

2,500 to 3,000 feet, but narrow—a huge “hog-back” ridge. Leaving Newhall, it is 3.6 miles to

Andrews—To the west of this station, about four miles, are located several oil wells, in a region said to be very rich in oil. Two refineries have been established at this station, which furnish for shipment about one car-load per day. Live oaks and some white oaks are numerous along the road and on the sides of the low-hills, for the last fifteen miles, making the country look more cheerful than it otherwise would.

Leaving Andrews, we soon commence to ascend, passing through deep cuts to the

SAN FERNANDO TUNNEL—This tunnel, as before stated, is 6,967 feet in length, timbered all the way, and is reached from the north up a grade of 116 feet per mile; grade in tunnel, 37 feet per mile; grade beyond tunnel—south—for five miles, 106 feet per mile; elevation of tunnel, 1,469 feet. The view, from the rear end of the car, while passing through the tunnel, is quite an interesting one.

The light, on entering the great bore, is large and bright, the smooth rails glisten like burnished silver in the sun's rays. Gradually the light lessens in brilliancy; the rails become two long ribbons of silver, sparkling through the impenetrable darkness; gradually these lessen, the light fades—and fades, and fades—the entrance is apparently not larger than a pin's head, and then all light is gone and darkness reigns supreme—and still we are not through. It is the history of many a life: *the bright hopes of youth expire with age.*

As we emerge from the tunnel, the valley of San Fernando dawns a bright vision of beauty upon us. Here we enter, as it were, a new world of verdure and fruitfulness—a land literally “flowing with milk and honey.” From the tunnel we have descended rapidly, 5.2 miles to

San Fernando—named for the famous old mission of San Fernando, located about two miles to the right, embowered in lovely groves of orange, lemon and olive trees. It is in the middle of the valley of the same name, surrounded by mountain ranges. The San Fernando Mountains are on the east and north, the Coast Range on the West, and the Sierra Santa Monica on the west and south. The greater portion of the western and central part of the valley is under a high state of cultivation, but the eastern, along where

our road is built, is covered with sagebrush, cactus, grease-wood, small cedars and mesquite shrubs.

The station is of little account—only a few buildings, a store, hotel, cattle pen and shutes make up the place. Leaving the station, we pass groves of planted trees; those on the right, of the eucalypti species.

Sepulveda—is the next station, 12.5 miles south of San Fernando. It is situated on the east bank of Los Angeles River, where passenger trains meet and pass. Continuing along down the valley—which now begins to present an improved appearance—8.6 miles we come to East Los Angeles.

Los Angeles Junction—is situated about one mile east of the city, from which street-cars run regularly; fare, 10 cents or four tickets for 25 cents. The principal hotels, the Pico and St. Charles, charge from \$2 to \$3 per day; the United States and Lafayette from \$1.50 to \$2.00, all of which send buses to the depot, on arrival of trains.

Los Angeles!—Ah, here we are at the “City of the Angels!” Los Angeles is the county seat of Los Angeles county, situated on the Los Angeles River, 24 miles north from the port of San Pedro; but the principal shipping point is at Wilmington, about two miles above San Pedro, at the head of the bay, with which it is connected by railroad 22 miles distant. It is also connected with Santa Monica by rail, 18 miles to the westward, where steamers land from up and down the coast. The city contains a population of about 16,000—has many fine business blocks, three banks, several large, fine hotels, chief of which is the Pico. The churches and schools are all that could be desired, both in numbers and quality. There are four daily, seven weekly, and a number of miscellaneous publications. The dailies are: the *Star*, *Express Herald*, and the *Republican*.

Water for irrigation in the city is supplied by Los Angeles River, and by windmills. The manufactories are not very numerous, the shops of the Railroad Company being the principal ones. The town is a railroad center, commanding an extensive trade at present, and in the future it fears no rival. It is already connected with Santa Monica, on the west, 18 miles; Wilmington, on the south, 22 miles; Santa Ana, on the southeast, 33 miles; Yuma, on the east, 248 miles, and San Francisco,