

which supply large quantities to the railroad company. The mines are said to be very extensive, easily worked, yielding coal of good quality, and employ about 800 men, most of whom are Chinese. From 150 to 200 car loads are shipped from Alma per day to towns on the line of the Central Pacific railroad, to Virginia City, Gold Hill, and Carson in Nevada and to San Francisco. A branch railroad has been constructed to the mines, leading off about half a mile north of Evanston.

Soon after leaving Evanston we leave Bear River to the right, and follow up a beautiful little valley eleven miles to

Wasatch—This station was once a regular eating station, with round-house and machine shops of the company located here, but a change has been made to Evanston, and the place is now deserted.

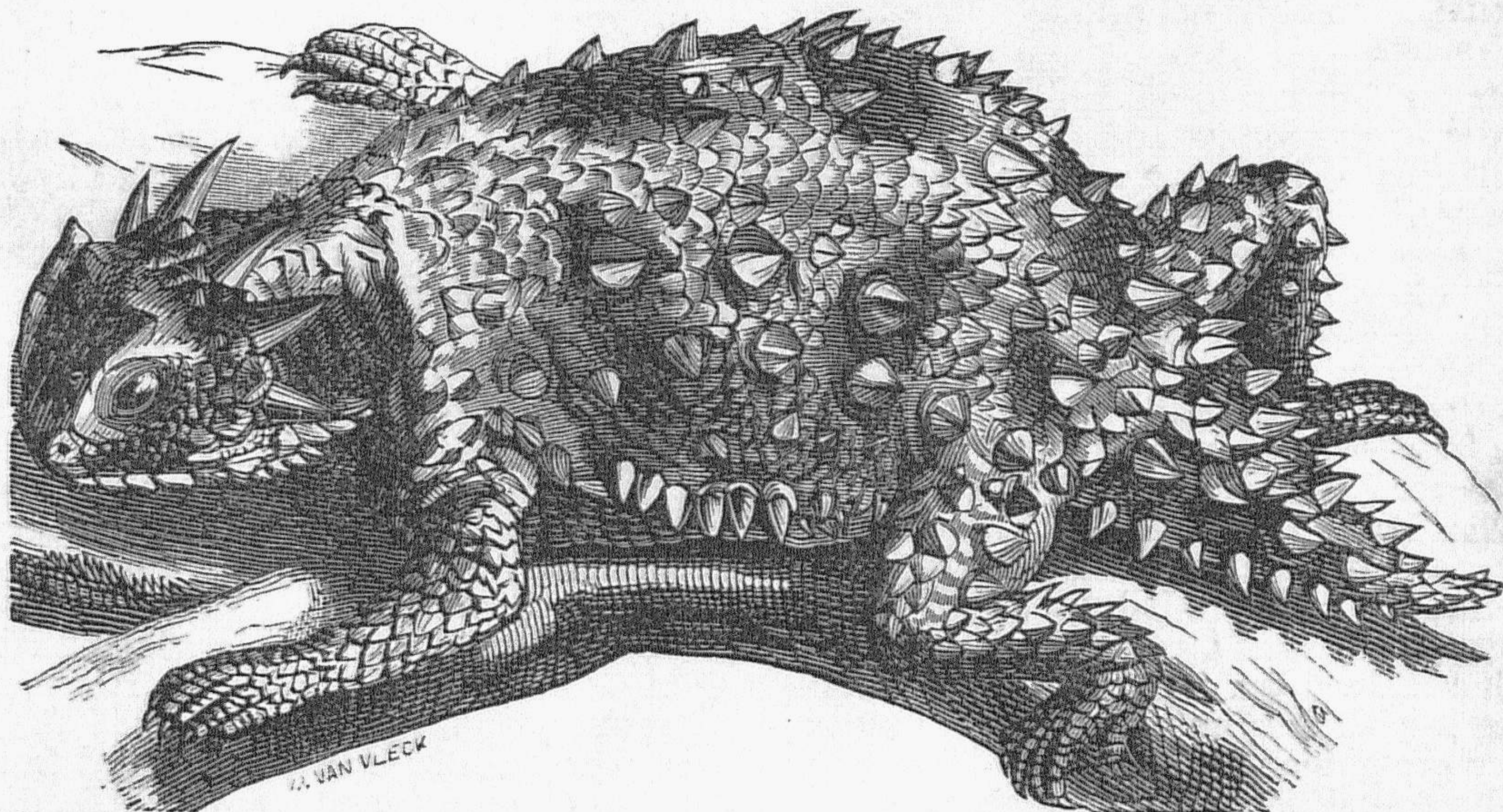
Four miles west we cross the dividing line between Wyoming and Utah Territories. It is marked by a sign-board beside the road, on which is painted on one side, "WYOMING," the other "UTAH."

Game is found in the hills—deer, elk, and antelope—and in the Uintah and Wasatch ranges, brown, black and cinnamon bear are common, and in all the little streams, fish of different kinds are abundant—*trout particularly*.

On leaving Wasatch, we arrive at the divide and head of Echo Canon, one-half mile distant. Here we find the longest tunnel on the road, 770 feet in length, cut

through hard red clay and sandstone. When the tunnel was completed, it was approached from the east by two long pieces of trestle-work, one of which was 230 feet long and 30 feet high; the other 450 feet long and 75 feet high, which have since been filled in with earth. The tunnel opens to the westward, into a beautiful little canyon, with a narrow strip of grassy bottom land on either side of a miniature stream, known as the North Fork of Echo. The hills are abrupt, and near the road, leaving scarcely more than room for a roadway, including the grassy land referred to. Along these bluffs, on the left-hand side of the stream, the road-bed has been made by cutting down the sides of the hills and filling hollows, in some places from 50 to 75 feet deep.

Before the tunnel was completed, the road was laid temporarily from the divide into Echo Canyon by a Z or zigzag track, which let the cars down to the head of the canyon—under the trestles above named. The great difficulty to overcome by the railroad company in locating the road from this point into Salt Lake Valley was the absence of spurs or sloping hills to carry the grade. Every thing seems to give way at once, and pitch headlong away to the level of the lake. The rim, or outer edge, of the table-lands, breaks abruptly over, and the streams which make out from this table-land, instead of keeping their usual grade, seem to cut through



"PRICKEY," THE PET HORNED TOAD OF THE PACIFIC COAST.

See ANNEX No. 52.