

yond which is the most magnificent moss view that one could conceive. Sycamore and moss-drooping oaks are very plentiful, reminding one of the appearance of a New England apple orchard after a storm of snow and rain, where all the limbs and boughs are borne down with icicles and snow.

GILROY—is seven and a half miles from Tennant and 80.3 miles from San Francisco; a regular eating station, where trains stop twenty minutes for meals, which are *very good*; price, 50 cents. Gilroy contains a population of about 2,000, most of whom are engaged in agricultural and pastoral pursuits. Tobacco is raised in large quantities, and dairying is made a specialty by many of the people. The principal hotels are the Southern Pacific and the Williams.

Stages leave Gilroy for San Fillipe, 10 miles; Los Banos, 48 miles; and Firebaugh, 80 miles east; fare ten cents per mile. Stages run daily to the Gilroy Hot Springs, a very attractive resort, 15 miles east. From Gilroy it is 2.2 miles to

CARNADERO—a small station where passenger trains meet, and from which a track branches to the left and continues up the Santa Clara Valley, 11.8 miles to

HOLLESTER—a thrifty town of 2,000 inhabitants, most of whom are agriculturists. From Hollester it is 6.2 miles to TRESPINOS—the end of the track.

From this point large quantities of freight are shipped for the New Idria, Quicksilver, Picacho and other mines in the country, to the south and east. Stages run tri-weekly to San Bruno, 25 miles; New Idria, 65 miles; Picacho, 75 miles; fare about ten cents per mile.

The original route of the Southern Pacific railroad was from this point, via San Benito Pass to Goshen, in the San Joaquin Valley. From Goshen the road is built a distance of 40 miles this way, to Huron. Whether the link between the two divisions will be completed and *when*, we will *never tell*, till we know. The distance across to Huron is, to San Benito Pass, 60 miles; to Huron, 100 miles.

Returning to Carnadero, we soon come to the great Bloomfield Ranche, which takes in many thousand acres, crossing the valley and over the mountains, on each side. It is the home of Mr. Miller, of Lux & Miller, the great cattle men. At Baden, twelve miles from San Francisco, we pass Mr. Lux's place, the "Twelve Mile Farm." On this ranche are kept and fattened great

numbers of cattle, for the market of San Francisco.

Continuing up the valley, which is here narrowed to one mile in width, with low-grass-covered hills on each side, we come to the residence of Senator Sargent, on the right, and a short distance further,

SARGENT STATION—in the midst of a dairy country. Stages leave here for San Juan, south, six miles distant, up a little valley to the left, distinctly seen a few miles further on our way.

Soon after leaving the station, we turn more to the westward, and the little valley is completely crowded out by the bluffs, and we run along on the bank of Pajaro River, up a narrow canyon, and cross the line between Santa Clara and Santa Cruz county, at the point where Pescadero Creek comes in on the right. Continuing up, between high bluffs, we cross a bridge over the Pathro River and are in San Benito county, then dive through a tunnel 950 feet long, and come out into the beautiful Pajaro Valley, which is nine miles long and four wide, a portion of the Aroma Grant, once a very extensive one. The Santa Cruz Mountains are high, on the right, and covered with a dense growth of redwoods. Passing Vega, a signal station, we come to

PAJARO—(pronounced Pad-ro) thirteen miles from Sargent's, and 99.4 from San Francisco.

WATSONVILLE—is one mile to the right from this station, and contains a population of 4,000, and is a thrifty town, situated three miles from Watson's landing, on Monterey Bay, where steamers and other vessels land regularly. It contains two weekly papers, the *Pajaronian* and the *Transcript*. The Lewis House is the principal hotel.

From Pajaro, the Santa Cruz, narrow-gauge railroad connects with the Southern Pacific. This road is 21.15 miles long and runs through Watsonville, Aptos, and Soquel, to Santa Cruz. (See map, page 201.) The lumber business is, next to the agricultural, the most important interest in this section of the country. From Pajaro, our course will be east of south, to the end of the road.

Rolling down this beautiful valley, we come to Elkhorn Slough, over which our road is built on piles for a long distance. To the right, down this slough, is Moss Landing, nine miles distant, between which and a pier, close on our right, a small