

through Jordan River, which runs north and empties into Great Salt Lake. Utah Lake abounds in trout, mullet and chubs.

Passing along, through a well-cultivated section of country, for five miles, we arrive at **SPRINGVILLE**—This place was named from a warm spring which flows from Hobble Creek Canyon, above the town. The water from this spring is utilized for running a flouring mill, whereby the mill is enabled to run at all seasons of the year. So much for a hot spring.

Coal of good coking quality has been discovered and worked about 40 miles to the eastward, in Strawberry Valley, and a movement is now being made towards the construction of another narrow gauge railroad to the mines. The population here is about 1,500. Hobble Creek Canyon on the east, was so named by the first Mormons that visited it in 1847, who found in the canyon a set of old Spanish hobbles.

Rolling along for five miles further through well-cultivated land we arrive at

SPANISH FORK—a village of 1,800 population, most of whom are engaged in agricultural and pastoral pursuits. The town is to the left of the road on the banks of Spanish Fork River.

Butter and cheese are quite a specialty with many of the citizens; on the tablelands vineyards are numerous, and wine is made to some extent; wheat is also a good crop. Duck shooting is said to be exceedingly fine, and trout are found in great numbers in all the mountain streams, as well as in the lake.

Continuing on through rich farm land, eight miles brings our train to

PAYSON—This is an incorporated city of about 2,200 population, situated to the left of the road, and near the southern end of Utah Lake. The people appear to be well-to-do, and do not trouble themselves much about the "war in Europe," or the "Chinese question." Large quantities of ore are hauled here for shipment to the smelting furnaces at Sandy and other places.

Three miles further, and two and a half miles eastward, is a beautiful little place called Spring Lake Villa, nestling cosily in beside the mountain and a little lakelet of similar name. This villa is noted for its abundant and superior fruit of various kinds, where is located a large canning establishment.

Five miles further, through less valuable lands than those to the northward, and we arrive at

SANTAQUIN—which is a very important point. It contains a population of about 2,000, and is a point from which all passengers, mails, express and freight, leave for the Tintic mining regions, to the westward. Here, too, will be found stage lines for the different mining towns and camps. To Goshen the distance is six miles; Diamond City, 13 miles; Silver City, 16 miles; and Eureka, 21 miles.

The Tintic district furnished at this station, in 1877, 20,000,000 pounds of hematite iron ore for shipment to the different smelting furnaces to the northward, for a flux in the manipulation of ores.

Four miles further, through a rather uninviting country, and our train stops, at the end of the track, at

YORK—This station is 75 miles south of Salt Lake City. Stages leave here daily, on the arrival of trains for Nephi, 16 miles; Filmore, 18 miles; Diamond, 18 miles; Beaver, 140 miles; Pioche, 260 miles; St. George, 278 miles—and to all intermediate points. Great numbers of wagons are loaded at this place with freight for the various mining regions to the West, South, and East.

To the south, rises Mount Nebo, with his cap of snow to an altitude of 12,000 feet.

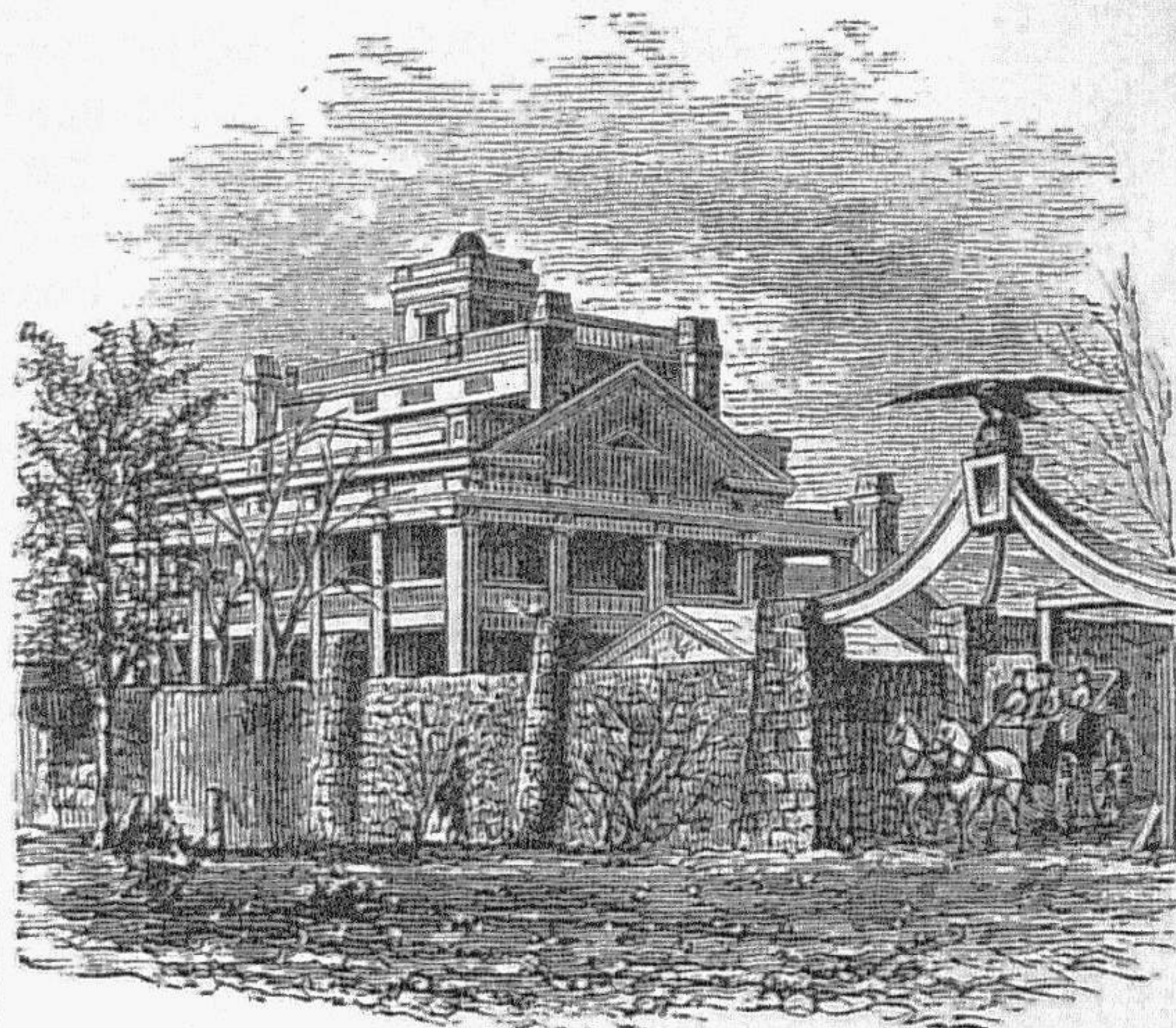
Returning to "Zion," our course will now be over the

Utah Western Railroad.

General offices at Salt Lake City.

J. W. YOUNG,.....*President.*
H. P. KIMBALL.....*Superintendent.*

This road is a three-foot narrow gauge, commenced in 1874, and was completed



EAGLE GATE.