

The land is more rolling, as we approach DRAPER—This is not a very important station to the tourist, but to the few villagers of Herramon, at the mouth of a little canyon beside the mountains on the left, it is a *big* institution. Draper is four miles from Sandy and seventeen from Salt Lake City.

Leaving Draper, our course is east, and after crossing South Willow Creek, turns more to the south, and finally to the west, having kept around the foot of the mountains, which here make a full half-circle. In the distance around, there are many cuts and some hard work, and we queried, *why* the road was built around, when the work was so heavy and the distance much further than across where there was very little work to be done? In answer, we were told that President Brigham Young laid out the road around the side of the mountain, by "*revelation*." If that is so, we conclude that the revelation came from the same "deity" that took our Savior up on the Mount, but as it is not "our funeral," we will not criticise.

The lower point of the great curve is called the "Point of the Mountain." At the point where the railroad is built around, the track is about 300 feet above a little round valley to the west, in which is located a hot spring, marked by a brown burned patch of land and rising steam.

As our train curves around this point, a most charming view can be had; one of the *finest* on the road. The valley is here nearer, to the northward the view in unobstructed for 50 miles; to the south, Utah Lake, a gem in rich setting, and the great Lower Basins.

Passing through numerous cuts and around the point, the train curves again to the eastward, and starts again on another grand curve around the rim of the basin, in which is located Utah Lake, in plain view.

Nearly opposite the "point of the mountain" is a low divide in the Oquirrh Range on the west, over which the road leads to Camp Floyd.

Continuing along through sand cuts, sage and an occasional farm, 14 miles from Draper we arrive at

LEHI—This town is situated in the midst of a perfect forest of fruit trees, orchards and gardens, with the waters of Dry Canyon Creek running through all the streets, and contains a population of about 1,500, including those living in the immediate vicinity. The good results of irrigating sage-brush

land, are here demonstrated by the large crops of wheat, oats, barley and vegetables produced, where, before the land was irrigated, nothing but sage-brush and greasewood were to be seen.

Three miles further is

AMERICAN FORK—a station 34 miles from Salt Lake City—the "banner" town for free schools; also the *first* in the Territory, having been established here in 1869. The streets are wide, with the waters of Deer Creek, which comes down the American Fork Canyon, running through them, and the orchards, gardens and farms in the neighborhood making an attractive and beautiful town. The population numbers about 1,600, the greater portion of whom are engaged in agricultural pursuits. The American Fork House, opposite the station, is the principal hotel, and Robert Keppeneck is one of the jolliest of German hosts.

To the southwest of the station, a company is engaged in building a dam across the Jordan River for irrigating purposes. The canal is to be 22 feet wide on the bottom and 30 inches deep, and when completed will extend north 20 miles, winding around the base of the Wasatch, near our road, keeping as far up on the side of the mountain as possible. From the dam, a canal will be taken out for the west side of the Jordan, with a view of taking the water all over the lands as far north as Salt Lake City, and if possible, reclaim the vast tract of sage land between the Jordan River at Salt Lake City, and the Oquirrh Range, at the foot of Salt Lake.

From this station a road branches off to the eastward, up American Fork Canyon, called the

American Fork Railroad.

Principal office, Salt Lake City.

GEN. LOYD ASPINWALL.....*President.*
EZRA HUMPHREY.....*Sec. and Superintendent.*

This is a three-foot, narrow gauge railroad, 15 miles in length; commenced May, 1872, and completed 12 miles during the year. The grade for the whole distance is heavy, in places 312 feet to the mile.

Leaving the station at American Fork, the road turns directly to the east, and follows up Deer Creek, through a general assortment of sage brush, sand and boulders, for six miles to the mouth of the Canyon. On the way up, to the right, a fine view can be had of Mt. Aspinwall, rising from the lower range of the Wasatch to an alti-