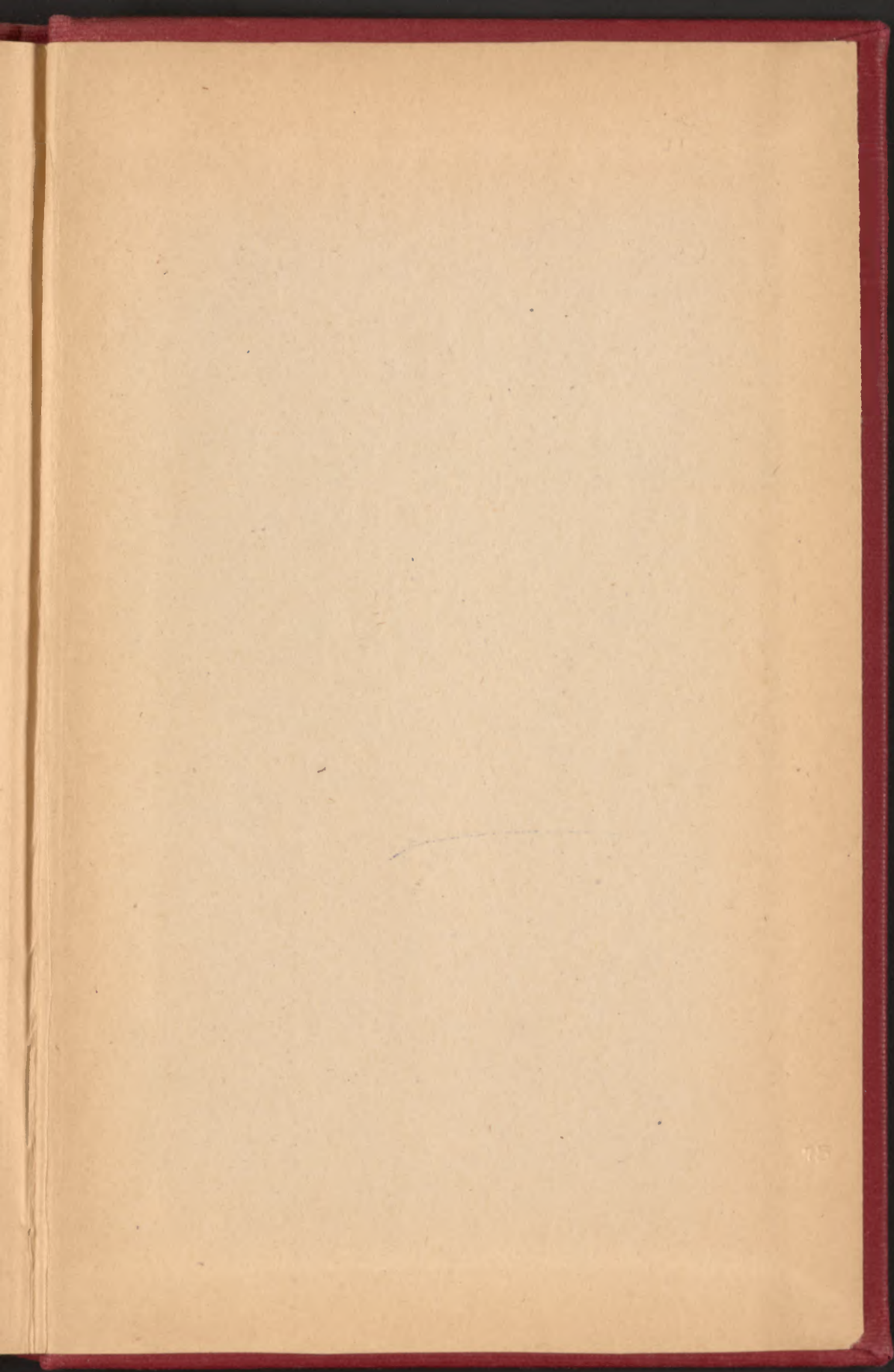
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