

glacial rubbish forms part of the alluvial deposits there. Hence we may infer that at the time of the greatest extension of the lake the Wahsatch Mountains were a range of snowy alps, from which glaciers descended to the edge of the water. Salt Lake City being nearly on the same parallel of latitude with Naples, the change to the former topography would be somewhat as if a lofty glacier-bearing range took the place of the Apennines in the South of Europe.

One leading object of our journey was to see the wonders of the Yellowstone—that region of geysers, mud volcanoes, hot springs and sinter-beds, which the United States Congress, with wise forethought, has set apart from settlement and reserved for the instruction of the people. In a few years this part of the continent will no doubt be readily accessible by rail and coach. At the time of our visit it was still difficult of approach. We heard on the way the most ominous tales of Indian atrocities committed only a year or two before, and were warned to be prepared for something of the kind in our turn. So it was with a little misgiving as to the prudence of the undertaking that we struck off from the line of the Union Pacific Railway at Ogden and turned our faces to the north. Ogden is the centre at which the railway from Salt Lake City and that from Northern Utah and Idaho join the main trans-continental line. The first part of the journey passed pleasantly enough. The track is a very narrow one, and the carriages are proportionately small. We started in the evening, and sitting at the end of the last car enjoyed the glories of a sunset over the Great Salt Lake. Next day about noon brought us to the end of the railway in the midst of a desert of black basalt and loose sand, with a tornado blowing the hot desert dust in blinding clouds through the air. It was