

The Central Pacific Railroad was one of the most expensive to build in the world. Its engineers, Montague and Grey, would have been famous all over the world had they constructed a road half as difficult in Europe.

Nor will you see, unless you enquire for it, in Sacramento, an admirable institution, the Central Pacific Railroad Hospital, a fine building which stands in an open square, cost \$60,000, and is supported by a monthly contribution of fifty cents from every man engaged with the company, from the President down. One of the ablest physicians of Sacramento has charge of this Hospital, and he too was one of eight men who, in 1856, organized the Republican Party in California. In the report of the State Board of Health this Hospital is spoken of as "first in the order of salubrity and successful results in the world," and it is in every way a complete and carefully managed institution.

The Company, which, as I have told you, has still its head quarters at 54 K street, Sacramento, now employs more than all the other manufacturers in California, its pay roll in the State alone contains nearly seven thousand names. It manufactures within the State every article and material used in building and running its roads: it is spending half a million dollars per month in building new roads, and it has, still at 54 K street, Sacramento, the most complete land office in the United States, not excepting that at Washington, a place where you may select on maps, locate and pay for, any quantity of the Company's lands you wish for, and where you may obtain in a few minutes detailed and specific information concerning land in any part of California.

One incident of the building of the road will conclude what I have to say of it. In April, 1869, ten miles of the road were built in one day. This is probably the greatest feat of railroad building on record. What is most remarkable about it is that eight (8) men handled all the iron on this ten miles. These eight giants walked ten miles that day, lifted and handled one thousand tons of rail bars each.

Now possibly few of my readers can follow or comprehend the wonderful tables of probable cost and estimates, the grade, gauges, &c., talked about so profusely; sometimes, I am afraid, as little understood by the parties using them as by you or I, but any ordinary man or woman can understand *the business grade and moral standard* followed in the building of "the Central