

tended clear across Washington so as to penetrate the wheat country. So far as the Port Townsend and Southern is concerned it will be finished, provided the grantors of the subsidy extend the time within which it must be completed in order to earn the subsidy.

George Taylor, ticket agent of the Union Pacific at Portland, is in San Francisco.

The Southern Pacific Company contemplates the erection of two very fine bridges at Los Angeles, and has submitted the plans to the engineer of that city. The larger of these bridges is to cross the Los Angeles river just north of the Santa Fe's bridge. It will be a double track steel "skew" bridge, that is to say, it will cross the river at an angle with the banks instead of running straight across. This bridge will have two spans, and the total length will be 400 feet. The second bridge is to be over the same river on the Yuma division, similar in style but smaller. It will only have a single track. The foundations of both will be of concrete, with concrete filled iron piers. They are to replace old bridges, and will be four feet higher. Their joint cost is estimated at \$100,000.

The management of the San Gabriel Rapid Transit road was recently changed and important improvements are contemplated. The line is to be extended through Pasadena to Sierra Madre, and thence probably to Pomona and Riverside.

NEWS OF THE RAIL.

BRIDGE WORK ON THE COAST DIVISION.

Spanning the Los Angeles — The San Francisco and San Mateo.

The Southern Pacific Company is anxious to get the new bridge over the intersection of Twenty-seventh and Dolores streets finished. The bridge—that is the roadway with all its lattice work—was shipped from the East yesterday and will arrive during the coming week. Work at the cut is progressing, one of the abutments being already finished and the others well under way. There will probably be a passage-way through the embankment in a few days. The central pier has still to be built, and the ironwork of the bridge will be swung in all probability on February 20th.

The San Francisco and San Mateo Railway Company was organized yesterday. The incorporators elected Behrend Joost president, W. F. Thomas vice-president, J. H. Gilmore treasurer and J. W. Hartzell general manager. An executive board was also elected for the ensuing year, consisting of Fabian Joost, J. H. Gilmore and J. W. Hartzell.

The Rock Island and Chicago, Milwaukee and St. Paul won the injunction suit sued out against the Union Pacific to prevent the latter from barring passage to the former roads over the Omaha bridge. In spite of this fact the two companies first mentioned have refrained from using the bridge until such time as the question of the validity of the contract with the Union Pacific is finally settled.

E. G. Davidson has been appointed traveling passenger agent of the Erie Railway system, with headquarters at Kansas City, from January 15th.

The announcement made yesterday of the Marysville and Knight's Landing branch is premature, as it will not be finished on February 2d. The Oakdale to Merced connection, will, however, be opened on that day.

With regard to the new work of the Oregon Improvement Company which has just been lifted out of its difficulties by a New York syndicate the following particulars have been learned: The Seattle and Northern Railroad is to be ex-