

reach the road-bed on the opposite side, which we can see runs parallel with us. Soon it is found, and turning to our left, we cross the valley—Rice's Ravine—on a trestle bridge 113 feet high and 878 feet long, under which can be seen the track of the narrow gauge railroad, from Colfax to Nevada. Gradually the height grows less, until it is reduced, at the end of 600 feet, enough to admit of an embankment being raised to meet it. On, over the embankment, which curves around to the left, and now we are on the solid hill-side, and running along opposite the road by which we passed up the valley. We now have our last and best look at the bold bluff.

The best view of this noted place is obtained when going east, or from the river below. Viewed from the river, the passing train looks like some huge monster winding around the bluff, bold point, puffing and blowing with its herculean labors, or screaming angry notes of defiance, or perhaps of ultimate triumph at the obstacles overcome (see page 189).

When the road was in course of construction, the groups of Chinese laborers on the bluffs looked almost like swarms of ants, when viewed from the river. Years ago, the cunning savage could find only a very roundabout trail by which to ascend the point, where now the genius and energy of the pale-face has laid a broad and safe road, whereon the iron steed carries its living freight swiftly and safely on their way to and from ocean to ocean.

When the road-bed was constructed around this point, the men who broke the first standing ground were held by ropes until firm foot-holds could be excavated in the rocky sides of the precipitous bluffs.

Colfax—is 4.5 miles from C. H. Mills, and about two miles beyond the high bridge mentioned. This is a regular eating station, and an excellent table is set. The company have a large depot here, this being the distributing point for freight bound for Grass Valley, Nevada, and a large scope of mining country. The town is named in honor of Schuyler Colfax, one of the warmest friends and earliest supporters of the road.

Colfax is a substantial railroad town. It contains about 1,000 inhabitants, is well watered, and has an air of general thrift about it, which marks all the permanent towns along the road. The school and church accommodations are ample; the

climate is invigorating and healthy, and the inhabitants a thrifty, driving, enterprising people; the greater number, natives of the State of Illinois, who emigrated to this country in early days—1849—50.

ILLINOIS TOWN—is a half-mile west, once a noted freighting point for the surrounding mines, now the only business is raising fruit, apples, peaches and pears.

IOWA HILL—is a mining town, 12 miles south of Colfax. A good toll-road crosses the American River on the bridge which we saw when rounding Cape Horn, and follows up the mountain to the town, which contains about 250 inhabitants. Formerly stages ran *daily* to Iowa Hill and the mining camps to the southward, but for some reason, they now run only semi-occasionally. Private conveyance can always be secured at Colfax at reasonable charge.

As our trip is for pleasure, and to see all that is worth seeing, we will need to take a trip to the old mining towns of Grass Valley and Nevada.

Nevada County Narrow Gauge Railroad.

The General Offices are at Grass Valley.

.....*President.*
 JOHN F. KIDDER.....*Gen'l Superintendent.*
*Gen. Pass. Agt.*

This road is a three-foot narrow gauge; commenced in January, 1875, and completed May 22, 1876; length, 22½ miles. This is a very crooked road. has 15 trestle bridges, aggregating 5,176 feet, two truss bridges, each 165 feet long, and 97 and 85 feet high, respectively; and two tunnels, aggregating 800 feet. As for the scenery—well, it is *immense*—the rapid and astonishing changes remind one of the *kaleidoscope*, and its wondrous changes. Here are to be seen every variety of mountain scenery, as though a choice morsel of each of the grand beauties of nature had slipped from the hand of the great Architect while distributing them, giving such a variety of magnificent views as are seldom, if ever, found in the same distance traveled.

On the route we shall pass through fearful chasms, and tortuous canyons; *under* and over lofty bridges, through dense forests, beside bright green fields and towering mountains; tall pines, and diminutive manzanitas; huge smelting furnaces, and thundering quartz mills; long water flumes