

slope down to the river brink. Seams of iron ore and copper-bearing rock break the monotony of color, showing the existence of large deposits of these materials among these brown old mountains. Now we pass "Red Cliff," which rears its battered frontlet 800 feet above the water. A colony of swallows have taken possession of the rock, and built their curious nests upon its face. From out their mud palaces they look down upon us, no doubt wondering about the great monster rushing past, and after he has disappeared, gossiping among themselves of the good old times when his presence was unknown in the canyon. Now we pass "Maggie's Bower," a brown arch on the face of the cliff, about 500 feet from its base. We could not see much bower—unless it was the left bower, for we *left* it behind us.

Twisting in and around these projecting cliffs, 9.1 miles from Carlin, we reach

**Palisade**—a station, in the midst of the Palisades, and apparently locked in on all sides. This is a busy place for a small one of only 200 population, as it is the junction of the Eureka & Palisade railroad, where are located their machine and workshops. Most of the box and flat cars of this company are made here in their own shops. The amount of freight handled at this station is enormous. Passengers can, almost always, see large piles of base bullion pigs piled up at the freight house, awaiting shipment. This bullion is mostly freighted here from the smelting furnaces at Eureka, by the Eureka and Palisade railroad, which alone handled 31,038,884 pounds during the year 1877.

One great item of freight taken down over this road—the E. & P.—is timber from the Sierra Nevada Mountains, for use in timbering up the mines at Eureka.

Palisade, beside the machine shops above named, has several large buildings, used by the Railroad Company, for freights and storage and one a fine, commodious passenger station; these with several stores, hotels, restaurants and saloons make up the town.

The station is supplied with water from a huge tank, situated upon the mountain side, to the north, 300 feet above the station. This tank in turn is supplied from springs situated further up the mountain, that never fail in their supply.

Now, as we started out to see what was worth seeing, let us take a run down over

the road that comes in here and note what can be seen.

## Eureka & Palisade Railroad.

Principal Office, Eureka, Nevada.

E. MILLS,.....*President*.....*Eureka*.  
P. EVERTS ....*Gen'l Sup't*.....*Eureka*.  
I. F. LAWLER..*Gen'l F. P. & T. Agt*...*Palisade*.

This road is a three-foot narrow gauge, commenced in December, 1873, and completed to Eureka in October, 1874, and is 90 miles in length. Passenger trains leave for the South on arrival of trains on the Central, and arrive in time to connect for either the East or West. The trains make full 20 miles an hour, and the cars are as commodious and nice as on any road in this country.

Leaving Palisade we cross the Humboldt River and start for the West, the C. P. on the north side of the river and our little train on the south side. But a few hundred yards from the station we curve around to the left, while the C. P. makes a similar one to the right and is soon lost to view. The general course of our train is south, following up Pine Valley, which is, for the first ten miles, covered with sagebrush—as is also the surrounding hills.

**BULLION**—is the first station on the bills, eight miles from Palisade, but we pass it, and the valley widens and 4.25 miles further is over one mile in width. Now our train is at

**EVANS**—a simple side-track, important only to a few settlers near, who are cultivating small fields and watching herds of cattle and sheep, which find good ranges on the hills, ravines, and neighboring valleys. Some fields are fenced, for the protection of the grass, which is cut for hay. The Cortez Mountains are on the west—the right side—and the Diamond range on the left.

**WILLARD'S**—is 15 miles from Palisade, and four miles from

**HAY RANCH**—This station is the first from Palisade where anything like business is to be seen. Here the Railroad Company have 2,500 acres of bottom land fenced, on which they cut annually about 1,000 tons of hay, which they bale and store away in those long warehouses to be seen on the right of the road. The company run freight teams from the end of their road at Eureka, and—in connection with it—to Pioche and all intermediate places. These teams are composed of 18 mules each, with three and sometimes four