

Bealville. This station is not an important one, and trains do not always stop, but pass on, across two bridges in quick succession, many deep gravel-cuts, and then, after curving to the right, we approach the "Loop" and tunnel No. nine. Passing through this tunnel, we start on the grand curve around the "Loop," and soon find ourselves *over* the tunnel and in the position of the train as illustrated on page 233.

This "Loop" is 340 miles from San Francisco, is 3,795 feet in length, with an elevation of 2,956 feet at the lower and 3,034 feet at the upper track, making a difference between tracks, of 78 feet.

Leaving the "Loop," our train continues to climb and curve, first to the left, then to the right, and after passing through two more tunnels, Nos. 10 and 11, comes to

Gerard—a station 5.4 miles from Keene, more in name than fact. Here the old Tehachapi Pass stage road appears. The mountains are not as high above us, but are rough, broken, and ragged, covered in many places with stunted, scrubby pines and cedars. Rolling on, we pass through, in quick succession, tunnels Nos. 12, 13, 14, 15, 16 and 17, besides a number of short bridges, and come to more open ground; pass Graceville, once an old stage station—on the right, and 6.4 miles from Gerard arrive at

Tehachapi Summit—elevation, 3,964 feet—the highest on the road. This station consists of one store, a hotel, telegraph office, and half-a-dozen buildings. To the southeast about five miles distant, a marble quarry is reported, of good quality. The station is situated on a high grassy plateau, of a few thousand acres, with high mountain ranges to the east and west, and although near 4,000 feet in altitude the climate is so mild and agreeable that some years the crops are very good, and grazing excellent. Many sheep are to be seen in the valley and on the hills which are covered with fine grass.

Leaving the summit, we run along this plateau for a few miles, and then commence a gradual descent towards the Mojava Desert. To the right is a small lake—dry in summer—where salt can be shoveled up by the wagon load. About eight miles from the Summit, the little valley down which we have been rolling, narrows to a few hundred feet with high canyon walls on each side.

Cameron—is the first station from Summit, 9.2 miles distant, of little account.

Near this station we find the first of the species of cactus, as illustrated on page 243. In this country they are called the

YUCCA PALM—These trees grow quite large, sometimes attaining a diameter of from two to three feet, and a height of from 40 to 50 feet. They are peculiar to the Mojava Desert, where they grow in immense numbers, presenting the appearance, at a distance, of an orchard of fruit trees. Everything is said to have its uses, and this cactus, or palm—apparently the most worthless of all things that grow, is being utilized in the manufacture of paper, and with very good results. One mill is already in operation at Ravena, and considerable shipments have been made. The supply of "raw material" is certainly abundant, and if the quality of the paper is as good as reported, the Mojava Desert may be able to show cause why it was created.

Leaving Cameron, our train speeds along lively, and 5.2 miles we come to

Nadeau—soon after emerging from the canyon. It is a side-track surrounded by sage-brush, sand hills and cactus. Away to the left are several lakes, dry the greater portion of the year, but having the appearance of water at all times, owing to the water being very salt, and leaving a thick deposit on the bed of the lake when dry.

From Nadeau, it is 5.6 miles to the end of the Tulare division, at

Mojava—(Pronounced Mo-ha-vey.) At times, the "Mojava Zephyr" is anything but a *gentle* zephyr, yet, by using both hands, any person of ordinary strength can keep their hat on. The surroundings of this place are not very beautiful, situated as it is on a desert; but for its size, it is a busy place. It is a regular eating station where trains stop half an hour, and good meals are served, at the Mojava House, close to the depot—on *Main St.* The place consists of several stores, one hotel, large station building and freight warehouse, a 15-stall round-house, a repair and machine shop and about a dozen private residences.

The water used at the station comes in pipes from Cameron station, eleven miles north. A large amount of freight is re-shipped from this station on wagons to Darwin, 100 miles, and Independence, 168 miles, in Inyo county—to the northeast—on the east side of the Sierra Nevada Mountains. Returning, these wagons are loaded with bullion from the mines. The