

TIME TABLE.

LOS ANGELES DIVISION. MOJAVA TO LOS ANGELES.

E. E. HEWITT, *Assistant Superintendent.*JAMES CAMPBELL, *Train Master,*

TOWARDS SUNRISE.			SAN FRANCISCO TIME.		TOWARDS SUNDOWN.			
Daily Emigrant and freight.	Daily Express, 1st & 2d Cl's	Distance from San Francisco	STATIONS.		Altitude.	Daily Express, 1st & 2d Cl's	Daily Emigrant and freight.	
4:00 * a m	9:10* a m	370...	Lv.....	†‡MOJAVA.....	Ar....	2751	6:30 * p m	6:15* p m
4:24	9:27	376...	.....	Gloster.....	.....	2555..	6:1 3†	5:50†
4:50	9:44	384...	.....	Sand Creek.....	.....	2315..	5:54	5:25
5:30	10:10	395...	.....	Lancaster.....	.....	2350..	5:26	4:40
6:25	10:35	405...	.....	Alpine.....	.....	2823..	4:54	4:00
7:15	11:06	415...	.....	Acton.....	.....	3211..	4:14	3:15
7:35	11:20	419...	.....	† Ravena.....	.....	2350..	4:00	2:55
8:20	11:51	427...	.....	Lang.....	.....	1681..	3:24	2:15
9:10	12:24 p m	437...	.....	Newhall.....	.....	1152..	2:48	1:30
9:30	12:35	441...	.....	Andrews.....	.....	1338..	2:35	1:10
9:50	12:50	444...	.....	S. F. Tunnel.....	.....	1469..	2:20	12:50
10:10	1:05	449...	.....	† San Fernando.....	.....	1066..	2:05	10:20 p m
11:15	1:35	462...	.....	Sepulveda.....	.....	461..	1:35	11:15
11:55 a m	1:55 p m	470...	Ar.....	†‡LOS ANGELES.....	Lv....	265..	1:15 p m	10:35 a m

† Day Telegraph. ‡ Day and Night Telegraph. * Meals. Note Elevations.

Cerro Gordo Freighting Co., who do most of this freight hauling, employ 700 head of animals.

Stages leave Mojava every alternate day, carrying passengers, mails and express to Darwin, 100 miles; Cerro Gordo, 125 miles; Lone Pine, 150 miles, and Independence, 168 miles to the northeast; fare, 14 cents per mile.

Mojava is the commencement of the Los Angeles Division. The proposed route of the Southern Pacific railroad—as successor of the rights granted to the old Atlantic and Pacific Co., to the Colorado River, at the Needles—diverges at this point, and runs due east. The lowest point of the Mojava Plains crossed by the railroad survey, is at the sink of the Mojava River, 133 miles east. Its elevation is 960 feet, the highest point being 3,935 feet, at the summit of Granite Pass. The crossing of the Colorado, at the Needles, is 254 miles east from Mojava.

Leaving Mojava, our course is south, over the desert, from which rise great numbers of round buttes; they are of all sizes, from a half-acre at the base, to several acres; from one hundred to five hundred feet in height. Most of these buttes run to a peak, and are grooved or worn out by the elements into small

ravines, from summit to base, presenting a peculiar appearance. The cactus, or palms, are very numerous.

Passing GLOSTER, 6.6 miles from Mojava, where there is not even a side-track, and 7.2 miles further, we arrive at

Sand Creek—where trains seldom stop. To the left, ten miles, is Mirage Lake, which looks like water, but is mostly sand and alkali. (For a description of this remarkable phenomena, see page 169.)

Solidad Mountain can now be seen on our right, through which our road finds a way, but *where* and *how*, does not appear. Large numbers of sheep range over these plains at times, and appear to thrive.

From Sand Creek, it is eleven miles to LANCASTER, a side-track, and 10.9 miles further we come to

Alpine—For the last twenty miles the palms have been very numerous, but we shall soon leave them and the desert. Scrub cedar, sand cuts—some very deep—are now in order, while rapidly climbing up to the summit of the Solidad Pass, which we reach four miles from Alpine, crossing them at an elevation of 3,211 feet, and then descend to

Acton—a distance of 9.7 miles from Alpine. This is an unimportant station