

ness. Cedar trees are noticeable along on the bluffs as we pass by; sage is abundant, and jack-rabbits are numerous and very large—they call them "narrow-gauge mules" in this country.

**CEDAR**—is the next station, three and a-half miles from Pine. The country is rough and broken, and sage predominates; the grade is heavy and the road crooked—twisting and turning for 7.5 miles to

**SUMMIT**—a station on the dividing ridge between Pine Valley on the west and Diamond Valley on the east. The face of the country is not very inviting, except for those "narrow-gauge mules." Near the summit the old overland stage road crosses from Jacob's Wells on the east to Austin on the west.

From the summit the road enters Diamond Valley, and follows it up to Eureka, the road making, between Summit and

**GARDNER PASS**—six miles from Summit—a great horse-shoe curve, and fairly doubling back upon itself to get around the projecting spurs that shoot out from the range of high bluffs on each side.

Continuing along up the narrow valley nine miles, we reach

**DIAMOND**—an unimportant station, and another run of twelve miles brings our train to the end of the road at

**Eureka**—This city is 90 miles south of Palisade, and contains, with the near surroundings, a population of 6,000, nearly all of whom are engaged in mining and dependent pursuits. Besides the usual number of stores, hotels and small shops, there are two 30-stamp mills, seven smelting works and 16 furnaces, with a capacity of 50 tons of ore each, daily. These extensive establishments, running night and day, make business pretty lively, and will account for the quantities of base bullion hauled over the railroad to Palisade, as above noticed. Of the hotels, the Jackson and the Parker are the principal ones. There are two daily papers, the *Sentinel* and the *Republican*.

The Ruby Hill railroad, really an extension of the Eureka & Palisade, runs from the depot at Eureka around the various smelting and refining works and mines of the different mining companies, and around Eureka, delivering freight and handling ores. This road is about six miles in length. The most prominent mines at Eureka are Eureka Consolidated, Richmond Consolidated, the K. K., the Jackson, Hamburg, Matamoras and Atlas.

Stages connect at Eureka, carrying passengers, mails and express to the various mining towns and camps in the adjoining country; to Hamilton, 40 miles, daily, which runs through the Ward and Pioche; distance to Ward, 100 miles; Pioche, 190 miles; to Tybo, 100 miles; Austin, 80 miles; tri-weekly stage to Belmont, 100 miles.

The freighting business from Pioche and all intermediate towns and camps is very extensive, most of which is hauled by the Railroad Company's teams, as previously stated.

**THE WHITE PINE COUNTRY**, is situated to the southeast from Eureka, the principal city of which is

**HAMILTON**—This city contains a population of about 800, all of whom are engaged in the mining business. Milling and smelting are the only occupations, there being two smelters and six mills. An English company is now engaged running a tunnel under Treasure Hill, to strike the great mineral deposit known to be there. This tunnel, when completed, will be 6,000 feet long—7x9 feet, double track, "T" rail—and will tap the mines at a depth of 1,600 feet. It is now completed about 2,600 feet. Hamilton has one weekly newspaper—the *News*.

**WHITE PINE**—is nearly due east of Virginia City, where the first silver mining excitement occurred on the Pacific slope, and by many is supposed to be on the same range which produced the Comstock and other famous lodes. Possibly such is the case, though "ranges" have been terribly shaken about in this section of our country.

The Eberhardt mine, which first attracted attention to this locality, was discovered in 1866, but the great stampede of miners and speculators to that quarter did not take place until the winter and spring of 1869. As far as prospected, the veins, in a majority of cases, are not regular, being broken and turned in every direction. Some are flat, others dip at a regular angle and have solid walls. The Base Metal Range in this vicinity is very extensive, and a number of furnaces have been erected to reduce the ores into base bullion for shipment. For items of interest see ANNEX No. 30.

We will now return to Palisade, and resume our place in the C. P. cars. Passing down the canyon, winding and twisting along around a succession of projecting spurs, we pass the "Devil's Peak," on the opposite side of the river, a perpendicular rock, probably 500 feet high, rising from