

Southern Railroad has been entered upon. This, commencing at Salt Lake, where it connects with the Utah Central, leads southerly, and is now completed to Lehi, in Utah County, a distance of thirty-one miles, but the surveys and grading extend to Provo, seventeen miles further. This, like the Utah Central, was constructed by the authorities in the Mormon Church, the grading being done by the faithful Saints, in obedience to the demands of the Priesthood in payment of tithing. The manner of construction exhibits an unusual feature in railroad building. A Saint is assessed his tithing, which is paid by work on the road, and thus is seen on the unfinished road patches of grading, of one hundred feet or one mile in extent, according to the wealth and numbers of the obedient Mormons of the neighborhood. It is proposed to extend this road southerly, through the Territory and to the Colorado River, and possibly to the Pacific Ocean, at San Diego, passing about eighty miles east of Pioche, which is three hundred and fifty-seven miles southwest of Salt Lake. Other projects, however, are on foot, over the routes mentioned, and it is doubtful if the Southern Utah will be extended beyond Provo.

AMERICAN FORK RAILROAD.—The pioneer narrow gauge, for general business, has been built from Lehi, where it connects with the Utah Southern to American Fork Cañon, a distance of thirty-six miles. This enters one of the rich mining districts of the Wasatch Range, and is now completed as far as Deer Creek, but will be completed to the Sultana Smelting Works before the Spring of 1873. The grade, in places in the cañon being as high as two hundred and ninety feet per mile, has proven difficult to overcome with the usual light locomotives of the narrow-gauge system; however, the traffic is large and increasing. The railroad affords a convenient and rapid visit to the grand scenery of the cañon, while it attracts capital to the importance of the great mineral wealth, and aids and enlivens all business.

UTAH NORTHERN RAILWAY.—The patient energy of the Mormons in settling and developing the wealth of the great interior wilderness is only excelled by their enterprise in the construction of railroads centering at and retaining the trade in their favorite city. Their latest project is the building of the Utah Northern Railroad, a narrow gauge, from the Central Pacific at Brigham Junction, northward through the fertile Cache Valley for the accommodation of the trade of Idaho and Montana. The road is now completed about thirty miles to near the town of Logan. This will be rapidly extended, and for upward of one hundred miles will pass through a well occupied agricultural country, securing it a large local business. The proposed terminal point is Soda Springs, in Idaho, two hundred and seventy miles from Brigham. These roads—the Utah Northern, Central and Southern—constitute an important chain running along the western base of the Wasatch range of mountains, having a total length of about one hundred and forty miles.

Among the projected roads of Utah are the Utah, Idaho and Montana; a branch of the Central Pacific to the Columbia River; a narrow gauge to Cottonwood Cañon; the Wasatch and Jordan Valley, also a narrow gauge, and the Denver, South Park and Utah, the latter connecting with the Kansas Pacific, with possible extension westward, constituting a complete transcontinental line.

THE SOUTHERN SYSTEM.

TEXAS AND PACIFIC RAILROAD.—The southern transcontinental railway forms the basis of the third system of Pacific Coast roads. After many efforts, and organizations succeeding organizations, the Texas and Pacific Railway Company was formed, the way has been made clear and work earnestly begun. Having purchased the property and franchises of the Southern Pacific Railroad Company of the East, it starts work with many miles of road already completed in Louisiana and Texas. The initial point is at Marshall, on the eastern boundary of Texas, whence it crosses that State to El Paso in New Mexico, thence to the Gila, Fort Yuma and San Diego, a total distance of one thousand four hundred miles. The entire course is almost due west, near the thirty-second parallel of latitude. At Marshall, two branch roads, one to New Orleans, three hundred miles distant, and the other to Memphis, will connect it with the eastern system of railways. The route offers no serious engineering difficulties, the lofty Sierra Nevada and Rocky mountains which cross the Central route, here are greatly depressed, and snow interposes no obstacle. The country traversed, however, is the desert belt of the continent, though possibly rich in minerals. By grants from the State of Texas and from Congress the company will receive some thirteen million acres of land to aid in the construction, while the people of San Diego, among other gifts, have bestowed upon it upward of nine thousand acres of valuable land within the city and eight hundred acres upon the water front of the bay. The construction of this road will instil new life into the southern country, will develop important interests and enable busy commerce and elegant leisure to enjoy the grand harbor and lovely climate of San Diego.

SAN DIEGO AND SAN BERNARDINO RAILROAD.—Several years since, when it was believed the Southern Pacific Railroad would be constructed via Fort Yuma, San Geronio Pass and San Bernardino to San Francisco, the San Diego and San Bernardino Railway Company was organized with the design of intercepting the road at the latter place. Now, however, having