

Grape Vines—Continued.

County.	No. Grape Vines.	Gallons Wines.	Gallons Brandy	County.	No. Grape Vines.	Gallons Wines.	Gallons Brandy
Merced.....	175,982	7,930	1,170	Santa Clara.....	1,213,085	128,329	72,436
Modoc.....	2,080			Santa Cruz.....	242,275	70,000	1,200
Mono.....				Shasta.....	490,054	31,400	250
Monterey.....	15,000			Sierra.....	1,336	150	
Napa.....	3,108,590	433,885	11,300	Siskiyou.....	75,250	400	
Novada.....	340,000	20,000		Solano.....	690,429	125,300	5,000
Placer.....	806,642	59,812	3,505	Sonoma.....	3,603,385	365,510	2,220
Plumas.....	125			Stanislaus.....	290,000	50,500	2,500
Sacramento.....	2,132,975	161,898	2,595	Sutter.....	607,273	75,325	
San Benito.....	376,440	3,000	300	Tehama.....	650,000	50,000	2,000
San Bernardino.....	600,000	125,000	4,000	Trinity.....	21,590	575	
San Diego.....	100,201	5,000		Tulare.....	285,480	2,000	
San Francisco.....				Tuolumne.....	1,400,000	75,000	1,200
San Joaquin.....	1,000,000	71,000	2,138	Ventura.....	135,000	7,000	2,120
San Luis Obispo.....	60,009			Yolo.....	550,000	13,700	
San Mateo.....	140,250			Yuba.....	470,000	80,000	1,800
Santa Barbara.....	213,984	2,325	1,000				
Totals.....					30,196,429	3,858,027	175,944

RAILROADS OF THE PACIFIC COAST.

Converging channels of commerce fix the sites of cities and govern their destiny. Rivers and bays and the endless sea are the channels Nature offers, and roads, canals, and railways are provided by man. From the earliest dawn of civilization, the aim of governments and of statesmen have been to connect the country with the capital, and to facilitate intercommunication between all commercial points. The efforts made, the condition and degree of perfection of these artificial lines of intercommunication may be taken as the measure of enlightenment of the different eras. When Rome was mistress of the world, her civilization was of the highest recorded in history anterior to modern times; and her grand system of highways, radiating from the proud capital through distant provinces and dependencies, are still the marvel of engineers, and their ruins survive the barbarism of centuries succeeding the fall of the Empire. Through Italy, Spain, France, Britain, Asia Minor, Northern Africa, and wherever Roman conquest extended, or wherever her Briarean arms of commerce stretched her hands, there were found her massive ways, arching over rivers, piercing mountains and crossing deserts; forming channels of trade which brought the wealth of a hundred nations to the central power. These were the work of a strong and enlightened government, enabling it through many centuries to maintain its supremacy, while the people were enriched beyond all others known in history. Roman merchants were more powerful than princes, and to do something for the public good was a greater honor than to be born of noble blood. The making and superintendence of highways were positions of honor, and were sought by people of the highest rank. The adage of the present day that "all roads lead to Rome," was then true in its literal sense. The trade of Europe, Asia, and Africa, all the then known world, was by these means centered in the great metropolis, and inland exceeded maritime commerce.

With the fall of the Roman Empire, civilization declined. The grand system of public highways, which was a part of Roman greatness, decayed with her, and in the semi-barbaric days that followed, inland commerce almost ceased to exist. Seaports became the centers of wealth and power, and those localities were most successful where rivers or deep bays afforded water communication with the interior. At last canals were constructed as adjuncts of water courses, and were considered the grandest works of engineering of their day. These were, indeed, a noble step in advance, and gave impetus to the new civilization.

But the crowning triumph of inventive genius was the conception of the railroad and the locomotive. For these, the world is indebted to George Stephenson, an English collier, who first made the experiment in 1814; and in 1829 his son, Robert Stephenson, brought the invention to perfection. It is this system that affords the present opportunity; that enables commerce to exceed all record of itself in history; that promotes civilization by facilitating inter-communication, and makes all people kin. The railroad, in its effectiveness, far surpasses the costly and massive highways of the ancient Romans. Two simple bars of iron lying upon the ground, almost concealed amid the growing herbage, constitute the channel of a mighty commerce. Over mountain and plain, through watery marsh and sandy desert, the railroad bears its equal way, and over it, as part of itself, the apparently vitalized machine rushes along with its laden train with the speed of the wind and as tireless as the elements.

The inland commerce of the Pacific States was necessarily large, and roads through mining regions were constructed at great expense. The transportation of goods and passengers was conducted in as good a manner as the case would admit of; but the travel by stage, however fine the coach or dashing the team, was toilsome in the extreme, and the freightage of goods in the mammoth "prairie schooners," with one or several "back actions" attached, slowly dragged over the dusty or muddy roads by long lines of mules or horses, was tedious and expensive. The construction of the main trunk lines of railroad have driven the great stages and teams from the field; but as adjuncts of the road they are still employed on shorter lines and in subordinate service. The iron road will continue to encroach upon the inferior; and so great is its superiority, that we may expect at no distant day that the country will be interlaced with the parallel rails as it is with the public roads of the present.

The construction of the Central Pacific was one of the grandest triumphs of the age, both as regards engineering and finance, and this success stimulated others to similar enterprises. Three other great lines were projected, being the Northern Pacific, from Lake Superior to Puget Sound; the Atlantic and Pacific, or Thirty-fifth Parallel Route; and the Texas-Pacific, or Thirty-second Parallel Route, the latter having its western terminus at San Diego.

Some apprehension has been felt lest the builders of railroads should seek other terminal points than San Francisco, to the great injury of this city. The terminal points suggested are Goat Island, Oakland, and Alameda for the Central Pacific and its branches, and Vallejo and Sausalito for the system west of the Sacramento River. Every attempt to create a rival to San Francisco has heretofore failed, and every reason teaches that any repetition of the effort by the railroad builders will be as futile. The iron rails may reach no farther than Oakland, Vallejo, or Sausalito, on the bay, or it may be claimed that roads end at San Diego or on Puget Sound, but for all purposes of business or pleasure no transcontinental road can be considered as having any other terminus than San Francisco. These other localities nourished

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