

Leaving the station, we cross Green River on a fine bridge, the cars passing along through heavy cuts, almost over the river in places, affording a fine view of the frowning cliffs on the east side of the river. Twenty miles to the northwest a large barren butte, pilot-knob, stands in isolated loneliness. Soon we turn to the left, leaving the river, and pass along a dreary barren waste for 13.4 miles, and arrive at

**Bryan**—a deserted old station. The country around is barren, composed of red sand, and uninviting in the extreme. We are again increasing our elevation. The road was completed to Bryan, September, 1868, and large amounts of freight was delivered here to be re-shipped to the westward. From this station to the northward, it is 80 miles to the Pacific Springs on the old "California trail," and 90 miles to Sweetwater.

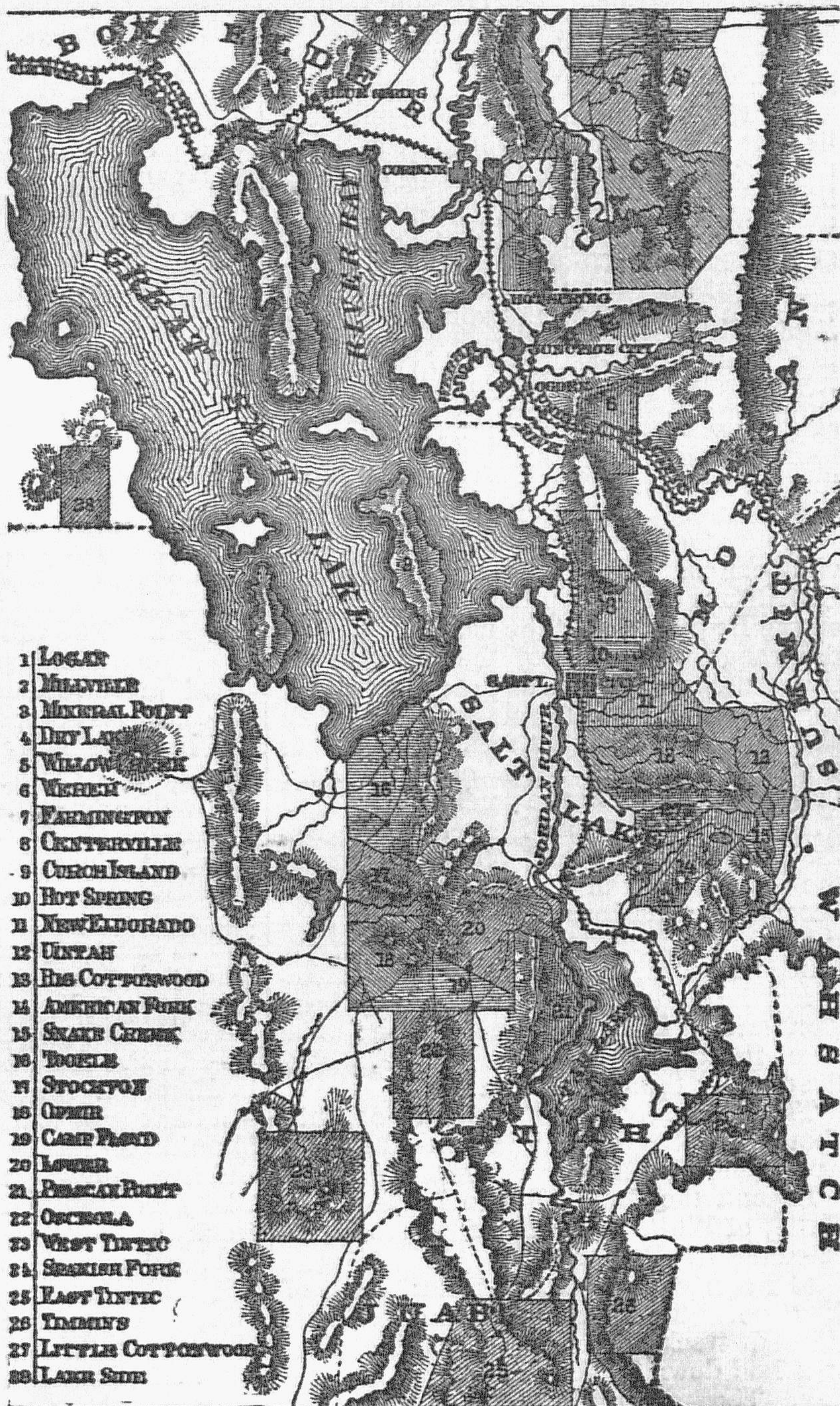
At one time stages left this station for the Sweetwater country, but they have been transferred to Green River station. Freight for the Government posts, and country to the northward, Atlantic City, South Pass, &c., is hauled from this station by wagon teams as of old.

Bryan, during its early days, was quite lively, and troubled with the usual number

## NEW MINING MAP OF UTAH

COMPILED FROM U.S. GOV'T SURVEYS.

SHOWING THE EXACT LOCATION OF THE RICHEST & MOST EXTENSIVE MINING DISTRICTS ON THE CONTINENT, EXTENDING 150 MILES NORTH & SOUTH.



Virtue and honor are very nice for Sunday wear, but too rare for every-day use.