



AMERICAN RIVER CANYON.

Near Shady Run, Sierra Nevada Mountains.

wagons coupled together—as illustrated on page 67—employing from 300 to 400 mules, each team hauling from 30,000 to 40,000 lbs. In winter, when their mules are not in use, they are kept at this station, and the hay is harvested by the company and used for their own stock.

Continuing on up the valley 9.31 miles, we come to

BOX SPRINGS—but trains do not stop only on signal, and nine miles further stop at

MINERAL—This is a regular eating station, and in fact is the only one on the road. The meals cost \$1.00, and are of the substantial order, that makes bone and sinew.

To the east is located the Mineral Hill Mine, once the most productive in the State, but it proved to be a “pocket” and the original owners, after taking out several millions of dollars, sold their mine to an English company—who, until within the last year, have allowed it to remain

idle. It is now being worked with good prospects.

From Mineral, it is 5.5 miles to

DEEP WELLS—so named for a deep well that was dug near by, to procure water for the freight teams that were in the habit of traveling this road. The enterprising “Pilgrim” who dug the well was wont to charge \$1.00 for sufficient water to water an 18 mule team, or “four skins full for a quarter.”

From Deep Wells the route is over a sage-brush country, rough and bluff, for seven miles, to

ALPHA—a small station, near where kilns of charcoal are burned for use at the smelting furnaces. To the west of this station is a broad valley, over which range large herds of cattle. Willow Creek, a small stream, is crossed, and ten miles from Alpha is

PINE STATION—another place where charcoal burning is the principal busi-