

residences, beautiful gardens, thrifty orchards, and well-cultivated fields, with the Jordan River on our right, the Oquirrh range of mountains far in the distance, and the towering Wasatch Mountains on our left; this is Jordan Valley. This valley extends from Salt Lake City, south, to Utah Lake, about 40 miles distant, with a varying width of from two to twelve miles.

About five miles south, on the left, is situated the Morgan Smelting Works, on the creek that comes down from Big Cottonwood, and opposite Parley Canyon, which can be seen on the east, just below the mouth of which is located the State Penitentiary, and the Utah Woolen Mill.

Crossing the creek, and passing on seven miles from the city, we come to

LITTLE COTTONWOOD—the first station. On the left are the Wasatch Smelting Works, and a little beyond the American Smelting Works. Just after crossing the Little Cottonwood Creek, on the right, is the big Germania Smelting and Refining Works, with the town of Germania, containing 500 inhabitants.

Passing along, on the right, can be seen great piles of silver ore—"matte" as it is called.

From this point the mountain view is grand; to the eastward, the canyons of Parley, Mill Creek, Big and Little Cottonwood, and Dry Creek, are all in view.

The country here shows what irrigation is doing for it; there can be no finer lands or crops than are here found. In every direction the land is covered with a labyrinth of canals and ditches, conducting the essence of life to all vegetation beneath them, and literally causing the land to flow with "milk and honey."

Five miles further we come to

JUNCTION—a small station, where all passengers for West Mountain, Bingham Canyon Mines, and the vicinity, "change cars" for those of the

Bingham Canyon Railroad.

Official Headquarters, Salt Lake City.

C. W. SCHOFIELD.....*President.*
EZRA HUMPHREY...*Treasurer & Superintendent.*

This road is a three-foot narrow gauge, completed to the mouth of Bingham Canyon, 16 miles west, and had cars running December 1st, 1873. Let us take a roll over it.

Leaving the junction, our course is due west, through a well-cultivated section of country.

JORDAN STATION—is one mile distant, where there is a postoffice, and a small collection of cottages. Near by, a track leads off to the Old Telegraph Smelter, the dressing works of which are a short distance below the road, on the opposite side of the Jordan River, which we cross soon after leaving the station.

Just as we raise on to the west bank of the Jordan, we come to the residence of Bishop Gardner, who is the "better half" of *eleven wives*. The Bishop appears to stand it pretty well, although they *do* say that he is occasionally found singing, "On Jordan's stormy banks I stand," with a tear accompaniment.

WEST JORDAN—is on the west bank of the river and contains a few hundred people. From this station, the grade increases, and soon we reach a high tableland, too high for irrigation by ditches, without great expense. Bunchgrass, white sage, sheep, some cattle, and Jack-rabbits abound—the latter are very numerous.

The road, about five miles from the river, enters the long, broad ravine that leads to Bingham, up which we roll—the ravine gradually becoming narrower as we ascend. Occasionally we pass a little farm-house, and a few acres of farm and garden land. Nearing the mountains, the ravine narrows, to a few hundred feet, and finally to only sufficient room for the railroad and a little creek, between the bluffs on each side.

These bluffs are from 250 to 1,000 feet in height, covered with small stone, sage, and a few small pine trees.

As we ascend, the bluffs are more precipitous, higher and pierced in numerous places with "prospect holes." In places the grade is 120 feet, and *then*, MORE, and finally it becomes too much for our iron horse, and we stop at the end of the steam road, one mile below

BINGHAM CITY—population about 2,000. Just below the city is located on the left, the Winnemucca mill and mine. We *know* it is there, as we "prospected" it once—about 30 feet.

Bingham City is built along the canyon for two miles, and contains a number of mills and works connected with mining. From the station, a tramway up which small ore cars are hauled with mules, extends up the canyon for three miles, with a branch running back from about half the distance up to a mine on the top of the mountain, about one and a half miles