

is a broad field yet unoccupied. A multitude of articles are yet imported, made in distant lands of California products, which a judicious economy would have made here. The making of one article requires and suggests the making of another, and so manufactures are extended. The presence of almost every mineral used in mechanics and chemistry suggests the establishing of metallurgical works of every description and great extent, consuming and utilizing the products of the mines, causing the development of those bearing substances not familiar to most people, but much used in the arts, and preparing for use the metals, salts, alkalies, acids, and precious stones with which California is by nature supplied beyond all sections of the earth.

The climate, too, comes to the aid of manufactures. With the profuse supply of every material, a fertile soil, an infinity of minerals, inexhaustible forests, and unlimited water-power, there prevails a climate where frosts never cause a cessation of work, nor are storms to annoy and destroy. The floods are measured as accurately as the tide, and the coming of the rains is noted as the sunrise. With so many and so great advantages, with all requisites at hand, and the enormous consumption of material by the miner, there opens for the manufacturing interest a prospect which promises the State the first rank in population, wealth and importance.

COMMERCE.

California stands upon the western shore of the continent, presenting an extended front to the Pacific Ocean, possessing many good harbors, that of San Francisco being one of the very best of the world. Across the ocean are the oldest civilizations, the most populous and wealthy countries of the globe, and eastward is the great highway which connects the sea with the interior. For the ordinary purposes of domestic trade the many small landings along the coast suffice, to which are added the capacious and safe harbors of San Diego, Monterey, San Francisco, and Humboldt Bays, and reaching far inland are the Sacramento and San Joaquin Rivers, with their branches, conducting the commerce of the interior to that of the ocean. These conveniences are of an extraordinary character, and have marked out the pathway of commerce which is to engridle the earth. These features directed the route of emigration, and imperatively fixed the line of the transcontinental railroad. Whatever deserts were to be traversed or mountains to be scaled, there could be no deviation from the course; the gold mines, the great valley, and the harbor of San Francisco must be reached. But with enlightenment the desert faded away, and in its stead was a territory rich in minerals of every kind, and creating a trade of great importance. By further discoveries more of the recently unexplored regions have been made known, and the vast territory from the Sierra Nevada to the Rocky Mountains, and from Mexico to Alaska, has been made contributory to California. The wealth and varied resources of all this section, comprising an area of 1,800,000 square miles, none can estimate. It constitutes an empire as large as Europe without Russia, and with resources to support as large a population. Of all this California is the commercial center.

Commercially speaking, San Francisco is California, as at this place centers all trade, and ever will, unless the great natural advantages it possesses are criminally neglected by her merchants or destroyed by politicians. Upon San Francisco's policy and prosperity depends the prosperity of California and the contributory States and Territories, and without their development the city will remain a second-rate town. Millions of people will yet occupy the surrounding regions, to be reached by the branching arms of many iron roads—the most perfect highway of inland commerce—and pour their wealth into her lap.

The bright future of being one of the first cities of the world, and the center of finance and exchange, is before her. The full development of the commerce of the Pacific, with friendly relations with the people of its fertile islands and the countless millions beyond, making them familiar with our products and manufactures and taught to use them, will establish a foreign trade that will accomplish the first, and command this trade; while the surrounding country, constituting the source of supply of the precious metals, will fulfill the second.

From the earliest history of commerce, nations have sought for the trade of Asia, and that people which possessed it became the most powerful, and those cities that commanded it the most wealthy and populous. For thousands of years the trade has been considered, as now, the great prize to be contended for, and no sacrifice too great to gain it. In value it constitutes three-fourths the commerce of the world, and the city which leads in transacting it leads in all things else. Nineveh, the everlasting, grew from it; and Palmyra, the beautiful, with her towering pillars and marble palaces, sprung from the desert as the caravan of laden camels passed by. For centuries was it by this route that the countries bordering the Mediterranean, then constituting the world of enlightenment, received the costly goods of India. Subsequently, the route by the Red Sea and Egypt was taken, and Alexandria sprung into being. An adventurous age followed; the Cape of Good Hope was discovered, and the maritime nations of Western Europe contended for the prize, gained it, and transferred the seat of power. Portugal, Holland and England have enjoyed the trade, and with it power. London is now the mistress of Asiatic commerce, and has become in consequence the largest and richest city the world ever saw. And now comes the grand contest to rob her of the lucrative trade. For this purpose, Russia sends her armies to the frontier of India, extends her territory over the China border, and seeks the passage of the Bosphorus. For this, too, the French have made the Canal of Suez; and for this the United States acquired California, with its Bay of San Francisco, and have built a railroad from ocean to ocean, one of the greatest undertakings of modern times.

The railroad has opened the great channel of commerce, and minor lines, and lines of steamships radiate from its western terminus. The largest and best merchant vessels the world ever saw have been built to cross the broad Pacific, and in a journey of sixty days by rail and steamer the traveler can make the circuit of the globe. The mammoth steam packets cross the ocean with the regularity of a ferry, and China and Japan in one direction, and Australia, New Zealand, and the many islands of the South Sea are made familiar to us as neighboring States. The current of trade is established, with San Francisco as its central depot, and that its set continues depends upon enterprise and justice; enterprise in availing ourselves of the opportunities and conditions that nature and the times have placed at our bidding, and justice to the inferior races who in countless millions people the lands with which we seek to deal. Before us is the great Pacific, with its many islands and rich countries, all with diverse products and wants requiring exchange, and creating a new commerce in addition to the one established through such long periods of time. San Francisco, in developing the resources of the country at her back, and cultivating friendly relations with the people of the Pacific and its coasts, will command the situation and the trade which the force of England, the intrigue of Russia, nor the cunning of France, can ever take away.

PASSENGERS AND FREIGHT, CENTRAL PACIFIC RAILROAD, 1874.

PASSENGERS.—Total for year ending December 31, 1874: East—Through, 24,802; Way, 267,573. West—Through, 54,948; Way, 272,899. Gain to the State, 1874, 30,141. In 1873 the gain was 20,838, and in 1872, 12,395. The gain for 1875 is estimated at 50,000.

FREIGHT.—Total for year ending December 1, 1874, 2,125,229,802, of which 1,454,070,408 was local, and 216,728,573 through. The total West, same period, was 153,028,028. Of this last aggregate there were forwarded East—Barley, 25,881,625 pounds; Butter, 438,768 pounds; Canned goods, 1,101,233 pounds; Fruits, 349,942 pounds; Honey, 384,888 pounds; Salmon, 6,155,371 pounds; Wine, 4,392,499 pounds; Wool, 30,627,799 pounds; Quicksilver, 432,635 pounds.