

year, when a passage was discovered and declared to be feasible.

In 1862, Congress granted the charter for the Pacific railroad, and the first ground was broken for it by the Central, at Sacramento, Cal., Feb. 22d, 1863, two years and eight months before ground was broken for the Union, at Omaha, Neb. The following will show the number of miles completed by the Central during each year: In 1863, '64 and '65, 20 miles each year; in 1866, 30 miles; in 1867, 46 miles; in 1868, 364 miles; in 1869, 190½ miles, making 690½ miles from Sacramento to Promontory, where the roads meet, May 10th, 1869.

The whole length of the Pacific railroad proper, from Omaha to Sacramento, is 1,776½ miles, of which the Union built 1,085 miles and the Central 690½ miles. By a subsequent arrangement, the Union relinquished 53 miles to the Central, and the latter purchased of the Western Pacific, in 1869, from San Francisco to Sacramento, the whole of their road 137½ miles in length which gave the Central 882 miles of road from Ogden to San Francisco, and made the entire line from Omaha to San Francisco, 1,914 miles.

"All aboard," is now the order, and our train glides away to the northward through the western suburbs of the city of Ogden, crossing broad bottom-lands, much of which is under cultivation. The Weber River is on the left, and the long high range of the Wasatch Mountains on the right. Within a few miles the Ogden River is crossed, and also many irrigating canals. The track of the Utah Northern is on the right, and will continue to be, for the next 24 miles, near the foot of the mountain; and as the towns and objects of note were described on the trip over that road they will be passed in this place.

**Bonneville**—is the first that we pass on the Central. It is 9.9 miles from Ogden, situated near Willard, in the midst of a section of good farming land, which yields large crops of wheat, barley, and corn.

**Brigham**—comes next, 7.14 miles further. The town is to the eastward, near the base of the mountains, heretofore described under the head of the Utah Northern. Passing Brigham, the road inclines to the left, west, and crosses Bear River on a trestle bridge 1,200 feet long, the piles of which were driven in water 18 feet deep; and half a mile further, and 7.14 miles from Brigham, we stop at

**Corinne**—This city is not as prosperous in its mercantile and forwarding business as it was several years ago, owing principally to the fact that the Utah Northern has been extended north too far; and then the taking up of the branch track from the city has entirely cut off the freighting business to Montana and the northern settlements, that formerly went from this place. However, the citizens are by no means blue, but have built a canal from a point 11 miles to the northward, and now conduct the waters of the Malad River down to the city, and not only use it for irrigating thousands of acres of land, but for city and manufacturing purposes, chief of which is a flouring mill which produces about four tons of flour a day. Corinne has three churches, a good school, several hotels, and a weekly newspaper, the *Record*.

Many of the citizens have embarked in the stock-raising business, and are doing well; the range to the northward is very good. Around the town are many thousand acres of land, which only require irrigation and culture to render them productive in the highest degree.

Again *Westward!* The farming lands gradually give way to alkali beds—white, barren, and glittering in the sun. Now the road curves along the bank of the lake, crossing the low flats on a bed raised several feet above the salt deposits. The channel along the road, caused by excavation, is filled with a reddish, cold-looking water. Taste it at the first opportunity, and you will wish that the first opportunity had never offered.

**Quarry**—is 7.64 miles further west, being a side-track where trains seldom stop, but skirt along the base of the mountains with the lake and broad alkali bottoms on the left. The cars pass over several long and high embankments, and reach the high broken land again at

**Blue Creek**—which is 11.96 miles from Quarry. During the construction of the road, this was one of the hardest "Camps" along the whole line.

Leaving the station, we cross Blue Creek on a trestle bridge 300 feet long and 30 feet high. Thence by tortuous curves we wind around the heads of several little valleys, crossing them well against the hillside by heavy fills. The track along here has been changed, avoiding several long trestle bridges, and running on a solid embankment.