

ward from Carson, to Genoa, Columbus District, Aurora and through Inyo County to connect with branches of the Southern Pacific is a mooted project, and as such a road is needed in the development of a country of known resources its construction may be looked for at no distant day.

NEVADA CENTRAL RAILROAD.—Not a decade since, the maps of our country represented the great section of Southeastern Nevada as an "unexplored region," and it was universally regarded as an inhospitable and uninhabitable desert. The great mineral wealth subsequently developed has attracted to it a busy and enterprising population, who have built up prosperous cities and towns, and railroads are demanded to accommodate the increasing commerce. From the mining town of Pioche to the milling town of Bullionville is thirteen miles, and to connect these two places a line of narrow-gauge railroad, of three-foot width of track, is now in course of construction, to be completed in February, 1873. The road has its initial point among the mines of Pioche, whence it winds over the range of hills south of the town, and descends southeasterly to the valley at Bullionville, where, and in the vicinity, the major part of the silver ores of the former place are benefited. It is for the transportation of these ores, chiefly, that the road is constructed, although it is designed to extend it eastward to connect with the Utah Southern, or other railroad pushing southward, as is contemplated, from Salt Lake to Colorado, or to the Pacific Ocean at San Diego. The company bears the name of Nevada Central, though locally, the work is designated as the Pioche and Bullionville Railroad. Besides extending eastward to join any Utah road, it is designed to construct the road northwestward through Central Nevada to the Central Pacific at Palisade or vicinity, thus accommodating the trade of Belmont, Eureka and Austin and the neighboring rich mining sections of Nye and Lander counties. The gauge of this road is of the popular standard on this coast, being three feet in width of track, having ties five feet in length, laid two feet apart, and rails weighing one hundred and thirty pounds for the usual length.

EASTERN NEVADA RAILROAD.—The Legislature of Nevada in the session of 1871 authorized the counties of Elko and White Pine to subsidize a company to the amount of \$350,000, for the construction of a narrow-gauge railroad from Elko, on the Central Pacific, to Hamilton, in the White Pine mining region, a distance of about one hundred and twenty-five miles. The subsidy was granted, a company was formed, a survey made and the work of grading commenced. The effort was made to obtain capital in Europe, but failing, the project, seemingly so far, appeared abandoned. Recently, however, an enterprising transportation firm has taken hold of it, and it is believed the Eastern Nevada narrow gauge will soon be built. With the exception of a few miles of hilly country at each end of the proposed road, the route is over a level plain where construction can be cheap and rapid. A large number of important mining districts, including the large and thriving town of Eureka, would be accommodated by this road, and without the rapid extension of the Utah Southern, it would command the trade of Pioche. A rival company has been formed, which proposes to build a road on the narrow-gauge principle from Palisade, on the Central Pacific, to Eureka and Pioche, and will endeavor to obtain a subsidy from the counties through which it passes to aid the project. The great number of mines of the section, rich in both base and precious metals, invite and demand the construction of the roads.

UTAH.

The railroads of Utah, in operation and projected, centering at Salt Lake City, may be regarded as constituting a subsidiary system, contributing to, while independent of, the Central and Union Pacific, which constitute the main trunk of the Central System. The "City of the Saints," so singularly founded, appears to be most eligibly located, and although cut off by the great trans-continental road, is becoming the center of an important trade and promising to be one of the great cities of the interior. The mines of iron and coal are scarcely second in importance to those of silver and gold which now attract the attention of the world, and Salt Lake is the entrepot of the trade that these many resources will create. First in importance of the railroads of Utah is the trans-continental, formed of the Union and Central Pacific, which connect at Ogden.

THE UTAH CENTRAL RAILROAD.—Salt Lake City was severely affected by the construction of the Pacific Railroad, at some distance north of her, but her leading citizens, as energetic and enterprising in this crisis as in the settlement of the desert, at once remedied the injury by the construction of the Utah Central Railroad. This road connects with the Pacific Railroad at Ogden, where the two sections of that great thoroughfare unite, and runs south thirty-six and one half miles to Salt Lake City, passing the villages of Kaysville, Farmington and Centerville. It was constructed in 1869, by the people of the section and under the leaders of the Mormon Church, who still retain its management.

UTAH SOUTHERN RAILROAD.—The recent developments of great mineral wealth in Central Utah and southeastern Nevada have given such an impetus to business that the most approved means of transportation is demanded. To supply this, the construction of the Utah