

EUREKA—is half a mile from Santiago, with a narrow-gauge track on our right, away down the river. Near the track on the right, is the dump-shute of the Eureka mill. Ascending rapidly and tortuously for two miles, we come to

MOUND HOUSE—Here all supplies for Dayton and Sutroville, are re-shipped on wagons; distance to Dayton, four miles, to Sutroville, five miles. Stages run daily. A large amount of freight is shipped from this point for Columbus, and the Monte Christo country. Since the completion of the steam-tug on Walker Lake, teams that pass over Holmes' toll-road are conveyed a distance of 35 miles, saving 45 miles of teaming around the north end of the lake, through deep sand. This tug is 60 feet long, with a breadth of 18 feet, and takes on a four or six horse team, but not a "prairie schooner" of twelve or sixteen animals. However, a larger boat is being constructed to accommodate this trade.

SUTRO TUNNEL—This tunnel is one of the most important enterprises ever inaugurated in mining operations in this or any other country. The object sought is ventilation, drainage, and a cheap means of working the mines, or bringing the ores to the surface. The tunnel commences in the valley of the Carson River; is 14 feet wide at the bottom, 13 feet at the top, and 12 feet high.

The main tunnel will be 19,790 feet in length, and the cross tunnels about 12,000 feet more. The tunnel will strike the Comstock ledge at a depth of 1,898½ feet below the point of the croppings. The estimated cost, when completed, \$4,418,329.50. The work is being pushed ahead vigorously, and 18,762 feet had been completed at the commencement of the year 1878, and should no unforeseen drawbacks take place, the tunnel will be completed and in operation within the present year.

Near Mound House is a gypsum mine of good quality, large amounts of which are shipped to San Francisco. A track branches off near the station, to the right, for Silver City, situated about two miles to the eastward, in a narrow canyon, in plain view, where are located a number of quartz mills.

SILVER—is the next station, 3.3 miles from Mound House. Here ore is dumped down a shute to the right, and taken to the mills below. The best view of Silver City—a place of 1,000 population, all of whom are engaged in mining, having one news-

paper, the *Reporter*—can now be had on the right; curving around to the left, we come to the American Flat tunnel, 900 feet long. It was at this tunnel where a thrilling incident occurred, October 17, 1872. (See ANNEX No. 34.) The fire alluded to in the annex cost the Railroad Company \$500,000. It took two months to replace the timbering, during which time all passengers, freight, mails and express, had to be transferred by teams.

Passing through the tunnel, Mt. Davidson looms up directly ahead, 7,827 feet above sea-level; to the right is Gold Hill—far away, in a narrow canyon. The train runs around the side of the mountain, describing a great curve to the north and eastward, passing numerous mills, among which are the Rock Island, down on the right; the Baltimore, a track to the Overman, the Knickerbocker, Belcher, Baltic, and many other mills, both on the right and left, and finally cross over a huge mill, and one of the principal streets of the city of Gold Hill, which extends to the left up a narrow canyon, and stops at the depot in the city of

GOLD HILL—This is a flourishing mining city, 19 miles from Carson and two from Virginia; population, 6,000. It consists mostly of one main street, built along a steep ravine. The city has some good buildings, among which are one good hotel, the Vesey House; and one daily newspaper, the *Gold Hill News*. The city is surrounded with mills of all sorts, sizes and kinds, and all is noise and *business* night and day. The street between Gold Hill and Virginia is so generally built up that one cannot tell where the dividing line is between them. An omnibus line plies between the two cities, running every fifteen minutes.

Passing on from Gold Hill two miles, around sharp curves, through three short tunnels in quick succession, with mills to the right, mills to the left, and mills all around us, we arrive at

Virginia City—This city is on the southeastern slope of Mt. Davidson, at an elevation of 6,200 feet, with the mountain rising 1,627 feet above it. The city is built along the side of the mountain—one main street, with numerous steep cross-streets—and contains some very fine business blocks. Virginia is 21 miles from Carson, and 52 miles by rail, from Reno, and contains a population of about 16,000, a great proportion of whom are engaged in mining op-