

was a lazy experiment, but shows what the land may yield when activity shall take the place of indolence. Father Martinez returned to Spain, taking with him \$100,000 as the fruits of his mission enterprise. On the secularization of the mission in 1834, the property fell a prey to state exigency, and private rapacity. A gloomy wreck of grandeur only remains.

MISSION OF LA PURISIMA.

This mission is located eighteen leagues south of San Luis, at the base of a mountain spur, in the coast range; its lands covered about thirteen hundred square miles, and were at one time so filled with wild cattle, the presiding priest granted permits to any person who desired to kill them for their hides and tallow, the meat being thrown away. Thousands in this shape fell under the lasso and knife, and still the mission numbered in 1830 over 40,000 head of cattle sufficiently domesticated to be coralled, 300 yoke of working-oxen, 2600 tame horses, 4000 mares, 30,000 sheep, and 5000 swine, which were raised for their lard—no one eating the meat. The horses on this mission were celebrated for their beauty and speed; they performed feats under the saddle worthy of the most brilliant page in the register of the turf. But now the steed and his rider are gone, and the willow sighs over the mouldering ruin.

MISSION OF SANTA INEZ.

This mission is seven leagues to the southward of

La Purisima, and thirteen north of Santa Barbara. Its lands were more circumscribed than those of other missions; still it had vast herds of cattle and sheep, and its horses vied in beauty and strength with those of its sister missions. Its property, in 1823, was valued at \$800,000. A portion of its lands remain unalienated, and must be held for the benefit of its Indian neophytes, or accrue to the public domain. The last government decree left the whole in the hands of an administrator, who thought more of his own revenues than the claims of the poor Indians whom law had betrayed.

MISSION OF SANTA BARBARA.

This mission is twelve leagues south of Santa Inez. Between the two a steep mountain range shoulders its way to the sea. No wheeled vehicle has ever been driven over it, except that which transported the field-piece attached to Col. Fremont's battalion. The mission being near the beautiful town of Santa Barbara, its profuse hospitality contributed largely to the social pleasures of the citizens. Its vintage never failed, and its friendly fires ever burnt bright; many a gay merrianda has kindled the eye of beauty in its soft shade. The main building is elaborately finished for California. The lands of the mission embraced many leagues. In 1828 it had 40,000 head of cattle, 1000 horses, 2000 mares, 80 yoke of oxen, 600 mules, and 20,000 sheep. It is now under a civil administrator, and a portion of its lands still remain vested in their

original object. Around this mission emigrants will ere long settle in great numbers, and devote themselves to agriculture and the cultivation of grapes, olives, figs, for which the climate is peculiarly adapted.

MISSION OF SAN BUENAVENTURA.

This mission is situated about nine leagues south of Santa Barbara, near the seaboard. Its lands covered an area of fifteen hundred square miles, of which two hundred are arable land. In 1825 it owned 37,000 head of cattle, 600 riding horses, 1300 mares, 200 yoke of working-oxen, 500 mules, 30,000 sheep, 200 goats, 2000 swine, a thrifty orchard, two rich vineyards, \$35,000 in foreign goods, \$27,000 in specie, with church ornaments and clothing valued at \$61,000. It was secularized in 1835, and has since been under a civil administrator, but all its wealth soon became a wreck. A small portion of its lands remain, and will tempt the horticultural emigrant to its fertile bosom.

MISSION OF SAN FERNANDO.

This mission, founded 1797, is situated about sixteen leagues south of San Buenaventura, in the midst of a beautiful plain, and has always been celebrated for the superior quality of the brandy distilled from its grapes. In 1826 it owned 56,000 head of cattle, 1500 horses and mares, 200 mules, 400 yoke of working-oxen, 64,000 sheep, and 2000 swine. It had in its stores about \$50,000 in merchandise, \$90,000 in

specie; its vineyards yielded annually about 2000 gallons of brandy and as many of wine. Its secularization was followed by the dispersion of its Indians and ruin of its property. The hills, at the foot of which this mission stands, have, within the last ten years, produced considerable quantities of gold. One house exported about \$30,000 of it. This was the first gold discovered in California, and the discovery was made three or four years previous to that on the American Fork. The marvel is the search for it did not extend further.

MISSION OF SAN GABRIEL.

This mission, located a little below Los Angeles, was founded in 1771, and for several years led the others in enterprise and wealth. Its lands cover one of the most charming intervals in California; the soil and climate are both well adapted to fruit. In its gardens bloomed oranges, citrons, limes, apples, pears, peaches, pomegranates, figs, and grapes in great abundance. From the latter were made annually from four to six hundred barrels of wine, and two hundred of brandy, the sale of which produced an income of more than \$12,000. In 1829 it had 70,000 head of cattle, 1200 horses, 3000 mares, 400 mules, 120 yoke of working-oxen, and 54,000 sheep. The charming rancho of Santa Anita belongs to this mission; it is situated on a gentle acclivity, where fruit trees and flowers scatter their perfume; while a clear lake lies calmly in front, to which the leaping rivulets

rush in glee. Here the emigrant will find more charms in the landscape than he has left behind, and a more balmy air than he ever yet inhaled.

MISSION OF SAN JUAN CAPISTRANO.

This mission, situated eighteen leagues south of San Gabriel, was founded in 1776, and was for many years one of the most opulent in the country. Its lands extended fifteen leagues along the seaboard, and back to the mountains, where they swept over many ravines of fertile soil and sequestering shade. Through these roamed vast herds of cattle, sheep, and horses; while the sickle, pruning-knife, and shuttle gleamed in the dexterous hand of the domestic Indian. The earthquake of 1812 threw down the heavy stone church, as if in omen of the disasters which have since befallen the mission. The cattle have gone to the shambles, the Indians are in exile, the mass is over, and the shuttle at rest.

MISSION OF SAN LUIS REY.

This mission, located near the sea, and twelve leagues south of San Juan, was founded in 1798 by padre Peyri, who had devoted himself for years to the improvement of the Indians. The buildings occupy a large square, in the centre of which a fountain still plays; along the front runs a corridor, supported by thirty-two arches, ornamented with latticed railings; while the interior is divided into apartments suited to the domestic economy of a large

establishment. Here the wool of the sheep which grazed on the hills around, was woven into blankets, and coarse apparel for the Indians, while the furrowed field waved for miles under the golden grain. The reeling grape, the blushing peach, the yellow orange, the mellow pear, and luscious melon filled the garden, and loaded the wings of the zephyr with perfume. In 1826 it had three thousand Indians, 70,000 head of cattle, 2000 horses, 140 yoke of tame oxen, 300 mules, 68,000 sheep, and a tract of land, around half of which you could not gallop between sun and sun. Its massive stone church still remains, and the remnants of its greatness are now in the hands of an administrator who little heeds the object which animated its founder.

MISSION OF SAN DIEGO.

This mission, situated fourteen leagues south of San Luis Rey, and near the town that bears its name, was founded in 1769 by padre Junipero Lerra, and was the first established in Alta California. Its possessions covered the whole tract of land which circles for leagues around the beautiful bay upon which its green hills look. Here the first cattle were coralled, the first sheep sheared, the first field furrowed, the first vineyard planted, and the first church bell rung. The Indian heard in this strange sound the invoking voice of his God, and knelt reverently to the earth. The success of this mission paved the way for the establishment of others, till the whole

coast was sprinkled with their churches, and every green glade filled with their wild converts and lowing herds. But the padres and their neophytes are gone, and all the memorials that remain are a cumbrous ruin. Gigantic skeletons of things that were!

THE RAILROAD TO CALIFORNIA.

The facilities of social and commercial intercourse between our Atlantic and Pacific borders, yet to be created, present a problem of great practical importance. The present route, *via* Chagres and Panama, may be regarded as a necessity to be superseded as soon as practicable, by a railroad directly across the continent, within our own jurisdiction. Besides the formidable political objections to being dependent on foreign powers for a connection between our remotest and most important commercial points, the distance, *via* Chagres and Panama, or by any railroad or canal across the Isthmus yet to be made, in connection with the effects of a hot climate on animal and vegetable products, as subjects of trade between our Atlantic and Pacific coasts, present most insuperable obstacles to a permanent reliance on that route. It is now ascertained, that instead of thirty days between New York and San Francisco, or forty days to the mouth of the Columbia river by steam, or three to six months by sailing craft, either of these points may be reached in seven to eight days by railroad direct, avoiding altogether the deleterious effects of climate on articles of trade, as well as on health and life. These two considerations, so potent and overruling in commercial intercourse, will undoubtedly prove paramount to all antagonistic interests, and the

railroad, directly across, may be regarded as already decided by the demands of trade between these remote parts of our present extended domain.

But what shall be the plan, Mr. Whitney's or a government enterprise? If the government undertake it, the chances are a thousand to one, that, like the Cumberland road, it will be broken down by party strifes. Neither of the two great parties of the country would, in any probability, risk the responsibility of taking it on its shoulders as a government work. Shall it, then, be done by a corporate company, with an adequate loan of public credit, as has been proposed? Besides other insuperable objections to a plan of this kind, of a party political character, it must be seen, that all transport on a road built on this plan, must pay a toll to satisfy the interest of the capital invested; whereas, on the Whitney plan, no toll will be exacted, except to keep the road and its machinery in repair. This difference, in its operation on trade and commerce, will be immense, sufficient, as any one may see, to decide the question at once and forever between the two plans. The company proposed will have to *borrow* its capital, the interest of which must be provided for by tolls. This tax on trade and intercourse will necessarily prevent that grand movement of commercial exchanges between the Atlantic and Pacific states, between the United States and Asia, and between Europe and Asia, which is the great object of the enterprise. But the Whitney plan does not borrow, but *creates*, by its own progress, out of the increased value of the lands through which it passes, the capital required to build the road; and thus dispensing with all tolls to pay for the use of capital, it will invite and secure

the passage on this line of the great bulk of commerce around the entire globe, and between the great masses of the industrial and producing portions of the human family, which, as will be seen, lie on one great belt of the earth, demanding precisely the direct and cheap channel of intercommunication here proposed, instead of the circuitous, long, and expensive routes of commerce heretofore used.

Moreover, on the company plan, the increased value of the lands on the route, will all go to the corporation; whereas, on the Whitney plan, it will go to the people of the United States, whose property it is, and to the benefit of that trade and commerce which it sets in motion.

The Whitney plan, once executed, will merge in one the interests of our population on the Pacific slope of this continent and those of our population on the Atlantic slope, and by that means they will remain one forever. But the failure of this enterprise, by the neglect of Congress to authorize it, would make the interests of these two vast regions forever independent of and opposed to each other. Such a dereliction of duty, so apparent, would ere long, as a natural if not necessary consequence, create an independent nation on the Pacific.

THE END.

