

loftier, and were—at the time the railroad was built—covered with dense pine forests; now, only stumps and rocks appear, with very little undergrowth. As we enter the Truckee Canyon, we seem to have entered a cooler, pleasanter, and more invigorating atmosphere. The aroma of the spruce and pine, which comes with the mountain breeze, is pleasant when compared with that of the alkali plains.

**Verdi**—is the first station from Reno, 10.48 miles. Passing on, up, 1.23 miles brings us to a new side-track station called

**Essex**—which we pass; continuing along the river, with its foaming current now on our left, first on one side, then on the other, runs this beautiful stream until we lose sight of it altogether. The road crosses and re-crosses it on fine Howe truss bridges, running as straight as the course of the mountains will permit. The mountains tower up on either hand, in places sloping and covered in places with timber from base to summit, in others precipitous, and covered with masses of black, broken rock. 'Tis a rough country, the canyon of the Truckee, possessing many grand and imposing features.

On the road up we pass a new station called

**Mystic**—5.11 miles from Essex, and four miles further

**Bronco**—another side-track. Occasional strips of meadow land are seen close to the river's edge, but too small and rocky to be of any use, only as grazing land. Now we cross the dividing line, and shout



as we enter California, a few miles east of

**Boca**—a small station 5.7 miles from Bronco. The lumber interest is well represented here, huge piles of ties, boards and timber lining the roadside. The river seems to be the means of transportation for the saw logs, immense numbers of them being scattered up and down the stream,

with here and there a party of lumbermen working them down to the mills. A great quantity of ice is cut and housed here, and an extensive beer brewery erected.

The Truckee River, from Reno to its mountain source, is a very rapid stream, and affords dam-sites and mill-sites innumerable; yet, it is related that some years ago, before the completion of the Pacific railroad, a certain Indian agent, who is now an Ex-U. S. Senator, charged up to the Government an "item" of \$40,000, as being the purchase-money for a mill-site on the Truckee, near a dam-site.

Some hungry aspirant for official position, who had a hankering after the "loaves and fishes," exposed the "item," and a committee was sent out from Washington to investigate the matter. This committee, went out by "Overland Stage," had a good time, traversed the country in every direction, explored the river thoroughly, from the Desert to Lake Tahoe, and reported that they could find numberless dam-sites by mill-sites, but could not find a mill by a dam-site.

From Boca it is 1.57 miles to

**Prosser Creek**—Here is a long "V" flume for the accommodation of the lumbermen, and where large quantities of ice is cut and stored for market. Another run of 4.1 miles and the train passes

**Proctors**—and 2.76 miles more and our train comes to the end of the Truckee division, at Truckee City.

**Truckee City**—This place is situated on the north bank of the Truckee River, in the midst of what was once a heavily timbered region, much of which has been cut off. The principal business of the place is lumbering, though an extensive freighting business is carried on with other points in the mountains. One can hardly get around the town for the piles of lumber, ties and wood, which cover the ground in every direction. Some fine stores and a good hotel are the only buildings which can lay claim to size and finish corresponding with the growth and business of the place. The town is composed of wooden buildings, mostly on the north side of the railroad.

The very sharp roofs of the buildings point out the fact that the snow falls deep and moist here, sufficiently so to crush in the roofs—unless they are very sharp and strong. The town contains about 2,000 inhabitants, nearly all of whom are directly