

TWO RAILROADS A NECESSITY.

An Interesting Description of a Magnificent Country.

Vast in Extent and Varied in Its Resources.

The Shortest and Most Direct Line Between Los Angeles and Salt Lake City as Seen by an Eye Witness.

With a brief view of the map of the vast territory lying north of the Atlantic and Pacific railroad and that which occupies the expanse of country between the Southern Pacific, Los Angeles and San Francisco division, the Colorado, Carson, and the Colorado river, and having acquired an unquestionable knowledge of the prodigious wealth of this region, no person with expanse of thought or comprehensive brain will for a moment believe it possible for one railroad to accommodate the immense future business of the country alluded to except by numerous branch roads, requiring years of toil and the expenditure of large sums of money to construct them.

It is not with a lack of appreciation of the stupendous efforts and progress made in constructing the Nevada Southern that we advocate the building of another road more direct to Los Angeles. Nay, we hail with a spirit of devotion their names and may all praise ever be to President Isaac R. Blake and his co-operators for their unswerving energy, and would say God speed to the building and completion of the Nevada Southern railroad.

It is a noble, great and grand enterprise, directed to the ventilation and opening up of hundreds of industrial enterprises, the enrichment of the company and hundreds of Utah, Nevada and Southern California people.

But the problem is, can the Nevada Southern meet the great future demands of transportation to and from all parts of the country in question? No, no, is the echoed response, coming from many fertile valleys and a thousand mineral hills and mountains along the railroad route from Los Angeles to Salt Lake City.

I would invite the attention of railroad corporations, capitalists and the interested public to scan the proposed line of the Nevada Southern railway, and having the route fixed in memory, I would ask that a careful investigation be made of

THE WESTERN SURVEY of the Union Pacific Railroad company, made in 1888, and observe the expanse of country and the intermediate distance of 87 to 200 miles lying between the two routes, and when the numerous routes accessible to the line of this western survey have been examined, commencing at Barstow or Daggett on the Atlantic and Pacific railroad, traveling northwesterly to Pioche, Nev., thence to Salt Lake City, it will be admitted by all competent judges that it passes through a country of greater possibilities and more reliable promise of profit to a railroad company and service to a large population, when built, than any country in the United States not supplied with a railroad. A few of the important inducements of the country are herewith presented.

THE CALICO MINES, to the north of Daggett are well known and possibly the great gypsum deposit and borate of lime. The borax mines, also situated farther to the northeast, from which thousands of carloads of crude borax has been drawn to the railroad on great wagons, 7-foot diameter wheels, 8 inch tires, weighing 17,000 pounds, including front and back-axle. When loaded, 67,000 to 80,000 pounds are drawn by 16 to 24 mules, and by this mode of freighting a profit might be realized from the working of the mine.

The next large mineral belt on the line is the Iva-Wat mining district, situated 40 to 50 miles from Calico, in an easterly and westerly range of mountains. It contains wet ores, having values from \$20 to \$35 per ton, and must be shipped by rail to pay.

Upon the northern slope of the Iva-Wat mountains, approaching Death valley, and directly on the line of the railroad survey, there are many deposits of minerals which have a fair commercial value if favored with cheap transportation. The salt beds are of incalculable extent, snow-white and of superior quality; marble, very white and in quality closely approaches the Italian marble.

THE ITEX MINING DISTRICT. Crossing the lower valley of the Amargosa and Saratoga springs and the Ithex mining district, situated in the southern end of Funeral mountain range, Mr. Thomas Twaddle, a worthy and confident pioneer mining man of the district, erected a live-stamp mill many years since, and the miners prospected the district and found rich ores, but owing to the great expense of operating, the scarcity of water and fuel for machines purposes, the camp is, if not sleeping, not producing.

Following the Amargosa valley along the survey a distance of 20 miles and an immense body of hematite iron is crossed, and 10 miles further and the nitre bed, the junction of Clarke's fork and Amargosa, and Willow ranch is reached. Hence nine miles and we arrive at the noted borax fields and the refining works, formerly owned by W. T. Coleman & Co., from which, during the many years it was operated, were shipped many thousand tons of crystallized borax, producing 1200 tons annually, and exclusive of the Furnace creek, Death valley works, from which a larger amount was shipped. This large product was freighted many miles to the railroad, by means of large wagons, such as were described in the transporting of the borate of lime and crude borax nearer Daggett.

At a distance of eight miles east and upon the opposite side of the valley is situated Resting spring and the mining district of the same name. It is an old camp, vivid in the memories of so many persons, whose experiences at this place were entangled with a severe bitter, mingled with a little sweet, in the early days.

Quite a number of the mines of the district are extensively developed and expose unquestionable quantity and value of ore. The principal mines are owned by Messrs. J. B. Osburn, H. White, of Manse, John Black and O. M. Nymmer.

Since the failure of the steam wagon to do the freighting of the ores to the railroad, as was experimented with by Osburn many years since, these

parties have performed the annual requirement of labor on the mines and have kept a continuous watch over the property.

Does the reader know why, with rich mines they await the future to work them? Allow the writer to answer the question for them. It is the undoubted necessity of railroad transportation to the realization of a profit from the working of the mines. It is stated upon reliable authority that an output of 900 tons per day can be easily accomplished.

In this vicinity there is within a triangular area of nine miles from point to point

A LITTLE KINGDOM of varied wealth, comprising gold, silver, copper, lead, iron, nitre, borax, salt, gypsum, fire-clay, etc.

Mr. S. P. Lee's ranch of this district is well worthy of mention. At the foot of a projected point of the mountain, to the rear of the ranch, appears a large artesian spring, from which the farm, garden, etc., are irrigated. The elevation at the fountain head or source is such as to admit of it being conveyed to almost any desired point and used as a motive power or for domestic purposes. Upon the ranch are grown all the varieties of field products, vegetables and fruits. It is evidently a valuable adjunct to the camp.

A large and interesting volume might be written of the minerals of the district, and the events of Kit Carson, Gen. Fremont, the emigrants of '49, and the battles fought on the flat near the old spring. But, suffice to say that the history in future, when railroads will have reached this region, and a half dozen or more different branches of business have been established and represented by hundreds of busy men, the page upon which it is written will be more expanded with interest and increased in its attractions.

The next station should be named Enormity, for the reason that the central location, commanding the products of a wide extent of rich country, is filled with various commodities, and it is the probable junction of two branch roads, running through each valley northwest and southeast.

The line of survey after leaving the Amargosa valley passes near the northwest end of the well known Parump valley, comprising 550 square miles, and the southwest end of Ashmeadow valley, containing 200,000 acres of land.

At or near this point is where Enormity should be located. Each of these valleys is surrounded by large mountain ranges, known to contain mineral in paying quantities, when provided with reasonable rates of freighting the ores to reduction works.

The readers of the HERALD will remember previous descriptions of the great Parump valley, its fine lands, springs and irrigation products, with the Nevada Southern Railroad survey passing 12 to 20 miles to the east of the southeast end of the valley.

The newly proposed railway, according to the survey, crosses the northwest end of or near Parump valley, at a distance of 100 miles from the former company's survey, giving the latter road control of the larger part of the products of the valley, and thus a similar or greater advantage is attained, a nearer approach to the large bodies of coarse timbers and saw timber of Charleston mountains, the waters of the section, so valuable as a transporting and motive power, and finally for irrigating the rich valley lands below.

AN INTERESTING VALLEY. Looking from the low pass to the northwest and opposite Parump valley, with but a few feet elevation dividing the two valleys, is Ashmeadow, with its fields of green grass, in plain view.

It is a very interesting valley, and is distinctively noted for its many forms of mineral compounds, and wonderful springs. It is situated just south of the great volcanic eruptions and expansive lava beds to the north and with only Funeral mountain range separating it from Death valley, in Nye county, Nev. Its mineral waters, as expressed, are its minerals, and water, and is stated by a very learned chemist upon examination, it is believed to contain, possibly, every variety of mineral known to exist in the earth. It also has the indispensable and every day used article—soda for the burning of soda for domestic purposes, as well as for the sick and soap for the unclean.

The claimed rheumatism in the cattle of this valley, with hoofs 14 inches long, walking and gathering food upon their knees, as stated by the spatter-splash and irresponsible writers, is, as many other statements about the country, false. It is true that the hoofs of the cattle, in some parts of the valley, when neglected to be sawed off, grow to be of great length, and disable the animals from walking otherwise than upon their knees. But it is no more nor less than the effect of warm water from the artesian springs that overflow the meadow lands in which the cattle feed.

Well may the HERALD exclaim: "A country of which it is so difficult to obtain accurate accounts." Recently appeared in a San Francisco paper of wide circulation and high repute, a column article written upon this country, in which there were 31 misrepresentations, or the reader may call them by the other name, more appropriate.

It is true, a retired country, and owing to the stupendous difficulties, attending all experiments and efforts to operate it, great deviations in men's plans become necessary, and reverses and adventures are frequent. And as deeply felt as may be the regret, and more disheartening of disappointments and continuous losses, none other, nay, nothing less, than the building of a railroad to and through the country will remove the stubborn difficulties and condition of the people and country. And with rich resources that invite capital, how mysterious it is that the building of a railroad is so long delayed.

Pardon me the digression I have made, and allow me to invite your further consideration of the merits of Ash Meadows valley, which, it is but fair and just to predict the prediction resting as it does on valid basis, that when railroad transportation has been furnished and scientist and chemist have come to the country and analyzed the varied compounds of the soil, from which so many valuable assets, drugs and domestic articles are manufactured, there will be a dozen industrial or mining establishments in the country, employing hundreds of workmen.

I would kindly invite the attention of the reader to a group of springs in this valley, and hope they will be interested in their novelty and usefulness. There is the Devil's Caldron or Hole, Big spring, Deep spring, Hot spring, Flus spring and Cold water spring.

THE DEVIL'S CALDRON or well, is so christened for the reason of its apparent opposition to the laws of nature, and the mysterious disappearance of two squaws in its throat.

It is situated immediately at the base of a solid limestone mountain, to

the northeast side and within 12 miles of the lower end of the valley. It is also within the group of 25 springs, none of which exceed the distance of six miles from the Devil's Hole. This strange whim of nature is a partial crater—a break in the earth's crust or surface—produced by some eruptive power of inner earth, which was at the time probably quickly followed by a collapse, preventing a discharge of molten matter.

At the water's surface, 50 vertical feet below the half circular, rimmed-shaped mound, as thrown from it, on the valley side, the shape is an oblong square 45 by 8 feet, and inclines over an angle of 80 degrees as depth is attained.

The water varies in depth and has a temperature of blood heat, and having drunk the water and bathed in it I believe it to be free from injurious effects. It is as clear or transparent as the atmosphere immediately after a rainfall of a mild or bright day, and owing to the decline of the orifice, when looking into its depth through the water, the eye eight comes in contact with the foot wall at the depth of about 40 feet and leaves the depth and condition a surprise to the curious and anxious visitor. Its shape above the water's surface, on the valley side, is very near perpendicular, while on the mountain side it goes up with a slight deviation from a vertical to a height of 80 to 100 feet.

The north end wall is perpendicular within a few feet of the top, except the break made by a large cave commencing at the surface of the water and extending back to an unknown distance, and is the home of large eagles, owls, etc.

The southern end has a slope of about 45 degrees, with offsets of 7 to 9 feet, over which the visitor must climb to reach the bottom.

A BIT OF TRADITIONAL HISTORY. Mary and Shully, two historical Shoshone Indian women living in the valley, give an account of two squaws who, when bathing in the Devil's Caldron or well, were by a powerful undercurrent taken down into its throat, from whence they never returned.

They left a baby behind. It perished, and was deposited in the crevices of a rock near where the mother disappeared. As to the correctness of all parts of the statement we may never know, but of the babe having been deposited in a fissure or crevice of rock it is absolutely true, as the little skull-bone and arm bones, 4 to 6 inches in length, are here to be seen, and near the Devil's Caldron hole or well.

The most novel spring of the group is Tom Walcott's. Its noted feature is its fathomless depth, and a water tree is perfectly visible, as if on the surface, in open air. My sounding was made with a 25 to 30 foot cord with a stone attached, and failed to find bottom. It is stated that a rope 75 to 100 feet long could not reach bottom. The spring discharges about 300 inches and has a temperature of about 80 degrees. Its circumference is 153 feet, and nearly a perfect circle, with low banks and a most beautiful green growth of moss and closely resembling the flat boughs and foliage of the cedar or juniper tree. Nothing can be more distinctly visible than is this picture as seen in the great depth of clear water, and the person who, when viewing this marvelous beauty, as its boughs are gently swayed to and fro by the bubbling and truly enraptured admiration, is surely a being utterly void of all sense of grandeur and beauty.

THE MAMMOTH SPRING of the valley is claimed by Mr. George Watkins, whose name it bears. Nature has given a full measure of beauty and grandeur to this spring. Imagine an oval depression 14 to 16 feet deep extending to a pure white bottom composed of kaolin, with a green tint, etc., with an evergreen border 130 feet in circumference, and a waterway similarly beautified, and situated in a milky colored formation from which flow 1000 to 1200 inches of transparent water having a temperature of 80 degrees.

The three cold-water springs, within a few rods of each other, are in the same locality as the hot spring. They are surrounded by fine agricultural land, and occupied by Old Charley, a Shoshone Indian, who is quite well versed in the art and customs of the whites. He has a very large family of children and grandchildren, and is anxious that the free school system be extended to this country, where there is not a school house to be found, not in 400 miles square of the country.

The old Stone Spring, flowing 150 inches of water, formerly owned by Lee brothers, is a warm water strongly impregnated with lime. It makes its appearance at the base of the mountains, 50 to 75 feet above the lower valley. The lime being in solution, is conveyed to the lower lands, and thereby exposed to a cool atmospheric temperature, it is congealed and deposits itself above the meandering course of the stream upon its bottom and sides and has thus constructed a complete sluice or flume with perfect bottom and sides. And in other places it has formed a perfect flus or pipe, so to speak, through which the water flows.

The Claton springs have a flow of 100 inches of water that burst forth from beneath a white chalk bluff, and is owned by Mr. Charles Claton, who raises horses, does fruit raising on his farm, upon which is grown alfalfa, corn, vegetables and the largest of all melons, squashes, etc.

This little ranch is the last evidence of home and family civilization to be found in a travel of 150 to 200 miles. It is a wayside inn, which the weary traveler finds a genial little family ever ready to make the traveler happy, and especially Mr. Claton who, with her four little children, is so far away from family associations. Her two nearest neighbors are one 35 and the other 42 miles away.

The remainder of the 25 springs flowing from one to 100 inches of water make up a total of about 3000 inches, all of which are within six miles of the Devil's well. This water, centrally located as it is, is surrounded by so many of the most valuable treasures, at which the modern works, manufacturing and power works may be erected, admitting the introduction of railroads into the valley, possesses an inestimable value, and is as sure to be so recognized and to be utilized as it is certain that time is perpetuated and men continue to build locomotive engines. That this article may not become wearisome to the reader, the remainder of the proposed route of railway to Pioche and Salt Lake will be briefly noticed.

From Ramoth and Ashmeadow pass, sixteen miles, near the terminus of the road, Montgomery mining district is approached. The Chipsa company's

mines, consisting of five locations, are being worked in a small way and at fearful expense, and were it not that the ore is of a good quality it would be impossible that it be made to pay expenses. The work of developing the mine the past three years and testing its quality in a Huntington mill has demonstrated the merits of the property to be such as to warrant the erection of extensive reduction works. It is a free gold rock, such as Uncle Sam so much needs when coined.

But six miles farther along the survey and we find the Johnny Times, Covier, Zulu, Little Watt, Gold Crown and other mines located on the Chipsa group extension belt. It is a free gold rock, and the quality and quantity of ore exposed by development work is such as to inspire the utmost confidence in the future prosperity of the camp.

Proceeding twenty-five miles along the survey and the accessible point to be followed by mining district is Indian Creek valley, also the timber of the north end and side of Charleston mountain is arrived at.

This is a section of country that deserves special comment, but for reasons previously given it must be omitted for the present.

OTHER POINTS OF INTEREST. Thence, along the line and through a mineral country, very little prospected, one goes to Cane springs. It is a district of varied and extreme contrast found in color of formation, red oxide, black sulphid, white and cream-colored kaolin, and where the white chalk and black lava-colored mountains stand side by side. It is here that an ill-fated party of emigrants in 1849, when en route to California, abandoned their wagons, and, with dismal hopes, fearful eyes and sorrowful hearts, packed the scanty supplies yet remaining on the few oxen not killed at this place by eating loco (poison weed), and on foot made the perilous journey to California.

Passing through the long valley and four miles from the north end along the survey is situated Oak Spring mining district. It is very difficult of access, but no doubt will be a good mining camp.

Mr. John Harper of San Francisco, a mine expert of high repute, and in the interest of capitalists, recently examined a gold, silver and lead mine of this camp, and the truth can be had of the profits arising from the working of this mine in other countries; but you may, with all propriety, ask the question, what will the company do with it under the present disastrous rate of wagon transportation? or otherwise how profit from the mine be realized, as the truth cannot be had of the profits arising from the working of this mine in other countries; but you may, with all propriety, ask the question, what will the company do with it under the present disastrous rate of wagon transportation? or otherwise how profit from the mine be realized, as the truth cannot be had of the profits arising from the working of this mine in other countries; but you may, with all propriety, ask the question, what will the company do with it under the present disastrous rate of wagon transportation? or otherwise how profit from the mine be realized, as the truth cannot be had of the profits arising from the working of this mine in other countries; but you may, with all propriety, ask the question, what will the company do with it under the present disastrous rate of wagon transportation? 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