

great horse-shoe curve, around the head of a small valley. First, the road-bed is *far above*, then *far below*, with a deep gorge on the left, in which grow madrone, redwood, and oak trees. Now we come to a trestle bridge, 300 feet long and 137 feet high, over a frightful gorge; and then to the Summit Tunnel, 610 feet long, beyond which is

HOWARD—The principal business at this station is burning coke. Passing on, we enter "Dutch Bill Canyon," called so in early days after Mr. Howard, who there wrestled with the big redwoods that it then contained. Redwoods now appear on each side, as also saw-mills. STREETEN MILL is passed on the left, then another tunnel—there are five tunnels in all, on the road, aggregating 3,850 feet—then a long wood-shute, and

TYRONE MILLS—Here are extensive saw-mills on the left, with side-tracks running to them, with a capacity of 40,000 feet of lumber a day.

Leaving this mill, on a down grade, through towering redwoods, 300 feet high, we roll down past another large mill, on the right, to the Russian River, just after passing an unimportant side-track of that name.

The river at this place comes down through a perfect forest of towering redwoods, and is about 300 feet wide, with an average depth of two feet. The train runs along on the southern bank, past a beautiful little cottage on the right, away up on a high spur of the mountains, that projects out into the river, and which has been left, as it were isolated by the cutting made by the Railroad Company in building the road. It is *one* of several country residences belonging to the President of the road. Beyond this point a short distance, is the MOSCOW MILLS STATION, opposite which comes in from the north, Austin Creek, abounding in redwoods. A short distance further, Russian River is crossed on a bridge 400 feet long, and the train stops at the end of the road at

DUNCAN'S MILLS—Here are located extensive saw-mills, in the midst of great forests of redwoods. The station is 80 miles from San Francisco, and consists of one large hotel, the Julian—a good station building, some shops of the Railroad Company, several stores and a dozen or more residences, some of which are very good. Game of various kinds is abundant, such as deer, bears, etc., and some *wild*

hogs. Fish—well, *this* is the fisherman's paradise. From Duncan's Mills it is six miles to the Ocean, reached by boats on Russian River, which is near the station, also by a good wagon road. Stages leave Duncan's Mills daily, except Mondays, for the following places: Fort Ross, 16 miles; Henry's, 16 miles; Timber Cove, 20 miles; Salt Point, 25 miles; Fisk's Mills, 30 miles; Stewart's Point, 34 miles; Gualala, 44 miles; Fish Rock, 50 miles; Point Arena, 60 miles; Manchester, 66 miles; CUFFEY'S COVE, 80 miles; Navarra Ridge, 86 miles; and Mendocino City, 96 miles; average fare ten cents per mile.

Along the line of this road are located several large saw-mills, which produce for market, 200,000 feet of redwood lumber daily.

In conclusion; the ramble about Duncan's Mills will be found by the tourist, a very pleasant one, in fact, the scenery along the whole line is very interesting. The rapid changes and the great variety are charming, instructive, and when once made will ever live in pleasant memory.

Returning to San Francisco, we start on **Route 5.**

Southern Pacific Railroad

General Offices, San Francisco.

CHAS. CROCKER,..... *President.*
GEO. GRAY..... *Chief Engineer.*
A. C. BASSETT,..... *General Superintendent.*
J. L. WILLCUTT,..... *Gen. Pas. and Ticket Agent.*

This company own the road from Goshen, in the San Joaquin Valley, and, including the Goshen Division, to Los Angeles and Yuma, in Arizona, but it is leased to and operated by the "Central" Company. This leaves the Southern, only the line from San Francisco to Solidad, 142 miles, and the Trespinos division of 18 miles, making 160 miles, over which we propose journeying.

Leaving the depot, which is situated opposite the general office, corner Townsend and Fourth, the route is south, through the city for over four miles, most of the distance built up with business blocks, manufactories, large wool warehouses, shops and private residences.

The company's machine shops—extensive works—are situated about two miles from the depot; another mile is Valencia street, where is a horse-car line to the more central part of the city. Then we move another mile, through some deep cuts and high hills on the right, and are at