City to Ogden, take the Union Pacific Railroad, and travel through an almost unbroken range of prairie land for hundreds of miles. Not a tree is to be seen, owing probably to a scarcity of water, for where the land is irrigated, we see the "desert to blossom as the rose," fine fields of alfalfa, a species of clover, on every hand, and it is said that they gather two or three crops every season.

At Sherman an immense monument was constructed on the highest point of the U. P. Road in memory of Oakes Ames. One branch of the Union Pacific from Denver goes up Clear Creek Canon to Georgetown, where we can visit Green Lake three miles distant. This lake is half a mile in width and 450 feet in depth, and it is said to be nearly the highest lake in the world, being over 10,000 feet above sea level. We also visited the Central Silver Mine. Having a letter of introduction from one of the owners, we were politely escorted into the tunnel a distance of 1,400 feet to the engine room, and saw the workmen drawn up in the shaft. The outer engine room has immense machinery, which forces the air into the tunnel to supply the workmen, and many of them work in here for years. The shaft goes 400 feet below, and the workmen bring up the ore from that distance. While looking down into it they told us not to drop our candle down, as it would kill a man if it were to fall upon his head.

We pass through Golden to enter the canon and there is every indication that its site is the bed of an ancient lake, which has left its smooth washed boulders and high water mark, the latter now high and dry in the air along the buttes, among the foot hills, yet, amid all this grandeur of the Rocky Mountains, we pause and marvel at this wonderful road, which we are told is one of the most stupendous achievements of modern engineering, while the cars are probably furnished as elegantly as any in the United States.

ELIZA H. BELL.

OPENING OF THE ST. CLAIR RIVER RAILWAY TUNNEL BETWEEN THE UNITED STATES AND CANADA.

The festivities which took place at Sarnia, in Canada, and Port Huron, in Michigan, on the 19th inst., in celebration of the opening of the St. Clair river tunnel, mark an event of much interest and importance, as well from a scientific as from an international point of view.

In the methods of construction the great work represents a new departure in engineering science, whereby many noble projects of a similar class, in all parts of the world, hitherto regarded as too difficult and costly for execution, may now be realized with ease and economy.

Internationally considered, the new tunnel stands as a bond of union and amity between the Dominion of Canada and the United States; it forms an open highway for commerce between the two grandest empires of the new world.

The St. Clair tunnel is one of the most finished and solid engineering structures on this continent. From commencement to end of construction, it has borne evidence of the control of a master mind. Every branch of the work went forward with the utmost harmony, skill and precision.

The question of tunneling the St. Clair river was under discussion with the officers of the Grand Trunk Railway for several years, but most of the engineering advice was against the project, on account of the great length of time, the immense costs and extraordinary difficulties attending the execution of the work. The only exception was Mr. Hobson, who did not share in these gloomy reports and prognostications. Mr. Hobson's plans were at first disregarded, but on closer examination were sanctioned by the directors and he was placed in absolute charge of the construction.